

## 2022-2024 Regional Flexible Funds Project Application

### INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- Active Transportation and Complete Streets, or
- Freight and Economic Development Initiatives

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing Equity
- Improving Safety
- Implementing the region's Climate Smart Strategy
- Managing Congestion

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to [rffa@oregonmetro.gov](mailto:rffa@oregonmetro.gov). Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

### APPLICANT INFORMATION

1. Jurisdiction name: City of Portland
2. Contact info: Mark Lear, 503-823-7604, [Mark.Lear@portlandoregon.gov](mailto:Mark.Lear@portlandoregon.gov)
3. Funding category (check one):  Active Transportation       Freight       Both
4. Project name: Taylors Ferry Transit Access and Safety
5. Describe the project purpose. What problems or issues is the project intended to address?

The Taylors Ferry Transit Access and Safety Project will provide "last-mile" connectivity to the Barbur Transit Center, and will resolve high priority gaps in the regional walking and biking network in the West Portland Town Center.

### PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

#### Project Detail

6. Is this project on the 2018 RTP Constrained list?  Yes  No
7. What is the RTP Project ID #? 10284
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.

High Injury Corridor (or ODOT ARTS Hotspot map) There is an ODOT ARTS Hotspot and Intersection spot located at the intersection of Taylors Ferry Rd, Capitol Hwy, Barbur Blvd confirm this – the map I found was unclear.

Bicycle: Regional Parkway, Bicycle District

Pedestrian: Regional Pedestrian Corridor

Freight Click here to enter text.

Transit: Frequent Bus

#### Additional RTP Policy Considerations

- The project is fully contained within a Metro designated Urban Center
- The project area is fully contained within a Metro designated Bicycle District, and provides direct access to a Regional bike-transit facility
- The Project connects and provides access to a Frequent Bus corridor, Regional Bus corridor and Future High Capacity Transit
- The project crosses and intersects with a Main roadway route offramp from I-5 South.

9. List the project beginning and ending points. What specific streets/intersections are included in the project area?

SW Taylors Ferry Rd: SW 49th Ave to SW Capitol Highway. Other intersections: Taylors Ferry Rd & SW 48th Ave., SW 46th Ave., SW 43rd Ave.

10. Is the project included in an adopted local transportation safety plan or audit?  Yes  No  
Please describe.

This project is not included in a specific safety audit, but is identified as a gap and lack of facilities in the Bicycle Plan for 2030 (Project No.8289); PedPDX (Sidewalk Gaps Analysis). This project is in the top 10% of ODOT's Safety Priority Index System (SPIS, 2016).

11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)

The total project cost estimate is \$4,276,000. Local match in the amount of \$600,000 will be provided by system development charge revenue and/or other discretionary local funding sources. The local match funding is certain. The RFFA grant request is for the remaining \$3,676,000.

12. Which Project Development Stages are to be considered for RFFA funding?

We are requesting RFFA funding for Alternatives Identification and Evaluation, Preliminary Design, Final Design, Right of Way, Utilities, and Construction

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities?  Yes  No

14. Attach or describe the project schedule and include information about important schedule considerations or drivers.

Early 2022—Alternatives Identification and Evaluation; Late 2022--Preliminary Design and Final Design; 2023—Right-of-Way; 2024--Construction

#### Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?

This project has gone through the Planning stage and has undergone enough project development to have a signed engineer cost estimate and a defined scope. However, we anticipate the need for a short Alternatives Identification and Evaluation phase to verify the scope prior to starting Preliminary Engineering, especially to resolve any issues related to crossing the Woods Creek Natural Area and the interaction with the ODOT freeway ramp.

16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?

This project will require temporary construction easements. Significant acquisitions are not expected. Right of way acquisition will be completed by the City of Portland following all federal processes during the Right of Way phase for each project.

17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?

This project has been identified in PBOT planning documents including the Bike Plan for 2030 (2010) and Transportation System Plan (2016).

Most recently, the project has seen preliminary project development as part of the SW Corridor Station Access Improvement Options considered in the SW Corridor project (2018).

Preliminary project development and cost estimating is complete, and past work is relevant for current consideration. These documents are available in digital format.

18. Does the project area intersect with Title 13 resource areas, wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?

The project crosses Woods Memorial Natural Area and Woods Creek via an existing culvert, which overlaps with Class I; Class II; and Class B and a surrounding area where activities may impact a Title 13 Resource (Metro Title 13 Resource Inventory).

Other environmental resources classifications which overlap with this project include Wetland, Fish Passage Barrier, Regional Conservation Strategy (to 25%) (Metro, Appendix F 2018 Regional Transportation Plan)

This project involves modifications to the Woods Creek culvert, to be developed in partnership with the Portland Bureau of Environmental Services. The modifications to this culvert may be an opportunity to mitigate or respond to Title 13 resource impacts.

19. To what extent has environmental permitting been scoped or completed?

Environmental permitting for the project has not been scoped or completed.

#### Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?

The community members and organizations in the area have expressed concerns related to unsafe access to transit, lack of safe walking facilities, lack of safe crossing opportunities, stressful shared roadway conditions for bicycling, mail delivery challenges, Portland Public School bus stop access and pickup, Lack of Safe Routes to School facilities; general poor connectivity to town centers and community destinations. There is also widespread concern about the lack of walking and biking access to the future SW Corridor light rail station at Barbur Transit Center.

21. Which community partners are involved?

Southwest Neighborhoods Inc (SWNI) and the Crestwood Neighborhood Association are actively involved in planning and project development related to this project.

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.

This project has the strong support of the Crestwood Neighborhood. This project directly provides access to and from West Portland Town center, the highest ranked equity score of all town centers in Southwest Portland.

This project is a part of a larger regional vision of the West Portland Town Center as a dense, walkable, affordable community centered around high capacity transit. The Bureau of Planning and Sustainability (BPS) is actively conducting a planning study of the West Portland Town Center. The results of this study are expected to only reinforce the critical need and reiterate strong community support for this project.

#### Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?

Trimet identifies this project as one of “the most important access deficiencies to address in the [Barbur Transit Center] focus area.” (Trimet Bike Plan 2016, p.20). Washington County has a complementary project on Taylors Ferry Rd (RTP 12065) and our agencies have been in communication about the potential coordination of these efforts. While these projects do not connect they would serve to narrow the gap between jurisdictions. The project will include TriMet to identify stop consolidation and transit optimization opportunities. TriMet has been briefed on this project and is supportive. They will coordinate with PBOT on project design and construction if the project is funded. PBOT has agreed to include in project design and construction the costs associated with necessary transit stop improvements.

24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies’ awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.

This project connects to an existing off ramp from I-5, under jurisdiction of the Oregon Department of Transportation (ODOT). ODOT has been briefed on this project and has no objections to this grant application. Changes in the area around the freeway interchange are subject to the approval of the State Traffic Roadway Engineer.

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

Utilities in the City of Portland located within the right of way are subject to the franchise agreements which require the utility to move at their own expense on a timeline dictated by the project. The City of Portland has an established utility relocation process to notify utilities of relocation requirements. City owned utilities will be relocated during the utility phase through an agreement with the ODOT Utilities section.

26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.)

PBOT has design control over this project, except where it intersects with ODOT facilities. The project connects to and crosses the Taylors Ferry Exit ramp from I-5 south, an ODOT facility. The project also crosses a culvert managed by the Bureau of Environmental Services (BES). BES is interested in modifying or replacing this culvert. Coordination between our agencies is a high priority for both agencies (BES Strategic Plan 2010-2027). These agencies will partner and coordinate with PBOT on project design and construction if the project is funded. We have obtained a signature from ODOT demonstrating awareness of this project proposal. Changes in the area of the freeway interchange are subject to the approval of the State Traffic Roadway Engineer.

## PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?  Yes  No

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

i. Are ROW acquisition costs included in the cost estimate? Right of way costs are included. No ROW acquisition is expected.

ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? Yes.

b. Utility Relocation

i. Are utility relocation costs included in the cost estimate? Utility relocation costs for eligible utilities are included in the cost estimate.

c. Stormwater considerations

i. Water quantity. Preliminary costs for stormwater disposal and treatment are included in the estimate.

ii. Water quality. Preliminary costs for stormwater disposal and treatment are included in the estimate.

d. Environmental and Permitting

i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? This project likely to meet the requirements for a Categorical Exclusion, documentation will be prepared during project design.

e. Schedule. 2022 Planning and PE; 2023 Right of way; 2024 Construction

f. Budget. We have included large contingencies at several levels in the cost estimate.

g. Staff availability

- i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. The agency has a robust project management staff with extensive experience managing federally funded capital projects.

## PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety.

This project brings the latest in complete street features to a street that lacks safe and connected facilities for people walking and biking.

Pedestrian Design Elements include

- Installation of continuous sidewalk
- o Vertical delineation
- o Buffered for a total width of XX ft, (including bike lane)
- o Clear width of 6 ft
- o Street Trees
- Addition of missing curb ramps
- Addition of enhanced pedestrian crossings
- Addition of crosswalk at transit stop
- Reduced corner radius

This project meets the bicycle facility provision described in Appendix C

Bicycle design elements include:

- Protected bike lane
- Lighting at intersections

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply)

See attached checklist

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? See question 48.

This project includes Street trees to reduce environmental impacts, and implements active transportation facilities designed to shift travel behavior to active transportation modes.

32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes?

Taylor's Ferry is one of the original transportation routes in Southwest Portland, and was established on one of the flattest routes in the city. In an area with significant topography changes, flat routes such as this have extra responsibility to serve as walking and biking routes, as people on foot and by bicycle are highly sensitive to steep grades and climbs.

## PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

### Affordability/Equity

33. Is the project in an Equity Focus Area?  Yes  No Please indicate which Focus Area.

The project is in the watershed of West Portland Town Center; a City of Portland equity focus area.

34. List the community places, affordable housing, and Title 1 schools within ¼ mile of project.

Within a 5 minute walk (1/4 mi): Montessori School- Childs View; Village Preschool; West Portland United Methodist Church; Community Gardem, Babur world foods; Islamic school of Portland; Woods memorial Natural Area, Chase Bank.

Within a 5 minute bike ride(1 mi): PCC Sylvania, Islamic Center of Portland, Masjed As-Saber, Islamic School of Portland, Ahmadiyyah Movement in Islam, Portland Rizwan Mosque, Markham Elementary School and Jackson Middle School have SUN schools. Markham used to be Title 1

35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project? Click here to enter text.

- Low-Income Population: No nearby blocks in the PBOT Equity Matrix scored 4 or 5 (annual household incomes < 54,000).
- Households with Limited-English Proficiency: 152 total households (per PBOT Equity Matrix)
- Non-White Population: 3045 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)

- Senior Population: 4164; Youth Population: 6391 (2017 ACS, per census blocks within 1 mile of the project area)
- Persons with Disabilities: 3287 (2017 ACS, per census tracts within 1 mile of the project area)

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project?

West Portland Town Center has barriers to natural areas, healthy food access, transit services, and generally lacks safe walking and biking facilities within and connecting to the neighborhood. This project would overcome these barriers and provide options in an area with few choices.

37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects?

The City of Portland's Certification Agreement stipulates that all projects follow the requirements of the ODOT Office of Civil rights for federally funded projects.

#### Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?

Fatal Crashes: 0. Injurious Crashes (all types): 7. (Per ODOT 2012-2016 Crash Data)

39. How does the project aim to reduce the number of fatal or serious injury crashes?

Providing a safe place to walk, crossings into the neighborhood, and high quality bikeway can improve safety for those users. Treatment The project enhances non-auto travel options and contributes to a mode shift to safer modes of travel.

40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)

Provides facilities where there are none; Expands a pinch point culvert crossing.

#### System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?

This project expands the Metro Regional Bikeway Network. Taylors Ferry Rd is the single connection point between Crestwood neighborhood and the rest of the West Portland Town Center and Barbur Transit Center. Today, the road has a deficient walkway and lacks bikeways

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?

Provides facilities where there are none; Expands a pinch point culvert crossing. Serves a PPS School bus route, SW Corridor, and Barbur Transit Center.

#### Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability?

This project has the opportunity for stop consolidation to improve efficiency of the #43 bus. Multimodal enhancements provide more transportation options and will make walking and biking an option on a corridor where it isn't today. Mode shift to walking, biking and transit will reduce motor vehicle demand to reduce transit delay.

44. How does the project improve connections to transit and employment or residential sites/areas?

The project provides a direct connection to the Barbur Transit Center and future SW Corridor Light Rail. Crestwood is largely residential, Barbur and the West Portland Town Center is a community hub with services and destinations. PCC is a major employment site and provides educational opportunities.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)?

The project has a high potential to support mode shift because of its transformative effect on access to transit.

46. How does the project reduce the need for throughway expansion?

Supports access to SW Corridor and Barbur Transit Center. This project provides a real and viable alternative to driving in the SW Corridor, and reduces the need to expand I-5 which serves the same mobility corridor.

#### Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact.

PBOT endeavors to limit and mitigate the environmental impact of all our projects. Measures we take include erosion control plans, control of discharge, responsible excess materials disposal, limited footprint of construction staging, powering down vehicles and equipment when not in use, use of warm mix instead of hot mix, compliance with forestry requirements, traffic control plans to reduce air quality impact from congestion, enforcement of permit requirements, dust control, noise prohibitions, and electronic submittals and payment processing of contractor submittals. In addition to these measures to reduce environmental impact, the project will reduce greenhouse gas emissions overall by encouraging greater use of non-motorized modes (walking, biking) as well as more efficient motorized modes (transit service).

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?

Street trees are included in the project to conform to the Portland Tree Code, or in some cases where trees are infeasible the City may pay a fee to plant trees in other areas. Bioswales are

included to manage stormwater in cases where the Bureau of Environment Services finds that they would provide a clear benefit to the stormwater system. Changes to culvert as part of this project will be designed to provide an environmental benefit.

#### Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?

The project has regularly recurring Peak hour congestion because of the limited connectivity in Southwest street network, and in this area in particular. The presence of an I-5 offramp brings significant volumes of single occupancy vehicles which interfere with the reliability and flow of freight goods movement. This project has the potential to reduce auto dependence and support the use of the street and freeway network for high value goods movement.

50. Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?

Not on a Reduction Review Route (ODOT TransGIS). The City of Portland freight committee is aware of this project and no concerns were identified.

51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?

Taylor's Ferry Rd operates with recurring congestion during the peak travel time. This delay is most concentrated between the I-5 freeway exit and Capitol Hwy. This project offers new multimodal travel options where few options exist. Providing more ways for people to travel can reduce peak hour demand for motor vehicle travel.

#### Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?

This project serves the Crestwood and West Portland Park neighborhoods, and the West Portland Town Center.

##### Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 45
- Clean Tech Jobs: 96
- Computer & Electronics Jobs: 10
- Health Science & Technology Jobs: 0
- Metals & Machinery Jobs: 10
- Software & Media Jobs: 103
- Total: 264

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors.

Supports the land use and transportation vision of the West Portland Town Center. Urban Center and Bicycle District in the Regional Transportation Plan; Town center in the Metro 2040 Growth Plan;

#### Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources include system development charges and general transportation revenue to provide the local match. PBOT is in communication with BES on upgrades to the Woods Creek culvert, and the bureaus are expected to collaborate on design and costs.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.

Yes, in the case that RFFA funds are used for project development, this funding will advance these projects to the point where they would be more competitive for state and federal funding opportunities.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?

This project will review and revise signal timing and operations.

57. Is this project on the Regional Emergency Transportation Network? Will this project help improve resiliency of the transportation network? If so, describe how.

This project is not on the Regional Emergency Transportation Network. This project is not on a street classified as a Metro Emergency Transportation Route, but it provides access to Interstate 5 and Barbur Blvd, both routes that are Emergency Transportation Routes. This project supports the use of transit and active transportation on Barbur Blvd, freeing the space for emergency response during an emergency event. This project is on a City of Portland Major Emergency Response Route.

#### PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

Conceptual: These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

Planning level: These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still

change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

Planning

Alternatives Identification and Evaluation

Preliminary Design

Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year?

The cost estimate was created in 2019 and is signed by a senior civil engineer. The estimate includes five years of construction and personnel escalation, and large contingencies for unexpected increases in costs.

61. To what extent were the following considered during cost estimating? All impacts are included in estimate if necessary at a planning level.

- a. Right of way (ROW) Included
- b. Utility relocation or underground Only included for city owned utilities
- c. Stormwater considerations included
- d. Environmental mitigation strategies included if necessary
- e. Bridge, railroad, or major facility impacts included if necessary
- f. Retaining walls included if necessary, planning level
- g. Clearing and grading included as lump sum percentage
- h. Removal of current pavement or facilities included using preliminary quantities
- i. Signing and pavement markings included using preliminary quantities
- j. Sidewalk and street furniture Included using preliminary quantities
- k. Street trees, landscaping, irrigation Included using preliminary quantities
- l. Mobilization, staging, and traffic control Including using lump sum.
- m. Staff availability or need for outside services included

62. Please attach your cost estimate. Verify that it includes the following items:
  - a. Unit cost assumptions See attached.
  - b. Contingency assumptions. See attached.

**SIGNATURE PAGE**

All relevant applicant agency and other agency staff with authority must attest to the design and cost estimates of the project, and that proper coordination and cooperation exists between all parties. Please attach additional signature pages as warranted.

**Applicant agency staff signatures:**

Project manager       *Ofici*        
Engineering       *Ea B. Hentsinger*        
Right of Way       *Ea B. Hentsinger*        
Environmental       *Ea B. Hentsinger*      

**Other agency signatures (as required):**

ODOT Highway       *Mandy Puhney*             *4/19/19*      

ODOT Rail \_\_\_\_\_

TriMet       *Kerry Agos-Palenuk, Director, Planning & Policy*      

SMART \_\_\_\_\_

Utilities \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Railroads \_\_\_\_\_

Other (please indicate) \_\_\_\_\_

# G: SW Taylors Ferry Rd

## Walkway and Bikeway Connection



### Project context and background

SW Taylors Ferry Rd from SW 49th to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street..

The project would build upon and connect to funded complete street upgrades of Capitol Hwy, extending the reach of those investments. The project implements the 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan. The project is on the Primary Investment Route for Markham Elementary School in the Portland Safe Routes to School plan (2018). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

### Project details

This project will construct a sidewalk and widen the roadway to provide bicycle lanes on SW Taylors Ferry Rd between SW Capitol Hwy and SW 49th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements. Project staff will collaborate with the Bureau of Environmental Services to understand opportunities to extend the culvert at Woods Creek.

#### Project Cost Estimate: \$4,276,000

Local Match: \$600,000; RFFA Grant Request: \$3,676,000

#### FOR MORE INFORMATION

##### Nick Falbo

Portland Bureau of Transportation - Senior Planner  
 Nick.Falbo@portlandoregon.gov | 503.823.6452

# Project Estimate Report: Development Phase

for

## SW Taylors Ferry Rd: SW 49<sup>th</sup> Ave to Capitol Hwy

April 15, 2019

**Requested by:** Nick Falbo

**Prepared by:** Linda Williams

**Location:** SW Taylors Ferry Rd: SW 49<sup>th</sup> Ave to Capitol Hwy

**Description:** Add sidewalks and bike lanes to SW Taylors Ferry Rd, between SW 49<sup>th</sup> Ave and Capitol Hwy to provide pedestrian and bike connections for future SW Corridor light rail station at SW Barbur Blvd/Capitol Hwy.

**Current Cross-Section:** 60' right-of-way, 22' wide center strip pavement, no curbs or sidewalks. There is a constrained area from I-5 off-ramp to 350 feet west that passes over an existing stream culvert crossing.

**Proposed Cross-Section:** **SW 48<sup>th</sup> Ave to culvert crossing:** 11' buffer (north side), 8' wide bike lane (5' bike, 3' buffer), two 11' travel lanes, curb, 4' furnishing zone, 6.5' bike lane, 8' pedestrian corridor, 0.5' buffer (south side).

**SW 48<sup>th</sup> Ave to 49<sup>th</sup> Ave:** 3' buffer (north side), 8' wide sidewalk, curb, 8' wide bike lane, two 11' travel lanes, 8' wide bike lane, 11' buffer (south side).

**At culvert crossing:** 14' buffer (north side), 5' bike lane, two 11' travel lanes, curb, 4' furnishing zone, 6.5' bike lane, 8' pedestrian corridor, 0.5' buffer (south side).

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### Issues:

- **Water** – Existing watermain in Taylors Ferry Rd the entire project length. The watermain appears to be very close to the south pavement edge between SW 49<sup>th</sup> and 46<sup>th</sup> Aves and may require relocation if the curb is placed at edge of pavement.
- **BES (storm, sanitary, water-quality facilities)** – Sanitary sewer in Taylor Ferry Rd between 46<sup>th</sup> Ave and culvert crossing. Properties west of 46<sup>th</sup> are served by sanitary sewers from adjacent side streets. Existing storm sewer system appears to consist of old driveway culverts and inlets along the south side of Taylors Ferry Rd. A large culvert crosses Taylors Ferry Rd in a creek/environmental zone approximately 300 feet west of SW

43<sup>rd</sup> Ave. This culvert has been identified for reconstruction in a future BES project. No existing storm water facilities.

- **Signals and Street Lighting** – Existing traffic signal at SW 48<sup>th</sup> intersection. Existing street lighting on the north side of SW Taylors Ferry Rd.
- **Environmental and Zoning** – R7 zoning for most of this corridor, except at the culvert crossing where R7c and R7p zones exist.
- **Contaminated Media** – None identified.
- **Right-of-Way Needs** – Proposed improvements will fit in existing 60' right-of-way, so no permanent dedications are required. However, temporary construction easements will be needed for sidewalk and driveway grading.
- **Railroads** (BNSF; UPRR; PTTR) – None
- **Parks** (landscaping and irrigation) – None
- **Other Jurisdictions (counties, schools, Port, ODOT, Tri-Met)** – TriMet route 43 serves SW Taylors Ferry Rd. Bus stops are located at SW 46<sup>th</sup> and 48<sup>th</sup> Aves. Off ramp for I-5 intersects with Taylors Ferry Road near SW 43<sup>rd</sup> Ave (ODOT).

#### Cost Estimate:

Total Construction	\$ 1,790,000
Project Management (5%)	\$ 76,000
Design Engineering (25%)	\$ 379,000
Construction Management (15%)	\$ 228,000
Right-of-Way (Cost + 20% Contingency)	\$ 0
Overhead (76.76%)	\$ 524,000
Total Project Contingency	\$ 1,279,000

**Total Project Estimate: \$ 4,276,000**

#### Estimating Assumptions:

- Assumed five foot wide pavement replacement width adjacent to new curb, and for 8' bike lane on the north side of Taylors Ferry Rd. Pavement depth is assumed to be 17 inches (9" AC on 8" aggregate base), per Std Detail No. P-518.
- It has been assumed that BES culvert replacement project will widen SW Taylors Ferry Road sufficiently to allow full sidewalk and bike lane width adjacent to culvert crossing (per email between Nick Falbo and Lisa Moscinski, BES). However, two existing residential properties on the north side of Taylors Ferry west of the culvert crossing have steep drop-offs at the existing edge of pavement, so bike lane will be narrowed to 5 feet at this location.

- In the culvert crossing area, a 3' average height retaining wall on the north side (adjacent to the two constrained properties) and a 4' average height retaining wall (adjacent to the steep sloped area) on the south side has been added to the estimate.
- New guardrail will be installed across the north side of Taylors Ferry Road, from the two constrained properties to the eastern edge of the R7p zone.
- Chain link fence will be installed at the back of walk across the south side of Taylors Ferry Road adjacent to the culvert crossing area.
- All existing driveways will be rebuilt with concrete approaches to match existing driveway width on site. A five foot long asphalt driveway connection has been estimated for each driveway.
- The existing water main is located close to the south edge of pavement on Taylors Ferry Rd between SW 49<sup>th</sup> and 46<sup>th</sup> Aves. If the south curb location falls too close to this water main, relocation may be required. Water main relocation cost has not been included in this estimate.
- This estimate includes construction of a storm sewer, outfall, and stormwater facilities for the proposed improvement area. Estimate provided by Daniel Jenkins, BES.
- It is assumed that no upgrades will be required to the existing street lighting on SW Taylors Ferry Rd or traffic signal at SW Taylors Ferry/48<sup>th</sup> Ave.
- Erosion control has been increased from 1% to 1.5% of bid items to account for sediment fences and inlet protection.
- There does not appear to be any mailboxes, utility poles, manholes, hydrants, or meters that require adjustment.
- Striping for bike lane and buffer has been included in this estimate. Flagging costs have been estimated at 6% of total construction cost. Estimate provided by Michelle Dellinger.
- The cost of obtaining temporary construction easements has not been included in this estimate.
- This estimate includes street trees on the south side of SW Taylors Ferry Rd.
- The years of inflation for this project is 5 years.
- The estimate contingency is 20%.
- The level of confidence for this estimate is low.

**Review & Approval:**

*Jimi Joe*

April 18, 2019

Reviewed by Engineer of Record

Date

*ebh* April 18, 2019

*Steve Tamm*

April 18, 2019

Reviewed and Approved by Engineering Services Division Manager

Date

**Attachments:**

- Detailed estimate spreadsheet
- Site map

CITY OF PORTLAND, OREGON  
 BUREAU OF TRANSPORTATION  
 PRELIMINARY ENGINEER'S ESTIMATE FOR PROJECTS GRATER THAN \$1M  
 SW Taylors Ferry Rd, SW 49th Ave to Capitol Hwy Date: April 15, 2018 By: L. Williams

PRELIMINARY ENGINEER'S ESTIMATE FOR THE IMPROVEMENT OF SW Taylors Ferry Rd FROM SW 49th Ave to SW Capitol Hwy  
 VALUES IN BLUE ARE PERCENT OF CONTRACT.

##### BID ITEMS #####

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION	0210	LS	1.00	\$ 125,201.67	\$ 125,201.67
2	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	0225	LS	1.00	\$ 37,560.50	\$ 37,560.50
20	FLAGGERS	0225	HOURL	1,500.00	\$ 52.50	\$ 78,750.00
24	EROSION CONTROL	0280	LS	1.00	\$ 18,780.25	\$ 18,780.25
31	POLLUTION CONTROL PLAN	0290	LS	1.00	\$ 1,252.02	\$ 1,252.02
45	REMOVAL OF STRUCTURES & OBSTRUCTIONS	0310	LS	1.00	\$ 50,080.67	\$ 50,080.67
47	CLEARING AND GRUBBING	0320	LS	1.00	\$ 32,552.43	\$ 32,552.43
51	GENERAL EXCAVATION	0330	CUYD	1,800.00	\$ 50.00	\$ 90,000.00
55	12 INCH SUBGRADE STABILIZATION	0331	SQYD	154.00	\$ 45.55	\$ 7,014.70
60	SUBGRADE GEOTEXTILE	0350	SQYD	1,540.00	\$ 1.30	\$ 2,002.00
	DITCH AND OUTFALL IMPROVEMENTS		EACH	1.00	\$ 50,000.00	\$ 50,000.00
74	STORMWATER PLANTERS	0415	SQFT	2,190.00	\$ 40.00	\$ 87,600.00
82	12 INCH PIPE, PVC ASTM D3034 SDR35, BEDDING TYPE: D, COMPLETE	0445	FOOT	920.00	\$ 120.00	\$ 110,400.00
90	CONCRETE MANHOLES, 48 INCH, 0-8 FT DEPTH	0470	EACH	5.00	\$ 4,400.00	\$ 22,000.00
102	CONCRETE INLETS, TYPE G-2	0470	EACH	6.00	\$ 1,800.00	\$ 10,800.00
105	CONCRETE INLETS, TYPE METAL	0470	EACH	12.00	\$ 500.00	\$ 6,000.00
135	RETAINING WALL, PREFABRICATED MODULAR	0596	SQFT	900.00	\$ 82.60	\$ 74,340.00
159	17 INCH ASPHALT CONCRETE PAVEMENT REPAIR	0748	SQYD	1550.00	\$ 124.30	\$ 192,665.00
160	EXTRA FOR ASPHALT APPROACHES	0749	EACH	9.00	\$ 732.00	\$ 6,588.00
161	ASPHALT CONNECTIONS	0749	SQFT	900.00	\$ 7.70	\$ 6,930.00
173	CONCRETE DRIVEWAYS	0759	SQFT	5,200.00	\$ 17.00	\$ 88,400.00
176	MONOLITHIC CURB AND SIDEWALKS	0759	SQFT	17,000.00	\$ 19.75	\$ 335,750.00
191	GUARDRAIL, TYPE 3	0810	FOOT	300.00	\$ 48.80	\$ 14,640.00
193	GUARDRAIL END PIECES, TYPE C	0810	EACH	2.00	\$ 217.50	\$ 435.00
194	GUARDRAIL TRANSITION	0810	EACH	2.00	\$ 2,240.00	\$ 4,480.00
212	THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED	0865	FOOT	8,000.00	\$ 1.40	\$ 11,200.00
217	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE STENCIL	0867	EACH	10.00	\$ 277.00	\$ 2,770.00
260	LAWN SEEDING	1030	SQYD	1,225.00	\$ 11.60	\$ 14,210.00
261	TOPSOIL	1040	CUYD	200.00	\$ 61.10	\$ 12,220.00
264	DECIDUOUS TREES, 2-1/2 INCH CALIPER	1040	EACH	21.00	\$ 822.00	\$ 17,262.00
286	CL-4R CHAIN-LINK FENCE WITH VINYL CLAD FABRIC	1050	FOOT	200.00	\$ 27.80	\$ 5,560.00
TOTAL BID ITEMS						\$ 1,517,444.24

##### ANTICIPATED ITEMS #####

NO.	ITEMS OF WORK AND MATERIALS	REFERENCE	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	RIGHT OF WAY MONUMENTATION		LS	0.00	\$ -	\$ -
2	RELOCATE WATER FACILITIES - FIRE HYDRANT		EACH	0.00	\$ 20,000.00	\$ -
3	RELOCATE WATER FACILITIES - METER		EACH	0.00	\$ 6,000.00	\$ -

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
4	STREET LIGHTING - UPGRADE LUMINAIRES		EACH	0.00	\$ 600.00	\$ -
5	STREET LIGHTING - INSTALL ARMS AND LUMINAIRES		EACH	0.00	\$ 5,000.00	\$ -
6	CONNECT CONTRACTOR INSTALLED TRAFFIC SIGNAL LOOPS TO CONTROLLER BY MO		EACH	0.00	\$ 1,000.00	\$ -
7	PLANT TREES AND ESTABLISHMENT BY OTHERS		EACH	0.00	\$ 1,000.00	\$ -
8	STORMWATER PLANTINGS AND PLANT ESTABLISHMENT		SQFT	2,190.00	\$ 20.00	\$ 43,800.00
9	STORMWATER OFFSITE MANAGEMENT FEE		SQFT	0.00	\$ 3.70	\$ -
10	ROCK EXCAVATION		CUYD	0.00	\$ 106.00	\$ -
11	RAILROAD PROTECTION SERVICES (ONE YEAR)		LS	0.00	\$ 100,000.00	\$ -
12	ASPHALT CEMENT ESCALATION		LS	0.00	\$ -	\$ -
13	FUEL ESCALATION		LS	0.00	\$ -	\$ -
14	TESTING CONTAMINATED MEDIA		LS	0.00	\$ 5,000.00	\$ -
15	BOLI FEE PAYMENT		LS	1.00	\$ 1,517.44	\$ 1,517.44
16	CONTRACT CONTINGENCY (REQUIREMENT TO ACCEPT BIDS UP TO 10% OVER ESTIMATE)		LS	1.00	\$ 151,744.42	\$ 151,744.42

TOTAL ANTICIPATED ITEMS \$ 197,061.87

**SCHEDULE SUMMARY**

BID ITEMS			\$ 1,517,444
CONSTRUCTION CONTINGENCY	5% of Bid Items*		\$ 75,872
SUBTOTAL			\$ 1,593,316
ANTICIPATED ITEMS			\$ 197,062
<b>TOTAL CONSTRUCTION</b>			<b>\$ 1,790,378</b>
PROJECT MANAGEMENT	5% of Bid Items		\$ 75,872
DESIGN ENGINEERING	25% of Bid Items		\$ 379,361
CONSTRUCTION MANAGEMENT	15% of Bid Items		\$ 227,617
SUBTOTAL			\$ 682,850
PROJECT ENGINEERING & MANAGEMENT OVERHEAD	76.76% of PM, Eng, and CM		\$ 524,156
<b>TOTAL PROJECT ENGINEERING &amp; MANAGEMENT</b>			<b>\$ 1,207,006</b>
RIGHT-OF-WAY LAND, IMPROVEMENTS, AND DAMAGES			\$ -
RIGHT-OF-WAY APPRAISAL, TITLE INSURANCE, AND NEGOTIATION			\$ -
RIGHT-OF-WAY CONTINGENCY	30% of Land, Improve, and Damages		\$ -
<b>TOTAL PROJECT RIGHT-OF-WAY</b>			<b>\$ -</b>
	Years	Inflation	
INFLATION RATE ON CONTRACT	5	4.5% of Construction	\$ 440,759
INFLATION RATE ON PERSONNEL	5	2.0% of Eng & Mgmt	\$ 125,626
ESTIMATE CONTINGENCY FOR UNDEFINED OR CHANGE IN SCOPE		20% of Const, Eng & Mgmt, and Inflation	\$ 712,754
<b>TOTAL PROJECT CONTINGENCY</b>			<b>\$ 1,279,139</b>

NO.	ITEMS OF WORK AND MATERIALS	SPEC REFERENCE	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
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**TOTAL PROJECT ESTIMATE** **\$ 4,276,523**

LS\* Unit Price shown is: Pound, Each, or Foot Basis as applicable

Remove \* and change unit to 1 in the Bid Form

Use 3.5% Construction Contingency for Federal-Aid Projects

Blue numbers, % may be changed by Engineer with EOR concurrence.

76.76% overhead rate is for the 18/19 fiscal years and applies to all projects, regardless of funding source

(i.e. federal, I/A, LID's, GTR, PDC, ODOT, OTIA)

Yellow Highlighted Quantity Items are calculated values from Quantities Tab

Orange Highlighted prices are to be calculated in Fuel/Asphalt Worksheet

Refer to NOTES tab for info on the use of each Bid Item

When printing Estimate for review, hide columns C, D, and E

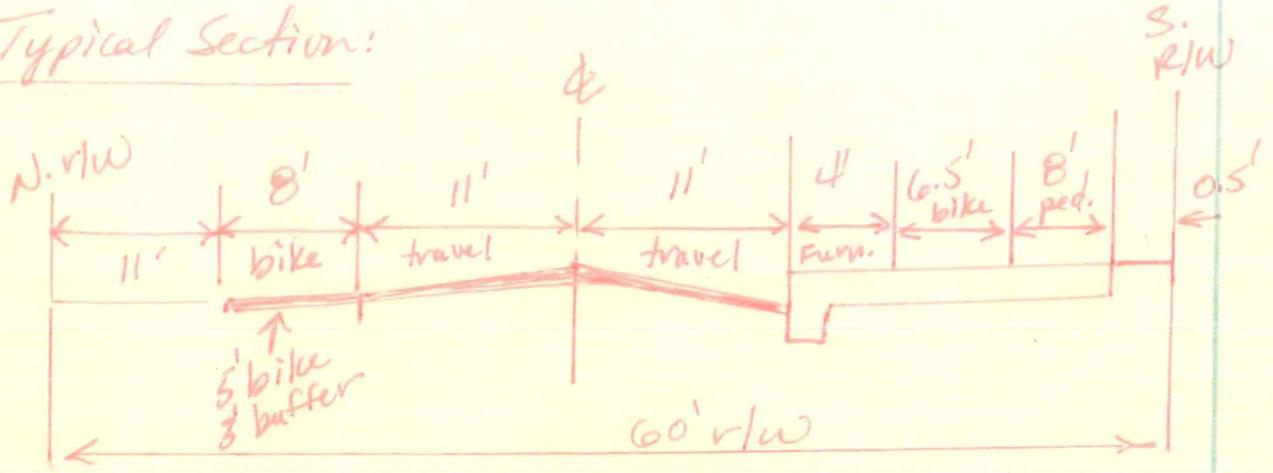
O&M COSTS PER YEAR w.o. OVERHEAD	UNIT	UNIT PRICE QUANTITY PER YEAR	TOTAL
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# PRELIMINARY ESTIMATE:

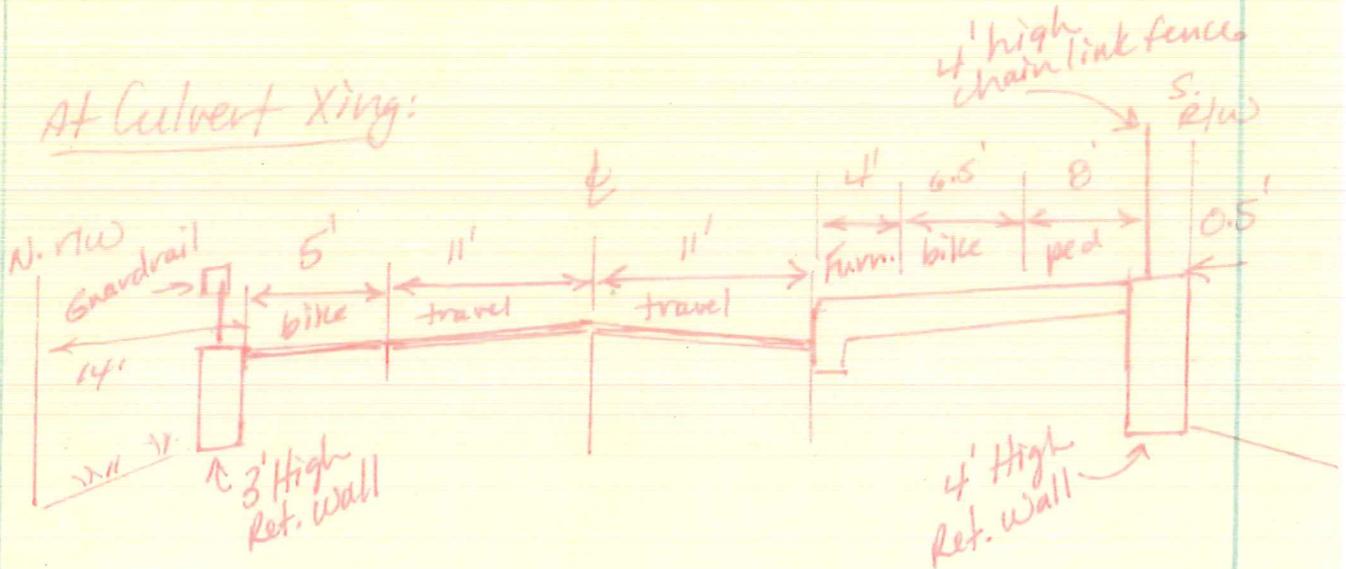
4/10/19

## Sw Taylors Fy Rd: 49<sup>th</sup> to Capitol Hwy

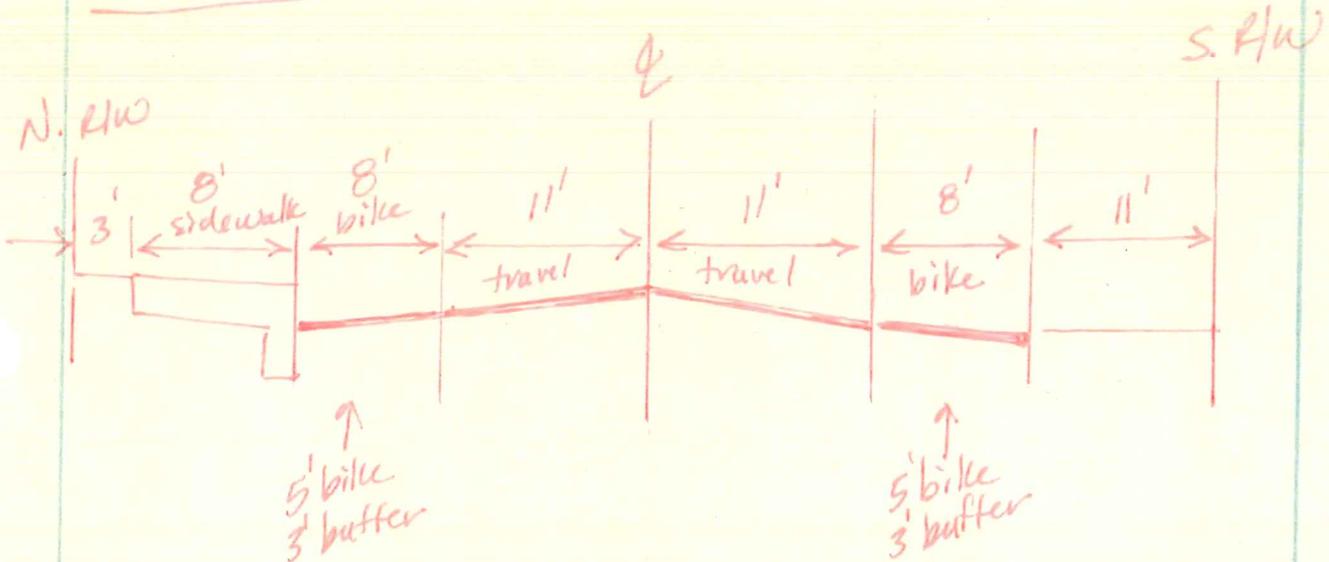
### Typical Section:

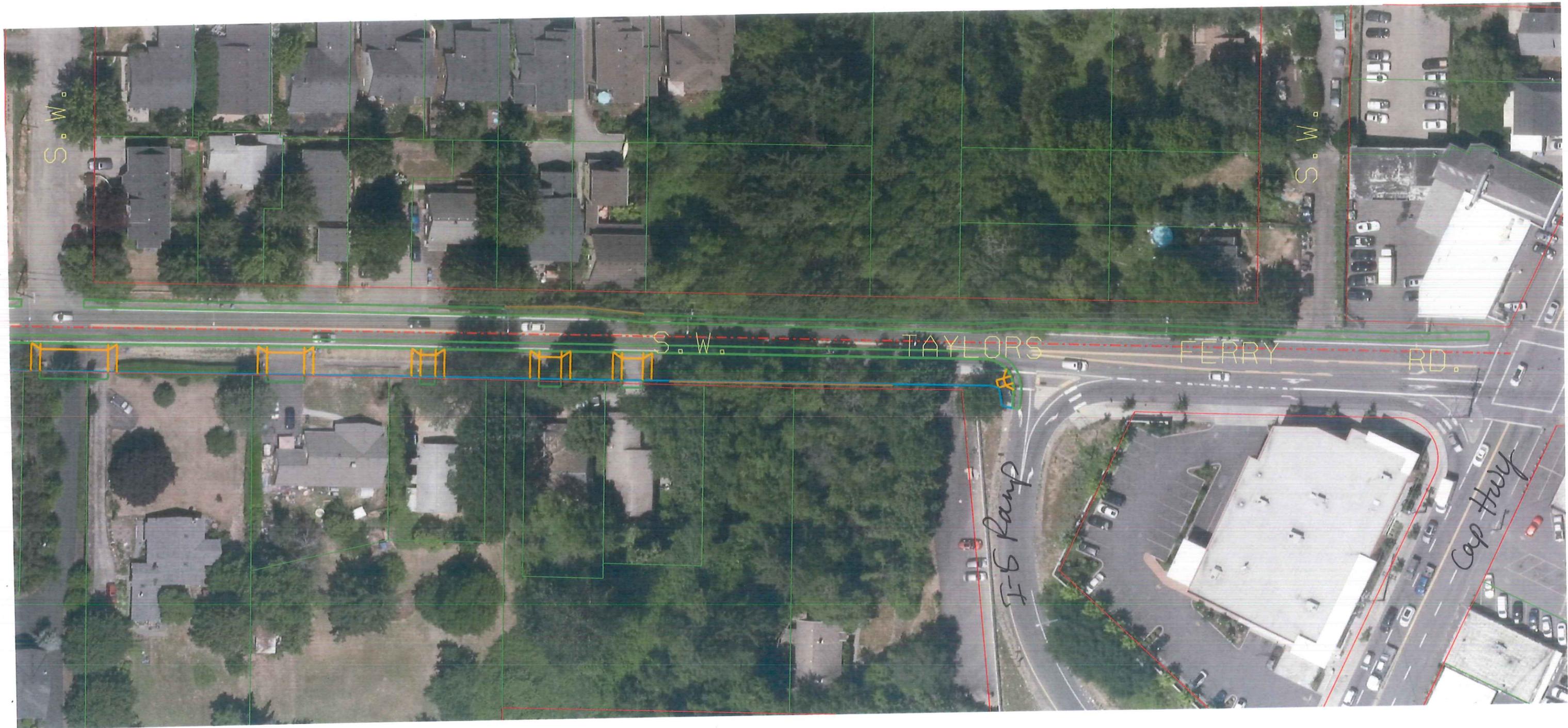


### At Culvert Xing:



### 48<sup>th</sup> - 49<sup>th</sup> Ave:





S.W.

S.W.

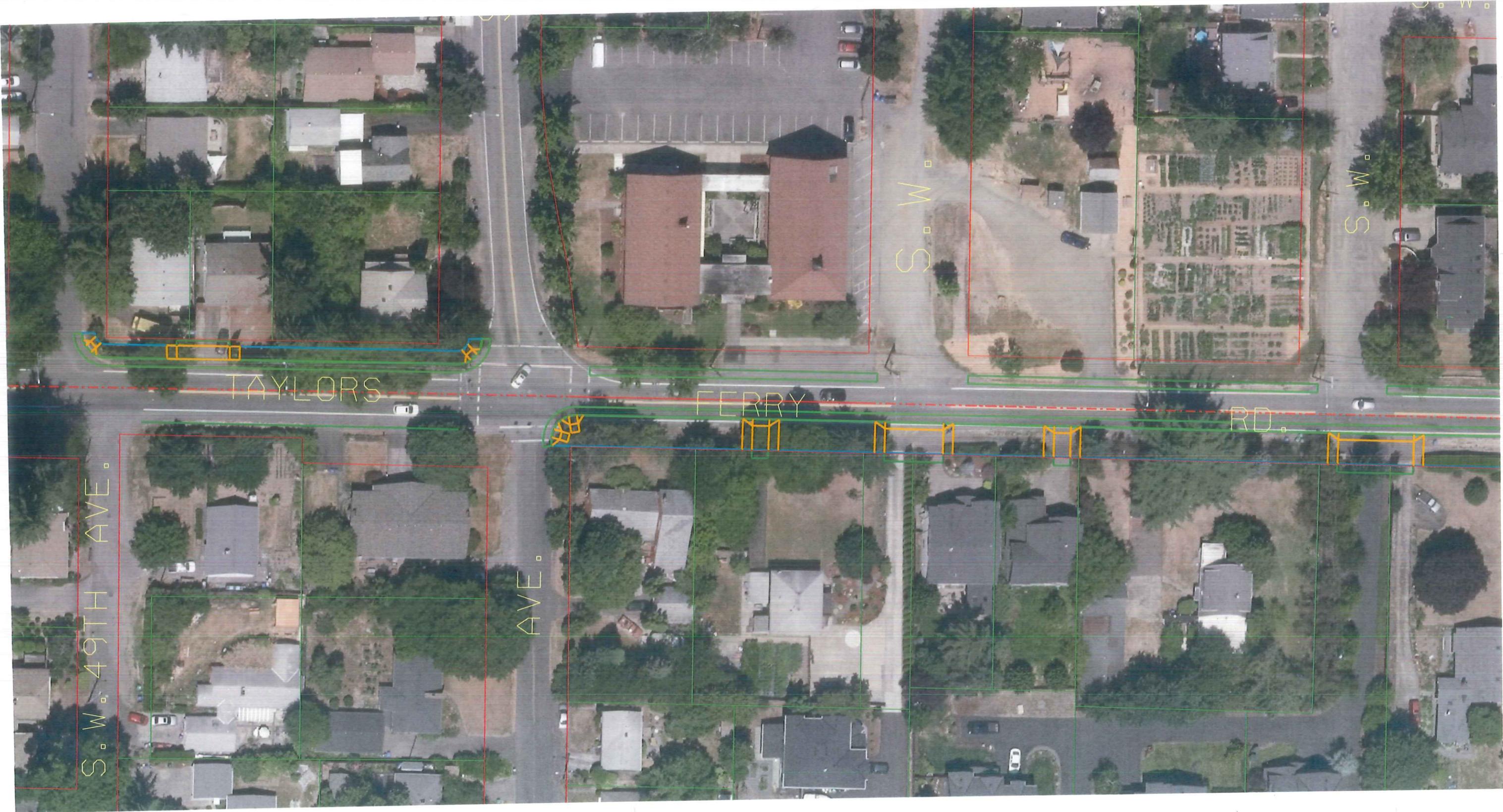
S.W. TAYLORS FERRY RD.

*I-6 Ramp*

*Cap Hwy*



gn



TAYLORS

FERRY

RD.

S. W. 49TH AVE.

AVE.

S. W.

S. W.



## **Summary of Non-Discriminatory Engagement, City of Portland 2019 RFFA Applications**

All projects being submitted by the City of Portland have gone through a thorough planning level public involvement process. These projects came out of the Transportation System Plan (TSP) project list, which was adopted as a part of the Portland Comprehensive Plan update in December 2016. The Comprehensive Plan and TSP project list went through a long and robust public engagement process, with a strong equity focus on low income communities, communities of color, and residents with limited English proficiency.

The Transportation System Plan update went through four rounds of public review and comment, including internal, discussion, proposed, and recommended drafts over the course of several years. At each point in this process, the public at large, as well as numerous technical and community advisory committees, neighborhood associations, and other stakeholders were given the opportunity to provide feedback. In all, between January 2014 and March 2015, PBOT staff attended and presented at 54 meetings, including the Transportation Expert Group, the Bicycle, Pedestrian, and Freight Advisory committees, Planning and Sustainability Commission, Joint Modal Committee, neighborhood coalitions and associations, and numerous open houses. At these meetings, PBOT staff received feedback about the selection criteria for determining which projects made it to the final project list as well as tweaks to elements of the various projects.

In addition to physical outreach at public meetings, over 600 comments on specific projects were received through the Map App; an online public engagement mapping platform where people could click through each of the projects on an interactive map and provide comments. PBOT also worked with consultants to engage underrepresented populations in commenting on the candidate project list and establishing relationships for the next phases of the TSP update. This work was focused on exploring how a variety of underrepresented populations would like to be involved in PBOT activities, both currently on the TSP update and in future projects. This work established a foundation for engaging underrepresented populations bureau-wide in the future.

In addition to the thorough vetting process for selecting these projects, several of the RFFA project candidates have gone through additional engagement as a part of other area and project planning efforts. The summaries for each project's public engagement process is included in their respective application materials.

## 2022-2024 RFFA Public Engagement and Non-Discrimination Certification

**Submitting agency name** City of Portland Bureau of Transportation

**Project name** This checklist applies to all City of Portland applications

### Background and purpose

Use of this checklist is intended to ensure project applicants have offered an adequate opportunity for public engagement, including identifying and engaging historically marginalized populations. Applications for project implementation (construction) are expected to have analyzed the distribution of benefits and burdens for people of color, people with limited English proficiency and people with low income compared to those for other residents. The checklist demonstrates:

- project sponsors have performed plan-level public engagement, including identifying and engaging historically marginalized communities, during development of local transportation system plans, subarea plans or strategies, topical plans or strategies (e.g., safety), modal plans or strategies (e.g., freight) and transit service plans from which the applicant project is drawn.
- if project development is completed, project sponsors have performed project-level public engagement, including identifying and engaging historically marginalized populations, and have analyzed potential inequitable impacts for people of color, people with limited English proficiency and people with low incomes compared to those for other residents.
- if project development is not completed, project sponsors attest the intent to perform project-level public engagement, including identifying and engaging historically marginalized populations, and to analyze potential inequitable impacts for people of color, people with limited English proficiency and people with low income compared to those for other residents.

Metro is required to comply with federal (US. Department of Transportation, Federal Highways Administration and Federal Transit Administration) and state (ODOT) guidance on public engagement and on Title VI of the Civil Rights Act and other civil rights requirements. Documentation of the local actions described below may be requested by regulators; if such a request is unable to be met, the allocation may be found to be out of compliance, requiring regional and local corrective action.

The completed checklist will aid Metro in its review and evaluation of projects for the 2022-2024 regional flexible funds allocation.

### Instructions

Applicants must complete this certification, including a summary of non-discriminatory engagement (see Section 2) and certification statement (see Section 3), for projects submitted to Metro for consideration for 2022-2024 regional flexible funding.

Project sponsors should keep referenced records on file in case of a dispute. Retained records are not submitted to Metro unless requested.

A public engagement quick guide is available at [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa). Please forward questions regarding the public involvement checklist to regional flexible funds allocation project manager Dan Kaempff at [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov) or 503-813-7559.

## 1. Checklist

Transportation or service plan development (from which the applicant project was drawn)

At the beginning of the agency's transportation system, topical modal, subarea or transit service plan, a public engagement plan was developed to encourage broad-based, early and continuing opportunity for public involvement.

**Retained records:** public engagement plan and/or procedures

During the development of the agency's transportation system, topical, modal, subarea or transit service plan, a jurisdiction-wide demographic analysis was completed to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

**Retained records:** summary of or maps illustrating jurisdiction-wide demographic analysis

Public notices included a statement of non-discrimination (Metro can provide a sample).

**Retained records:** public engagement reports including/or dated copies of notices

Throughout the process, timely and accessible forums for public input were provided.

**Retained records:** public engagement reports including/or descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results

Throughout the process, appropriate interested and affected groups were identified and contact information was maintained in order to share project information, updates were provided for key decision points, and opportunities to engage and comment were provided.

**Retained records:** public engagement reports including/or list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list

Throughout the process, focused efforts were made to engage underrepresented populations such as communities of color, limited English proficient and low-income populations, disabled, seniors and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, which may include translation of key materials, using a telephone language line service to respond to questions or take input in different languages and providing interpretation at meetings or events.

**Retained records:** public engagement reports including/or list of community organizations and/or diverse community members with whom coordination occurred; description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summary of key findings

Public comments were considered throughout the process, and comments received on the staff recommendation were compiled, summarized and responded to, as appropriate.

**Retained records:** public engagement reports or staff reports including/or summary of comments, key findings and final staff recommendation, including changes made to reflect public comments

Adequate notification was provided regarding final adoption of the plan or program, at least 15 days in advance of adoption, if feasible, and follow-up notice was distributed prior to the adoption to provide more detailed information. Notice included information and instructions for how to testify, if applicable.

**Retained records:** public engagement reports or final staff reports including/or dated copies of the notices; for announcements sent by mail or email document number of persons/groups on mailing list

### **Project development**

This part of the checklist is provided in past tense for applications for project implementation (construction) funding where the project development has been completed. Parenthetical notes in future tense are provided for applicants that have not completed project development to attest to ongoing and future activities.

At the beginning of project development, a public engagement plan was (shall be) developed to encourage broad-based, early and continuing opportunity for public involvement.

**Retained records:** public engagement plan and/or procedures

During project development, a demographic analysis was (shall be) completed for the area potentially affected by the project to understand the locations of communities of color, people with limited English proficiency, people with low income and, to the extent reasonably practicable, people with disabilities, older adults and youth in order to include them in engagement opportunities.

**Retained records:** summary of or maps illustrating demographic analysis

Throughout project development, public notices were (shall be) published and requests for input were (shall be) sent in advance of the project start, engagement activity or input opportunity.

**Retained records:** dated copies of notices (may be included in retained public engagement reports)

Throughout project development, public documents included (shall include) a statement of non-discrimination (Metro can provide a sample).

**Retained records:** public documents, including meeting agendas and reports

Throughout project development, timely and accessible forums for public input were (shall be) provided.

**Retained records:** descriptions of opportunities for ongoing engagement, descriptions of opportunities for input at key milestones, public meeting records, online or community survey results (may be included in retained public engagement reports)

Throughout project development, appropriate interested and affected groups were (shall be) identified and contact information maintained in order to share project information, updates were (shall be) provided for key decision points, and opportunities to engage and comment were (shall be) provided.

**Retained records:** list of interested and affected parties, dated copies of communications and notices sent, descriptions of efforts to engage the public, including strategies used to attract interest and obtain initial input, summary of key findings; for announcements sent by mail or email, documented number of persons/groups on mailing list (may be included in retained public engagement reports)

Throughout project development, focused efforts were made to engage historically marginalized populations, including people of color, people with limited English proficiency and people with low income, as well as people with disabilities, older adults and youth. Meetings or events were held in accessible locations with access to transit. Language assistance was provided, as needed, such as translation of key materials, use of a telephone language line service to respond to questions or take input in different languages, and interpretation at meetings or events.

**Retained records:** description of focused engagement efforts, list of community organizations and/or community members representing diverse populations with whom coordination or consultation occurred, description of language assistance resources and how they were used, dated copies of communications and notices, copies of translated materials, summaries of key findings (may be included in retained public engagement reports)

Throughout – and with an analysis at the end of – project development, consideration was (shall be) given to potential inequitable impacts of the project for people of color, people with limited English proficiency and people with low income compared to those for other residents, as identified through engagement activities.

**Retained records:** description of identified populations and information about and analysis of potential inequitable impacts of the project for them in relation to other residents (may be included in retained public engagement reports)

Public comments were (shall be) considered throughout project development, and comments received on the staff recommendation were (shall be) compiled, summarized and responded to, as appropriate.

**Retained records:** summary of comments, key findings and changes made to final staff recommendation or adopted plan to reflect public comments (may be included in retained public engagement reports or legislative staff reports)

Adequate notification was (shall be) provided regarding final adoption of the plan, including how to obtain additional detailed information, at least 15 days in advance of adoption. Notice included (shall include) information on providing public testimony.

**Retained records:** dated copies of the notices; for announcements sent by mail or email, documentation of number of persons/groups on mailing list (may be included in retained public engagement reports or legislative staff reports)

## 2. Summary of non-discriminatory engagement

Attach a summary (1-2 pages) of the key elements of:

- if project development is completed, the public engagement process for this project, including outreach to communities of color, people with limited English proficiency and people with low income
- if project development is not completed, the public engagement plan for this project or agency public engagement practice, including outreach to communities of color, people with limited English proficiency and people with low income.

## 3. Certification statement

The City of Portland Bureau of Transportation (agency) certifies the information provided on this checklist is accurate.

**As attested by:**



(signature)

Taylor Phillips, Transportation Planner

(name and title)

Oct-21-19

(date)



## APPENDIX C – ACTIVE TRANSPORTATION DESIGN GUIDELINES

**Please note:** These guidelines are taken from Metro’s Regional Active Transportation Plan (2014) and Regional Transportation Safety Strategy (2018), and is consistent with Metro’s street and trail design guidance, which is currently in the process of being updated. The street and trail guidance is scheduled to be completed in July 2019. Applicants are free to use design guidance from draft regional documents prior to adoption.

The following checklist items are street design elements that are appropriate and desirable in regional mobility corridors. Trail projects should use the Off-Street and Trail Facilities checklist (item D) at the end of this list. All other projects should use items A – C.

**A. Pedestrian Project design elements – check all that apply**  
***Design elements emphasize separating pedestrians from motor vehicle traffic with buffers, increasing the visibility of pedestrians, especially when crossing roadways, and making it easier and more comfortable for people walking to access destinations.***

For every element checked describe existing conditions and proposed features:

- Add sidewalks or improve vertical delineation of pedestrian right-of-way (i.e. missing curb)
- Add sidewalk width and/or buffer for a total width of 17 feet or more (recommended), 10 feet minimum (over 30 mph, ADT over 6,000). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- Add sidewalk width and/or buffer for a total width of 10 feet or more (recommended), 8 feet minimum on streets with lower traffic volumes and speeds (ADT less than 6,000 and 25 mph or less). Buffer may be provided by parking, protected bike lane, furnishing zone, street trees/planting strip. Greater width overall is desired in high activity areas, greater buffer separation is desired on streets with higher motor vehicle speeds and or volumes.
- Sidewalk clear zone of 6 feet or more
- Remove obstructions from the primary pedestrian-way or add missing curb ramps
- Add enhanced pedestrian crossing(s) at appropriate locations
- Re-open closed crosswalks
- Add crosswalk at transit stop
- Raised pedestrian refuge median or raised crossing, required if project is on a roadway with 4 or more lanes
- Reduced pedestrian crossing distance
- Narrowed travel lanes (reduces pedestrian crossing distance)
- Reduced corner radii (e.g. truck apron) (enhances pedestrian safety)
- Curb extensions and/or in-lane transit boarding
- Rectangular Rapid Flashing Beacon (RRFB) or pedestrian signal
- Lighting, especially at crosswalks – pedestrian scale (10-15 feet), preferably poised over sidewalk
- Dark skies compliant lighting
- Add countdown heads at signals
- Shorten signal cycle lengths of 90 seconds or less – pedestrian friendly signal timing, lead pedestrian intervals
- Access management: minimize number and spacing of driveways

- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Wayfinding
- Pedestrian priority street treatment (e.g. woonerf) on very low traffic/low volume street
- Other pedestrian priority design elements

**B. Bicycle Project design elements**

***Design elements emphasize separating bicycle and motor vehicle traffic, increasing visibility of bicyclists, and making it easier and more comfortable for people traveling by bicycle to access routes and destinations.***

For every element checked describe existing conditions and proposed features:

- On streets with traffic speeds and volumes over 30 mph, ADT over 6,000: Protected bicycle lane with vertical separation, minimum width 6 feet with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- On streets with traffic speeds and volumes over 30 mph and ADT 3,000 to 6,000: Buffered bicycle lane, at least 6 foot bike lane with minimum 2 foot buffer (refer to table below for recommended widths based on projected used)
- Bicycle boulevard treatment (markings, slowed traffic speeds, wayfinding etc.) where ADT is less than 3,000 per day and speeds are equal to or less than 20 mph
- Separated multi-use path parallel to roadway with at least 5 foot separation from roadway (refer to item D below)
- Bike priority treatments at intersections and crossings, including advance stop lines, bike boxes, bicycle priority signals, high-intensity activated crosswalk (HAWK) signals, user-activated signals
- Protected intersection treatments
- Access management: minimize number and spacing of driveways
- Arterial traffic calming: Textured intersections, gateway treatments, raised medians, road diets, roundabouts
- Raised pedestrian refuge median or raised crossing with bicycle crossing treatments, required if project is on a roadway with 4 or more lanes
- Lighting at intersections
- Dark skies compliant lighting
- Other bicycle priority design elements

# Regional Flexible Funds

**ACTIVE TRANSPORTATION &  
FREIGHT CANDIDATE PROJECTS**



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

## **PORTLAND CITY COUNCIL**

**Ted Wheeler**, Mayor

**Chloe Eudaly**, Commissioner in Charge

**Amanda Fritz**

**Nick Fish**

**Jo Ann Hardesty**

## **PROJECT TEAM**

**Zef Wagner**

Project Development Lead

**Mark Lear**

Resource Manager

**Taylor Phillips**

Project Development

**Mike Serritella**

Project Development

**To obtain a copy of this document or more information about this project, please contact:**

Portland Bureau of Transportation  
1120 SW 5th Avenue, Suite 800  
Portland, OR 97204  
Phone: 503-823-6152

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The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503.823.5282, TTY 503.823.6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>

# Regional Flexible Funds

## ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS

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**01 Project Candidates Summary**

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**02 Projects in Context | Equity, Safety, & Growth**

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*Project Summary Sheets*

**04 A** - N Willamette Blvd: Active Transportation Corridor

**05 B** - MLK Jr Blvd: Safety & Access to Transit

**06 C** - Columbia/Cully/Alderwood Intersection Improvements

**08 D** - SE Belmont & SE Morrison Transit & Bike Improvements

**09 E** - SE Stark & SE Washington Corridor Improvements

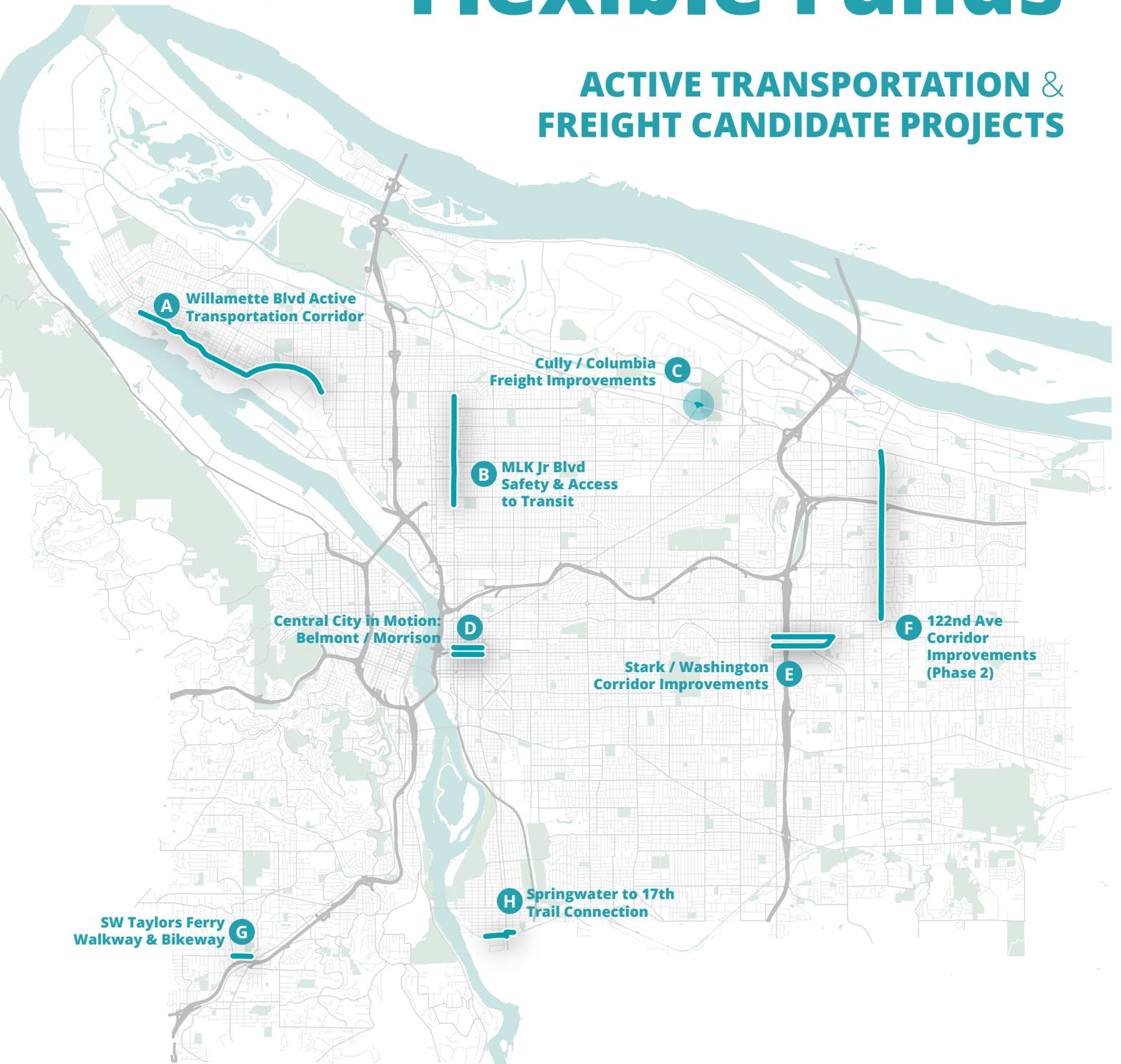
**10 F** - 122nd Ave: Safety Access & Transit

**11 G** - SW Taylors Ferry Rd Walkway & Bikeway

**12 H** - Springwater to SE 17th Trail Connection

# Regional Flexible Funds

## ACTIVE TRANSPORTATION & FREIGHT CANDIDATE PROJECTS



## Project candidates summary

ID	Project Name	Project Location	Project Description
<b>A</b>	<b>Willamette Blvd Active Transportation Corridor</b>	N Willamette Blvd (Rosa Parks - Richmond)	Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Incorporate pedestrian crossings, intersection improvements, and transit access improvements along the corridor.
<b>B</b>	<b>MLK Jr Blvd Safety &amp; Access to Transit</b>	NE MLK Jr Blvd (Highland - Cook)	Construct high-priority enhanced pedestrian crossings and signal upgrades along NE MLK Jr Blvd to improve pedestrian/bicycle safety and access to transit.
<b>C</b>	<b>Cully/Columbia Freight Improvements</b>	NE Cully Blvd & Columbia Blvd	Construct major intersection improvements at NE Columbia Blvd & Cully Blvd to improve freight movement, including a new traffic signal, side-by-side left turn pockets to Cully and Alderwood, right-turn pockets, and railroad crossing improvements. Project also includes sidewalks and a multi-use path to separate pedestrians and bicycles from traffic.
<b>D</b>	<b>Central City in Motion: Belmont/Morrison</b>	SE Belmont/Morrison St (Grand - 12th)	Construct pedestrian crossings, protected bike lanes, and enhanced transit improvements along the Belmont/Morrison couplet in the Central Eastside.
<b>E</b>	<b>Stark/Washington Corridor Improvements</b>	SE Stark/Washington Couplet (92nd - 108th)	Implement roadway safety redesign and construct enhanced pedestrian crossings, transit priority improvements, and protected bikeways in the Stark/Washington couplet in Gateway.
<b>F</b>	<b>122nd Ave Corridor Improvements (Phase 2)</b>	122nd Ave (Sandy - Burnside)	Construct high-priority enhanced pedestrian crossings, bikeway improvements, and enhanced transit improvements along 122nd Ave.
<b>G</b>	<b>SW Taylors Ferry Walkway &amp; Bikeway</b>	SW Taylors Ferry (48th - Capitol Hwy)	Construct high-priority sidewalk and bikeway connections on W Taylors Ferry Rd to provide active transportation access to SW Corridor station areas.
<b>H</b>	<b>Springwater to 17th Trail Connection</b>	Springwater Corridor (13th - 17th); SE 17th Ave (Linn - St Andrews)	Extend the Springwater Trail from 13th to 17th, and extend 17th Ave Trail from St Andrews to Linn, connecting the Milwaukie 17th Ave Trail to the Springwater Corridor.

# Projects in Context

This collection of projects align with the Portland Bureau of Transportation's commitment to **addressing equity, improving safety, and managing for future population growth.**

## EQUITY

PBOT uses the **Equity Matrix** to analyze investments based on the comparative racial and economic demography of all areas of the City.

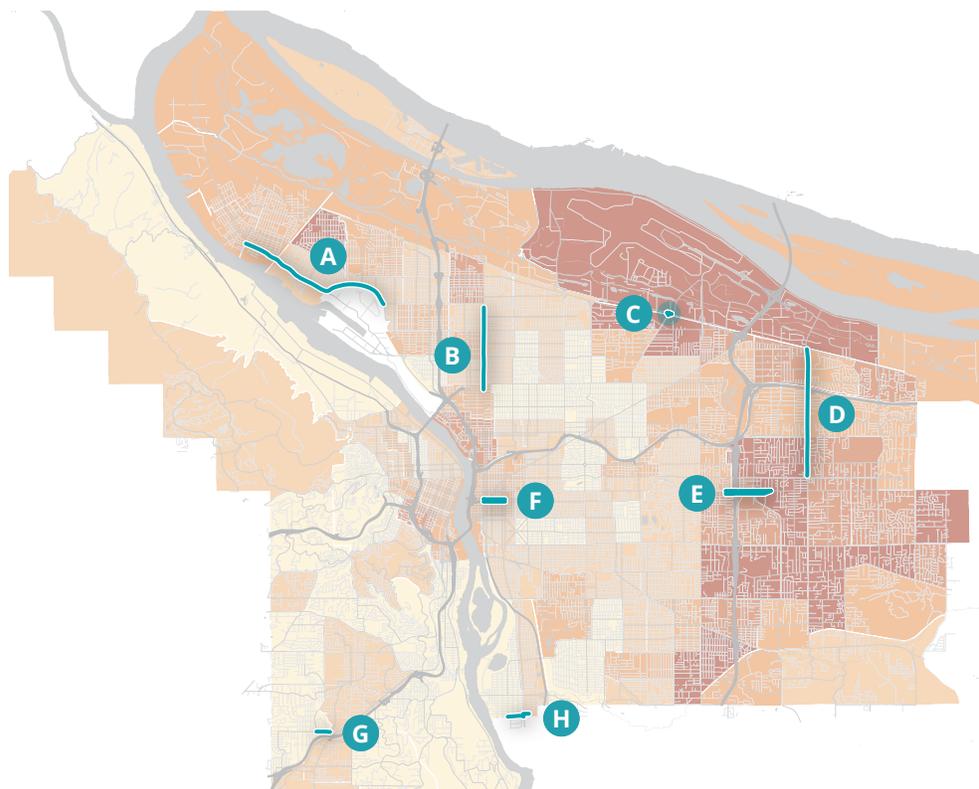
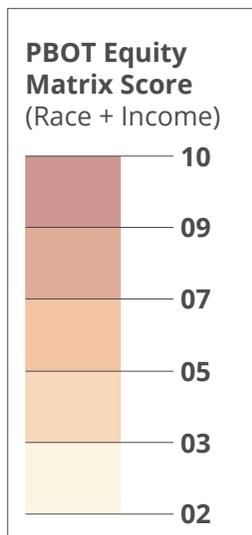
## SAFETY

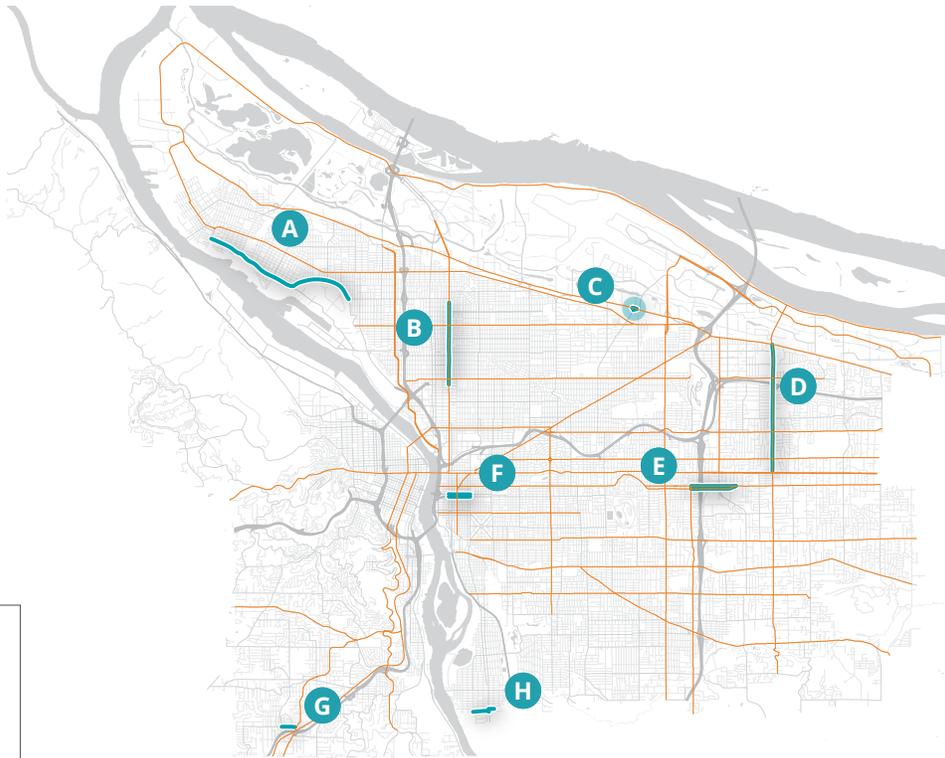
PBOT's *Vision Zero Action Plan* sets a goal of eliminating all transportation related deaths and serious injuries. The plan identifies a **High Crash Network** of streets where the highest rates of crashes occur.

## GROWTH

Strategic investments in Comprehensive Plan **Centers and Corridors** help manage growth by giving people transportation options when traveling to and between areas of the city targeted for the most growth.

## EQUITY

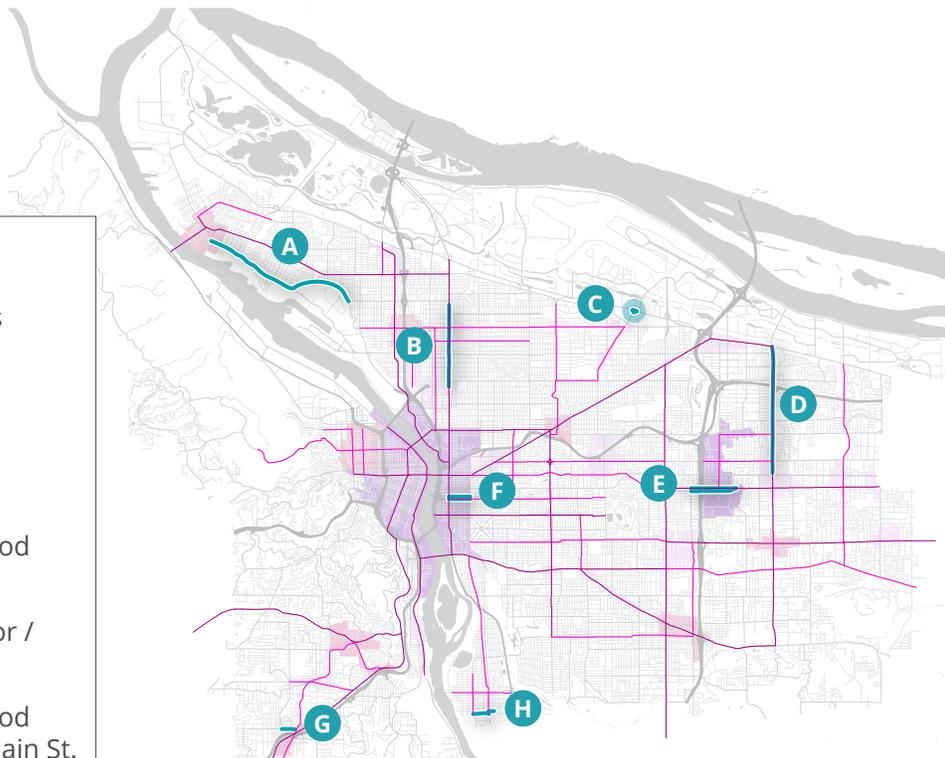




## SAFETY

**Vision Zero**  
High Crash Network

— All Modes



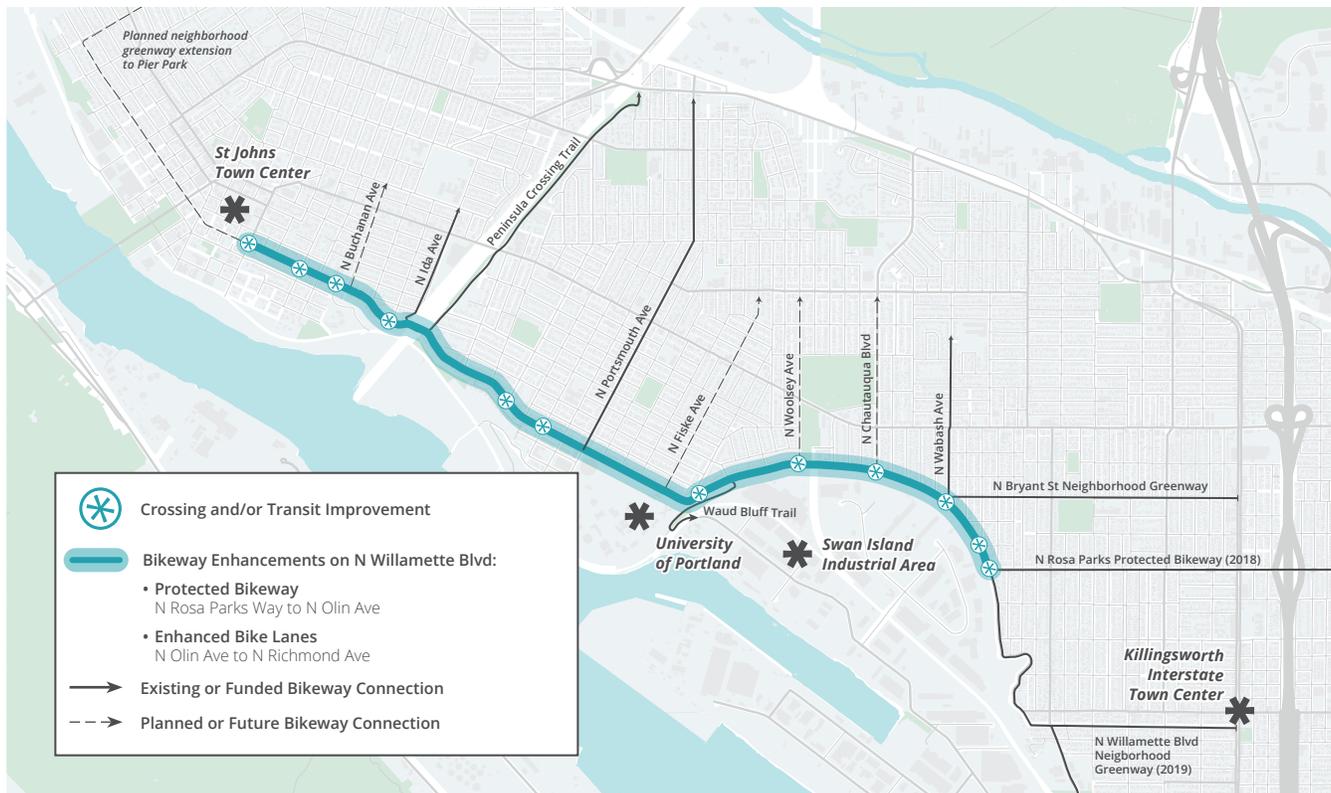
## GROWTH

**City of Portland**  
**Comprehensive Plan**  
Centers and Corridors

- Regional Center
- Town Center
- Neighborhood Center
- Civic Corridor / Main St.
- Neighborhood Corridor / Main St.

# A: N Willamette Blvd

## Active Transportation Corridor



### Project context and background

This project is needed to provide a major low-stress bikeway connection from the rapidly-growing St Johns Town Center to jobs, educational institutions, and other major transportation investments in the City of Portland.

This project was prioritized in the 2030 Bicycle Plan and builds on recent and upcoming improvements on Rosa Parks, Willamette, and Greeley east of the project area. North Portland is growing and residents need safe, comfortable and clearly defined travel options. An improved Willamette can serve as an active transportation ‘super-highway’ and help function as a primary route to connect future investments in walking and biking. By improving biking and access to transit for people in North Portland, we will give more residents the ability to choose travel options beyond single occupancy vehicles.

### Project Details

The signature element of this project is a proposed world class cycle track on N Willamette between N Rosa Parks Way and the University of Portland campus. This investment would also include improved transit amenities and enhanced pedestrian crossings. From the University of Portland campus, an enhanced bikeway is envisioned connecting to the St Johns Town Center. A complementary locally funded project, would extend the connection further into the peninsula, making a low-stress connection to Pier Park.

**Project Cost Estimate: \$6,106,000**

Local Match: \$1,650,000; RFFA Grant Request: \$4,456,000

#### FOR MORE INFORMATION

**Zef Wagner**

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# NE MLK Jr Blvd

## Safety & Access to Transit

### Project context and background

NE MLK Jr Blvd already has one of Portland’s highest concentrations of affordable housing, and a great deal more is in the pipeline. As more and more people live on this corridor, pedestrian and commercial activity is increasing, which leads to conflicts with the high volumes of high speed traffic on this major thoroughfare.

The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit.

NE Martin Luther King Jr Blvd is a major destination and business hub for Black Portlanders. This project would not only seek to direct investments in crossing and transit amenities, but would also include streetscape improvements such as pedestrian scale lighting and a community-driven process to further develop the corridor’s identity to celebrate NE MLK Jr Blvd as a vibrant business district.

### Project details

-  **SIGNAL UPGRADE**  
(add protected signal phase for vehicles turning onto NE Martin Luther King Jr Blvd)
-  **NEW ENHANCED CROSSING**  
(existing marked crossing exists, project will upgrade)
-  **FUNDED CROSSING IMPROVEMENT**
-  **EXISTING SIGNALIZED INTERSECTION**
-  **EXISTING OR FUTURE BIKEWAY CONNECTION**

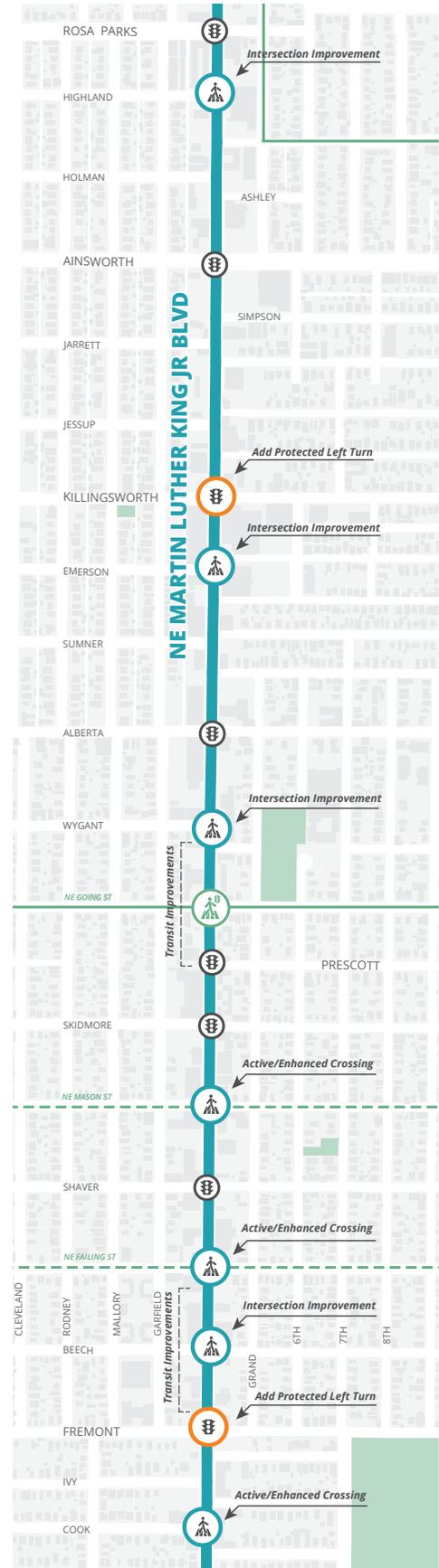
**Project Cost Estimate: \$4,723,000**

Local Match: \$600,000; RFFA Grant Request: \$4,123,000

#### FOR MORE INFORMATION

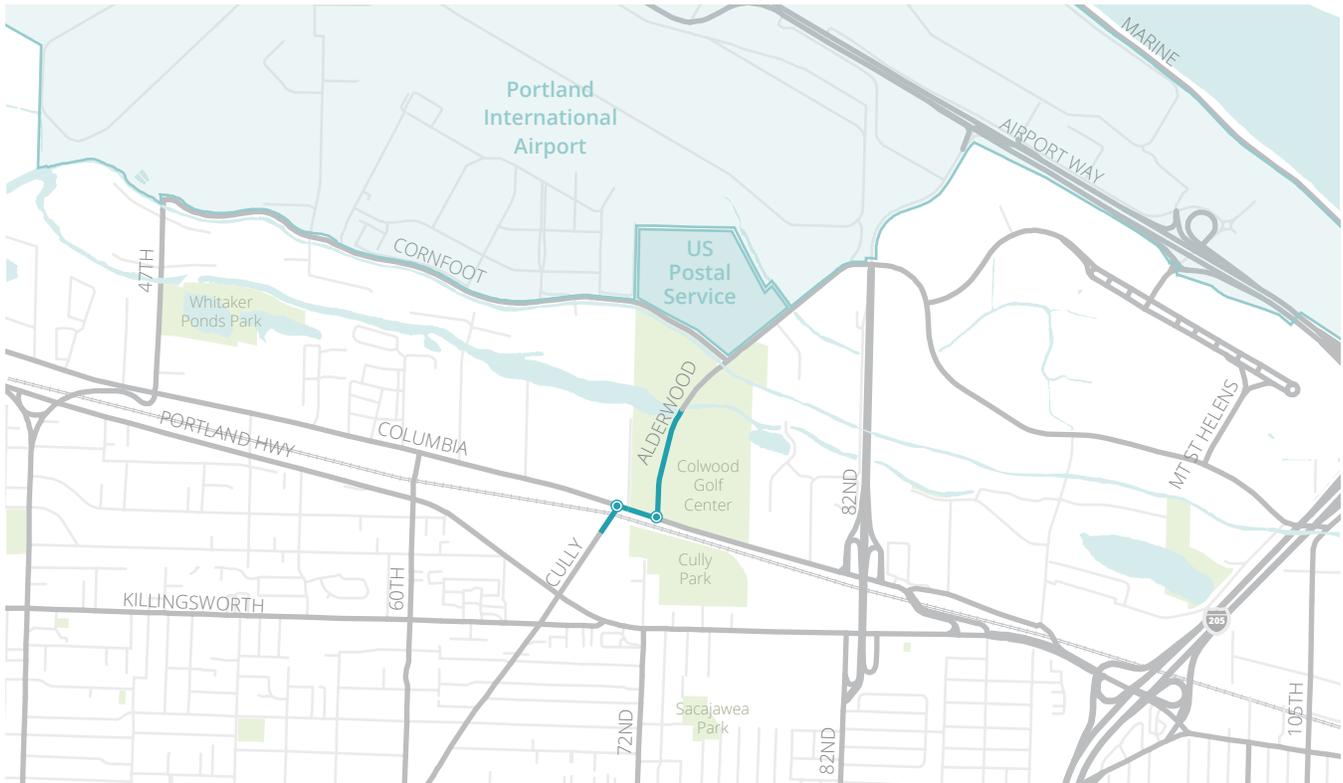
**Shane Valle**

Portland Bureau of Transportation - Transportation Planner  
shane.valle@portlandoregon.gov | 503.823.7736



# C: Cully/Columbia

## Intersection Improvements



### Project context and background

The Columbia corridor is a key link in Portland’s regional freight network, connecting major freight destinations, including the airport and USPS facilities, to the I-5 and I-205 freeways and the rest of the region. The intersections of Columbia Blvd at Alderwood Rd and at Cully Blvd are seeing increased traffic and trucking demand from the US Postal Service facility and airport in recent years, causing congestion that impacts freight reliability as well as contributing to dangerous conditions for all road users. In addition to increased freight and vehicular traffic, this area is seeing much more pedestrian and bicycle traffic due to job growth along the Columbia corridor, as well as popularity of several Parks facilities nearby. The Columbia/Cully/Alderwood

projects were identified as a transportation need in the Airport Futures Plan, to accommodate anticipated traffic growth associated with PDX Airport. They aim to enhance freight mobility and access by making it easier to make left turns onto and off of Columbia Blvd, while also improving safety for all road users.

**Project Cost Estimate: \$5,084,193**

Local Match: \$1,650,000; RFFA Grant Request: \$3,434,193

#### FOR MORE INFORMATION

**Winston Sandino**

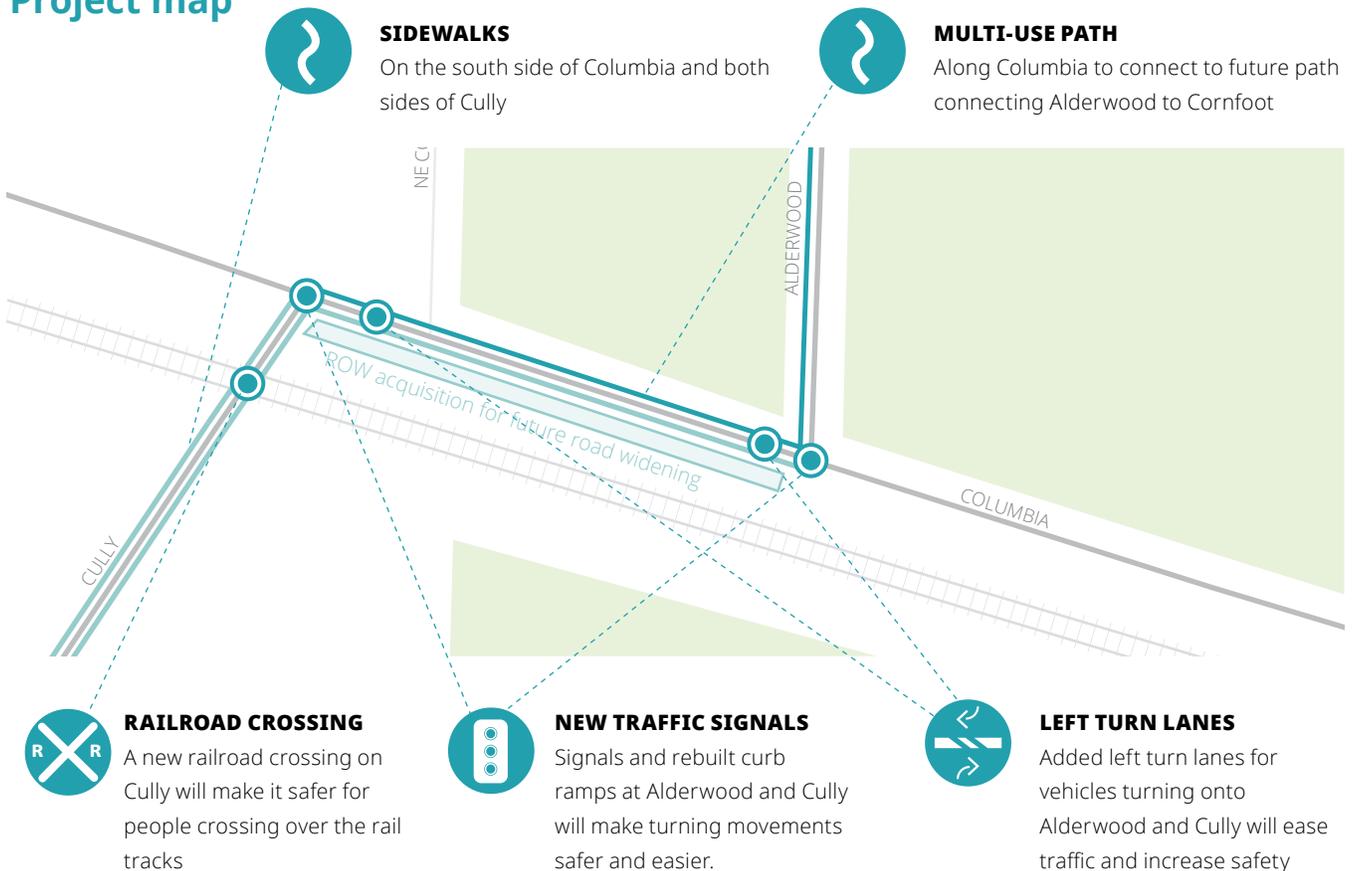
Portland Bureau of Transportation - Project Manager  
winston.sandino@portlandoregon.gov | 503.823.5767

## Project details

A funded project slated for construction in 2020 will reconstruct the intersection of Alderwood Rd at NE Columbia Blvd, install a permanent traffic signal at this intersection, construct sidewalks along the south side of NE Columbia Blvd from Alderwood Rd to Cully Blvd and a multi-use path on the north side of Columbia Blvd between Cully and Alderwood that continues north on Alderwood. Operations will be improved with an exclusive right turn lane from Alderwood to westbound Columbia and dual side by side left turn pockets on Columbia Blvd between Alderwood and Cully. PBOT is also applying for funding to construct sidewalks on Cully, improve the intersection of Cully and Columbia with a left turn lane and signal, and use previously acquired right-of-way to widen the road along Columbia between Cully and Alderwood.



## Project map



# D: SE Belmont & SE Morrison

## Transit and Bike Improvements



### Project background and details

Belmont and Morrison are key east/west connections in the Central Eastside, providing important retail, freight, and transit access. This project is included in the recently adopted Central City in Motion Plan and improves transit access and speed with new transit islands and bus and turn (BAT) lanes, improves pedestrian crossings, and provides protected bike lanes.

*Note: Bikeway enhancements west of SE MLK Jr Blvd are located beneath the viaducts, providing a connection for people biking to SW Water Ave.*

**Project Cost Estimate: \$6,462,000**

Local Match: \$1,938,600; RFFA Grant Request: \$4,523,400

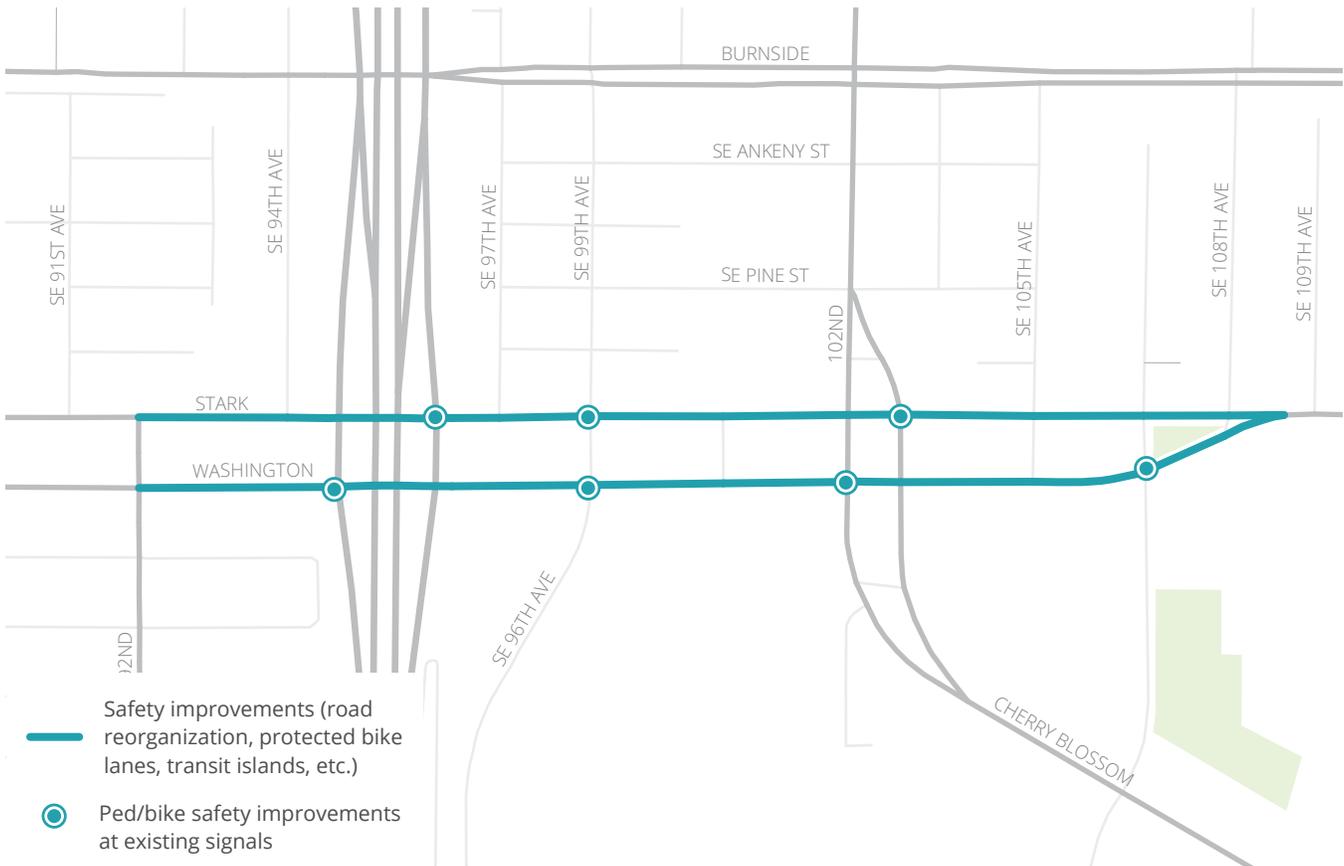
#### FOR MORE INFORMATION

**Gabriel Graff**

Portland Bureau of Transportation - Project Manager  
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# E: Stark/Washington

## Corridor Improvements



### Project background and details

The Stark/Washington couplet is one of the major business hubs in Gateway, but is currently very auto-oriented and sees high rates of crashes, with three to four lanes in each direction, difficult pedestrian crossings, and narrow sidewalks and bike lanes. This project will transform this area into a more ped/bike/transit oriented hub for East Portland, with safety improvements ranging from protected bike lanes to bus lanes and transit islands to enhanced crossings. This is a Vision Zero project on a High Crash Corridor and serves a high equity need. This project was also prioritized in the Growing Transit Communities Plan, adopted in 2017.

**Project Cost Estimate: \$6,532,000**

Local Match: \$1,200,000; RFFA Grant Request: \$5,332,000

#### FOR MORE INFORMATION

**David Backes**

Portland Bureau of Transportation - Project Manager  
 david.backes@portlandoregon.gov | 503.823.5811

# F: 122nd Ave

## Safety, Access & Transit

### Project context and background

Currently, 122nd Ave is a High Crash Corridor that does not adequately serve all modes. Five of the City's thirty highest crash intersections are along 122nd Ave. Since 2010, there have been over 400 people injured while traveling on 122nd, including 127 people walking and biking. Nine people have died in the past 8 years.

122nd Ave is a stressful environment to walk, bike, cross the street and access transit. The street is typically a five-lane arterial with on-street parking and narrow bike lanes that becomes turn lanes at major signalized intersection. The sidewalks are often narrow and substandard. Most of 122nd Avenue does not meet the City's new guidelines for marked crosswalk spacing. Buses experience delay, including slow average speeds, high dwell time at stops and significant travel speed variability during peak travel times.

PBOT is developing a plan to identify improvements on 122nd Ave, between SE Foster and NE Marine Dr., with the goal to increase safety for all, improve pedestrian & bicycle access and support better transit while balancing needs of freight & other modes, identify improvements to help eliminate serious injuries and fatalities, and remove 122nd Ave from the Vision Zero High Crash Corridor network.

### Project details

PBOT's RFFA application scope draws from staff recommendations and public stakeholder feedback on elements of the draft 122nd Ave Plan: Safety, Access and Transit. The improvements proposed to be included in the RFFA project scope include new enhanced and marked crossings in the vicinity of **NE Beech, NE Sacramento/ Brazee (dependent on funding/actual costs), NE Broadway/ Hancock, and NE Wasco/Multnomah.**

**Project Cost Estimate: \$6,491,000**

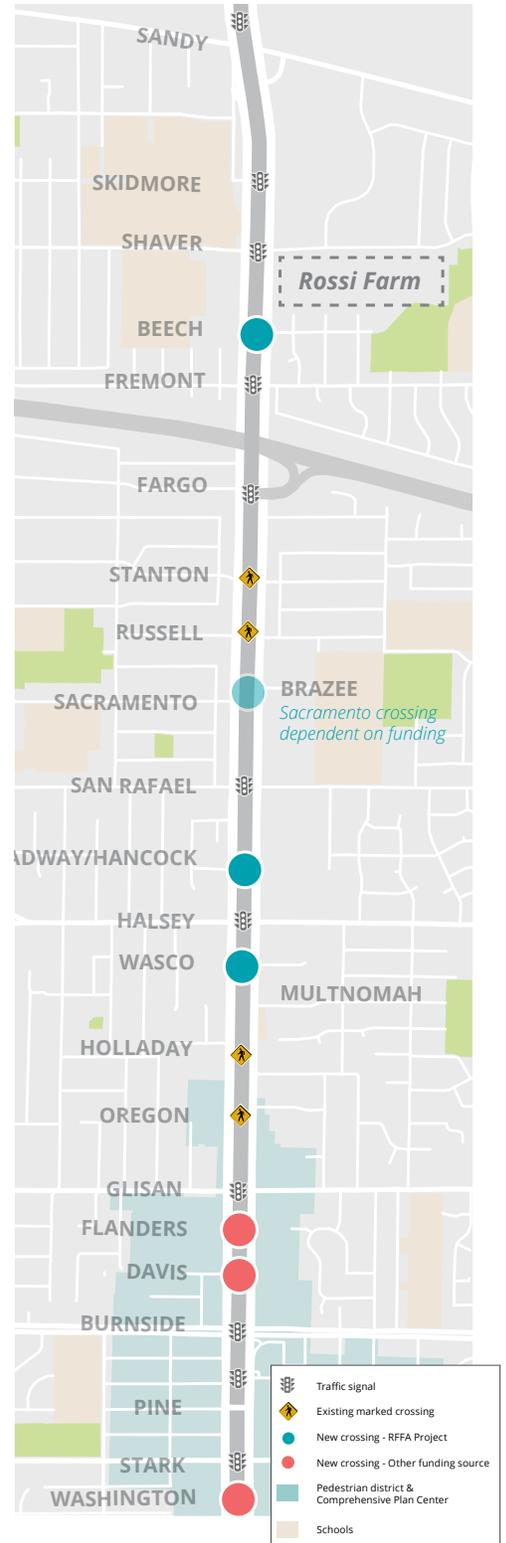
Local Match: \$1,947,300; RFFA Grant Request: \$4,543,700

#### FOR MORE INFORMATION

**April Bertelsen**

Portland Bureau of Transportation - Transit Coordinator

April.Bertelsen@portlandoregon.gov | 503.823.6177



# G: SW Taylors Ferry Rd

## Walkway and Bikeway Connection



### Project context and background

SW Taylors Ferry Rd from SW 49th to SW Capitol Hwy is the only route to the Barbur Transit Center and other community destinations for neighbors living west of Capitol Hwy and Interstate 5. Today the street lacks bicycle facilities and has a degraded, substandard walkway on one side of the street..

The project would build upon and connect to funded complete street upgrades of Capitol Hwy, extending the reach of those investments. The project implements the 2035 Comprehensive plan by making connections to and through the West Portland Town Center, an important growth area in Southwest Portland.

SW Taylors Ferry Road is designated as a City Bikeway and City Walkway in the Portland Transportation System Plan. The project is on the Primary Investment Route for Markham Elementary School in the Portland Safe Routes to School plan (2018). TriMet identified this project as Tier 1 priority to improve access to the Barbur Boulevard Transit Center as a part of the TriMet Bike Plan (2016).

### Project details

This project will construct a sidewalk and widen the roadway to provide bicycle lanes on SW Taylors Ferry Rd between SW Capitol Hwy and SW 49th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements. Project staff will collaborate with the Bureau of Environmental Services to understand opportunities to extend the culvert at Woods Creek.

#### Project Cost Estimate: \$4,276,000

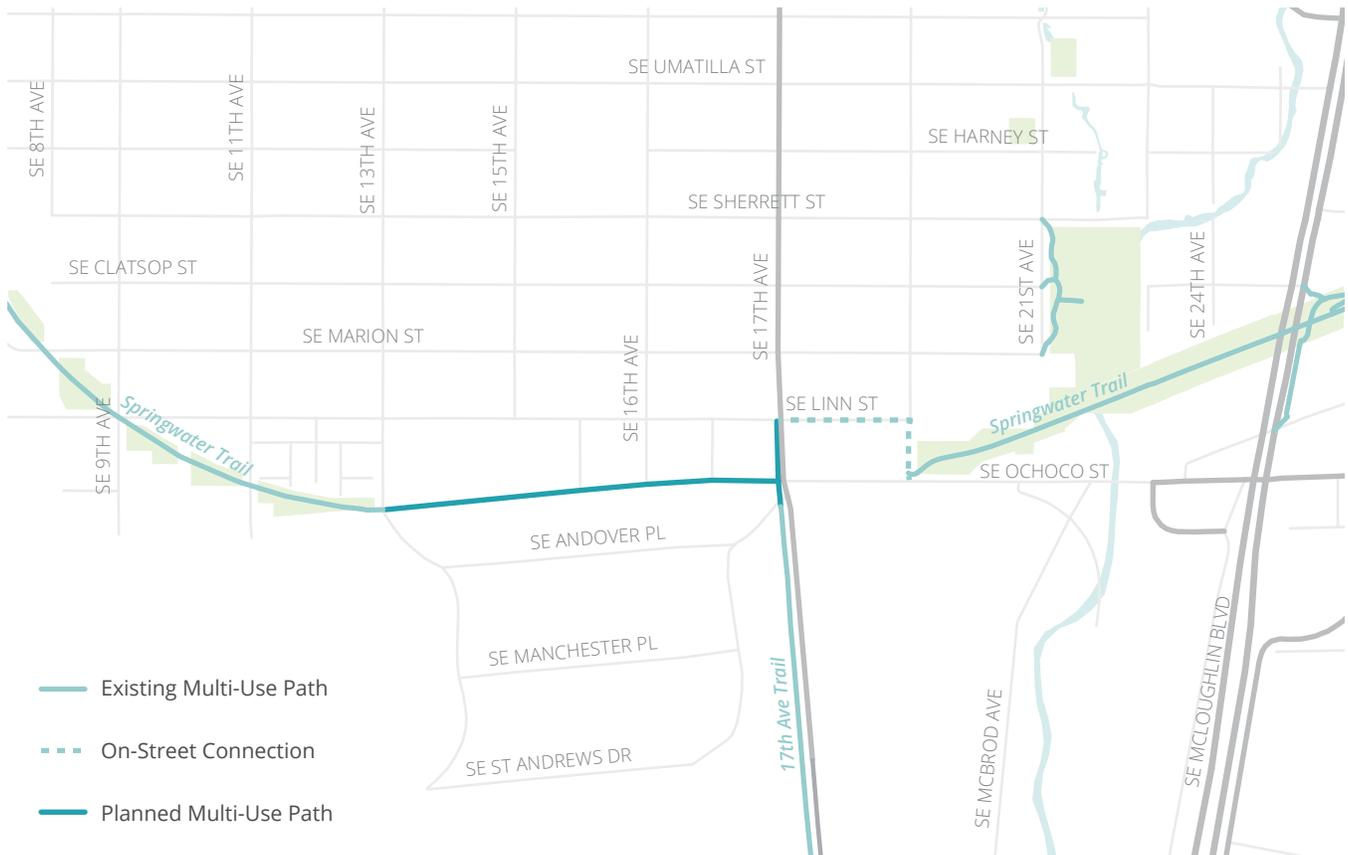
Local Match: \$600,000; RFFA Grant Request: \$3,676,000

#### FOR MORE INFORMATION

##### Nick Falbo

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 Nick.Falbo@portlandoregon.gov | 503.823.6452

# H: Springwater to 17th Trail Connection



## Project background and details

There exists a major gap between the Springwater Corridor Trail and Milwaukie's 17th Ave Trail that limits their attractiveness as major commute routes to downtown Portland. Once connected, people will be able to ride from Oregon City to downtown Portland on a low-stress bikeway using the Trolley Trail, 17th Ave Trail, and Springwater Trail. This project will fill this gap, and will also make progress toward filling the gap in the Springwater Trail to the east.

**Project Cost Estimate: \$6,534,000**

Local Match: \$1,000,000; RFFA Grant Request: \$5,534,000

### FOR MORE INFORMATION

**Maya Agarwal**

Portland Parks & Recreation

maya.agarwal@portlandoregon.gov | 503-823-2507



## ORDINANCE No. 189555

\*Authorize application to the Metropolitan Transportation Improvement Program Regional Flexible Funds for 2022-24 for 8 grants up to \$36 million (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. Metro is responsible for the application and programming of federal transportation funding for the Portland Metropolitan Planning Organization.
2. In this cycle, Metro anticipates allocating approximately \$142 million, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.
3. This process allocates money both to region-wide investments that make our communities more livable and give people choices in how they travel, and to individual projects planned and built by local transportation agencies.
4. Following the adoption of the 2018 Regional Transportation Plan (RTP), JPACT and the Metro Council decided that Regional Flexible Funds for individual projects should be focused on achieving the four primary RTP investment priorities: advancing Equity; improving Safety; implementing the region's Climate Smart Strategy; and, managing Congestion.
5. City staff used the recently adopted 2018 Regional Transportation Plan (RTP) to develop a candidate list of projects for the 2022-24 Regional Flexible Funds Process using the equity, safety, climate, and congestion priorities.
6. The candidate list of projects was reviewed with the Portland Pedestrian, Bicycle, Freight, and Bureau advisory committees. In addition, the candidate projects were reviewed and approved for submission by the Portland Transportation Coordination Committee.
7. Federal-aid projects require a minimum of 10.27% local match. Local match of up to \$9,000,000 will be provided by System Development Charge funding and/or General Transportation revenue already set aside for local match of federally funded projects in the 2022 to 2024 timeframe.

NOW, THEREFORE, The Council directs:

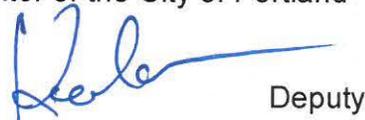
- a. The Commissioner-in-Charge is hereby authorized to make application to Metro for eight grants of up to a total amount of \$36,000,000.
- b. The Commissioner-in-Charge is authorized to provide such information and assurances as are required for the grant period.
- c. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because applications are due to Metro by June 21, 2019; therefore, this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, JUN 12 2019

Commissioner Chloe Eudaly  
Prepared by: Mark Lear; CB  
Date Prepared: May 20, 2019

**MARY HULL CABALLERO**  
Auditor of the City of Portland  
By



Deputy

Agenda No. **189555**  
**Ordinance NO.**  
 Title

\*Authorize application to the Metropolitan Transportation Improvement Program Regional Flexible Funds for 2022-24 (Ordinance)  
*for 8 grants up to \$36 million*

<p><b>INTRODUCED BY</b>                  Commissioner/Auditor:  <b>Chloe Eudaly</b></p>	<p>CLERK USE: DATE FILED <u>JUN 04 2019</u></p>
<p><b>COMMISSIONER APPROVAL</b></p> <p>Mayor—Finance &amp; Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Hardesty</p> <p>Position 4/Safety - Eudaly <i>[Signature]</i></p>	<p>Mary Hull Caballero                  Auditor of the City of Portland</p> <p>By: <u><i>[Signature]</i></u>                  Deputy</p>
<p><b>BUREAU APPROVAL</b></p> <p>Bureau: PBOT                  Group: Policy, Planning and Projects                  Group Manager: Art Pearce <i>[Signature]</i>                  Director: Chris Warner <i>[Signature]</i></p> <p>Prepared by: Mark Lear; CB <i>[Signature]</i>                  Supervisor: Kristin Hull <i>[Signature]</i>                  Date Prepared: May 20, 2019</p> <p>Impact Statement                  Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document                  If "Yes" requires City Policy paragraph stated in document.                  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p><b>City Auditor Office Approval:</b>                  required for Code Ordinances</p> <p><b>City Attorney Approval:</b>                  required for contract, code, easement, franchise, charter, Comp Plan <i>[Signature]</i></p>	<p><b>ACTION TAKEN:</b></p>
<p>Council Meeting Date June 12, 2019</p>	

**AGENDA**

**TIME CERTAIN**   
 Start time: \_\_\_\_\_  
 Total amount of time needed: \_\_\_\_\_  
 (for presentation, testimony and discussion)

**CONSENT**

**REGULAR**   
 Total amount of time needed: \_\_\_\_\_  
 (for presentation, testimony and discussion)

Revised 8/2017

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	1. Fritz <input checked="" type="checkbox"/>	
2. Fish	2. Fish <input checked="" type="checkbox"/>	
3. Hardesty	3. Hardesty <input checked="" type="checkbox"/>	
4. Eudaly	4. Eudaly <input checked="" type="checkbox"/>	
Wheeler	Wheeler <input checked="" type="checkbox"/>	