

ORDINANCE No. 185580

*Authorize the addition of the Clinton to the River Multi-Use Path Project as a betterment to the Portland to Milwaukie Light Rail Project (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The Vision for the Portland Bureau of Transportation calls for a balanced, multi-modal transportation system where residents will have a broad range of safe and convenient transportation options and will frequently walk, bicycle, carpool, or ride public transit as their first choice of transportation.
2. Constructing missing bicycle and pedestrian facilities and educating people to walk and bicycle safely in high-conflict corridors are key Portland Bureau of Transportation priorities that will improve safety for pedestrians, bicyclists and motorists.
3. Multiple bicycle corridors each carrying over 2,500 cyclists converge in inner SE but have substandard connections to each other, nearby recreational opportunities and employment centers.
4. The Bicycle Master Plan adopted by Council in February of 2010 identified a connection in this corridor as a Tier 1 priority project.
5. The Clinton to the River Multi-Use Path Project will reduce conflict, increase safety, add signalized crossings for bikes and pedestrians, improve travel time, provide connections to the river in a neighborhood with an active freight corridor, reduce out of direction travel and provide a state of the art pedestrian and bicycle facility for the current and future users of the network.
6. The Portland to Milwaukie Light Rail Transit (PMLRT) project provides a unique opportunity to design a multi-use path in conjunction with the transit project that will increase connections to the river and improve safety for pedestrians and bicyclist. TriMet has supported this project and incorporated the design for the multi-use path.
7. On January 26, 2011, City Council adopted the Clinton to the River Multi-Use Path Project and directed staff to pursue an agreement with the interested parties to design and fund the construction the Clinton to the River Multi-Use Path Project.
8. On April 06, 2011, Council directed through Resolution No. 36851 that, once the Clinton to the River Multi-Use Path Project is fully funded and incorporated into the PMLR project, staff is directed to include the Innovation Quadrant TSDC funding for the project into the financing utilized to fund the PMLR Project.

9. On April 13, 2011, Council authorized through Ordinance No. 184519 the issuance of \$45 million in revenue bonds to finance the direct costs of the Portland-Milwaukie Light Rail Project.
10. On July 20, 2011, Council authorized Ordinance No. 184756 adopting the Innovation Quadrant Transportation System Development Charge Overlay District and included the Clinton to the River Multi-Use Path as an eligible project.
11. On March 14, 2012, City Council authorized Ordinance No. 185208 amending the Transportation System Plan to include the Clinton to the River Multi-Use Path as a project.
12. The project is fully designed to be incorporated into the PMLRT project design and construction packages. The total project cost is estimated to be \$654,162. The Project is fully funded through \$369,400 in funding from the Bureau of Environmental Services East Side Combined Sewer Overflow (CSO) Community Benefits Opportunity Program and \$284,762 in IQ TSDC Overlay dollars.
13. The Bureau's level of confidence in the cost estimates for this project is high as contributions will be lump sum and not subject to construction change orders. Previously authorized revenue bond amount and debt service budget is adequate to incorporate this additional amount.

NOW, THEREFORE, the Council directs:

- a. Staff to incorporate the Clinton to the River Multi-Use Path Project into the PMLRT Project as a betterment and obligate City funding through an amendment to the existing Intergovernmental Agreement with TriMet for design and construction Management Services for the Portland-Milwaukie Light Rail Transit Project (Contract No. 30001514).
- b. The City Treasurer and PBOT to prepare financing for the \$284,762 IQ TSDC Overlay contribution to the project.

Section 2. The Council declares that an emergency exists because the City of Portland Contribution to the Portland to Milwaukie Light Rail Project is due on September 30th 2012 and financing needs to be finalized; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

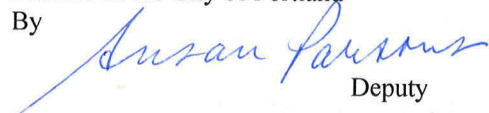
Passed by the Council, **AUG 29 2012**

Mayor Sam Adams
Prepared by: Art Pearce:slg
Date Prepared: August 21, 2012

LaVonne Griffin-Valade

Auditor of the City of Portland

By


Deputy

Agenda No. **185580**
ORDINANCE NO.
 Title

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INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS <i>Commissioner in behalf of Mayor Adams</i> COMMISSIONER APPROVAL	CLERK USE: DATE FILED <u>AUG 24 2012</u> LaVonne Griffin-Valade Auditor of the City of Portland
Mayor—Finance and Administration - Adams	By: <u><i>[Signature]</i></u> Deputy
Position 1/Utilities - Fritz	
Position 2/Works - Fish	
Position 3/Affairs - Saltzman	
Position 4/Safety - Leonard	
BUREAU APPROVAL	ACTION TAKEN:
Bureau: Bureau of Transportation	
Group Manager: Greg Jones	
Development & Capital Program	
Other: <i>[Signature]</i>	
Prepared by: Art Pearce:slg	
Date Prepared: August 21, 2012 <i>slg</i>	
Financial Impact & Public Involvement Statement	
Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Not Required <input type="checkbox"/>	
Portland Policy Document	
If "Yes" requires City Policy paragraph stated in document.	
Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Council Meeting Date	
August 29, 2012	
City Attorney Approval <i>Amendment to be done in Sept. pub.</i>	

AGENDA TIME CERTAIN <input checked="" type="checkbox"/> <i>3 of 3</i> Start time: 10:20 Total amount of time needed: 30 min (for presentation, testimony and discussion) CONSENT <input type="checkbox"/> REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)

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