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. 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
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 x 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
  - Vertical delineation
  - Buffered for a total width of XX ft, (including bike lane)
  - Clear width of 6 ft
  - 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?

Taylors 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 walkshed 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 Prescool; 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?

Taylors 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 _____

Engineering Lea B. Hentzinger

Right of Way Lea B. Hentzinger

Environmental Lea B. Hentzinger

Other agency signatures (as required):

ODOT Highway Mandy Putney 6/19/19

ODOT Rail _____

TriMet Kerry Ayers-Palencik, Director, Planning & Police

SMART _____

Utilities _____

_____

_____

Railroads _____

Other (please indicate) _____