

## IMPACT STATEMENT

**Legislation title:** \*Authorize an Intergovernmental Agreement between the Bureau of Transportation and TriMet for the review and inspection of proposed improvements at the SW Bond Avenue and SW Porter Street intersection.

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**Purpose of proposed legislation and background information:**

This ordinance will authorize an Intergovernmental Agreement (IGA) between the Bureau of Transportation (PBOT) and the Tri-County Metropolitan Transportation District of Oregon (TriMet) to facilitate construction of a three-way intersection at SW Bond Avenue and SW Porter Street in the South Waterfront District, including compensation of TriMet staff costs associated with review of the project, permit of entry for PBOT and its agents onto and under TriMet structures, and documentation of general project parameters.

Construction of the intersection is part of the SW Bond Avenue Extension Phase 1 project that will connect SW River Parkway, SW Meade Street, SW Porter Street and Tilikum Crossing. The larger project is part of the City's commitment to provide public infrastructure to facilitate redevelopment in the South Waterfront District, including the Oregon Health & Science University (OHSU) Schnitzer Campus. When joined by future project phases to the south, the SW Bond Avenue Extension will become a major north-south circulation feature in South Waterfront along with existing SW Moody Avenue. Upon opening in 2018, the project will also serve hundreds of people walking and bicycling between the Tilikum Crossing and downtown Portland.

The Bond/Porter intersection will be located at the west end of Tilikum Crossing, with both streets intersecting at the same elevated grade. Only the north leg of SW Bond Avenue will be constructed as part of the current project. However, PBOT will be constructing traffic and civil improvements on all corners and sides of the intersection to facilitate multi-directional pedestrian and bicycle movements and to minimize future disruptions when Phase 2 is built to the south. Until that time, the segment of SW Bond Avenue immediately north of SW Porter Street will be open to pedestrian and bicycle traffic only.

This IGA is necessary for the following purposes:

- To compensate TriMet staff for their time spent reviewing the project design, monitoring and inspecting construction, and coordinating any temporary closures or detours. The IGA authorizes a maximum compensation of \$100,000 and requires documentation of TriMet personnel, hours, rates and activities associated with each billing.
- To allow PBOT and its agents, including contractors, to have access to the SW Porter Street and Tilikum Crossing structures. Access is needed to install or modify traffic signals and detection hardware, modify pedestrian and bicycle ways with new striping,

symbols and curb cuts, connect the SW Bond Avenue structure to the SW Porter Street structure, perform surveying, install utilities through existing casings under SW Porter Street, allow construction vehicles to pass underneath the Tilikum Crossing, and other related construction activities.

- To memorialize general parameters of the project, such as transit signal priority and future maintenance responsibilities.

Construction of the SW Bond Avenue Extension Phase 1 project is anticipated to begin in November 2016 with OHSU performing environmental remediation work next to the intersection. PBOT construction of retaining walls adjacent to the intersection is scheduled to begin in January 2017. Most traffic and civil construction work associated with the Porter/Bond intersection will take place in 2018, with Phase 1 project completion anticipated in October 2018.

**Financial and budgetary impacts:**

This IGA authorizes a maximum compensation to TriMet of \$100,000. This amount is already included in the budget of the SW Bond Avenue Extension Phase 1 project, which is funded by North Macadam Urban Renewal Area (URA) funds, Citywide Transportation System Development Charges (TSDCs) and North Macadam Overlay TSDCs. The total project budget for SW Bond Avenue Extension Phase 1 is approximately \$9.5 million. Execution of this IGA will not cause undue financial impacts to the project budget, nor to the balance of TSDCs or the North Macadam URA.

**Community impacts and community involvement:**

The SW Bond Avenue Extension has long and consistently been a priority for district stakeholders and property owners as expressed during public planning and budgeting processes, including the *North Macadam Urban Renewal Plan (1999)*, the *South Waterfront Plan (2002)*, the *South Waterfront Street Plan, Criteria and Standards (2003)*, the *North Macadam Transportation Development Strategy (2009)* and subsequent amendments to those plans as recently as February 2016. OHSU, which owns the property that will be served by the Phase 1 project, has been and will remain a close partner. In addition, PBOT shared plan drawings for the Phase 1 project at a public open house on October 6, 2016 at the 2100 SW River Parkway building.

Construction of the Bond/Porter intersection will have limited, temporary impacts to transit, pedestrian and bicycle circulation in the area. Closures and detours will be coordinated closely with TriMet and advance notification will be provided to adjacent properties and the travelling public. PBOT will work with OHSU to monitor and address noise and vibration impacts to the OHSU Collaborative Life Sciences Building adjacent to the intersection. A project website has been developed: <https://www.portlandoregon.gov/transportation/article/585824>

**Budgetary Impact Worksheet**

**Does this action change appropriations?**

- ☐ **YES:** Please complete the information below.
- ☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 10-25-16