

IMPACT STATEMENT

Legislation title: * Authorize an Intergovernmental Agreement (IGA) between the City of Portland and the Oregon Department of Transportation in the amount of \$200,000 to reimburse a consultant for work performed on the Pedestrian Master Plan (Ordinance)

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Purpose of proposed legislation and background information:

This legislation will authorize a grant and Intergovernmental Agreement that will partially fund the planning process for developing the Pedestrian Master Plan (PMP).

Previously, Council passed Ordinance No. 187788 on June 8, 2016, authorizing application to the Oregon Department of Transportation and Department of Land Conservation and Development for two Transportation and Growth Management grants, including the Pedestrian Master Plan.

The Pedestrian Master Plan will produce several key benefits for the transportation system in the City of Portland. In 1995 Metro adopted the 2040 Growth Concept, which called for the development of a multimodal transportation system for the region to support compact land use development. This spurred the City to develop the 1998 PMP. The 1998 PMP has provided positive direction in practice and policy, not only for City but also across the country, and developed a project list that has guided investment over the past 18 years.

However, despite consistent investment in the pedestrian network, significant gaps and deficiencies remain and new policy questions have emerged. An inadequate pedestrian network limits the City's ability to absorb growth and meet the livability and access needs of its residents, including safe access to public transit and essential services. The 1998 PMP has served inner Portland well, but has often struggled to provide adequate guidance for areas such as East Portland and Southwest Portland that present environmental challenges and right-of-way constraints. Current policy and design guidelines are not sufficient to provide the flexibility needed to address the City's current development goals or its future needs.

To remain relevant and effective, the 1998 PMP needs to be updated to reflect policy changes, incorporate modern design best practices, address the need for context-sensitive solutions, take into account an emerging understanding of transportation equity, and include a Vision Zero approach to pedestrian safety. An Updated PMP will ensure that the City continues to lead the way in walkability, and will allow the City to absorb rapid population and employment growth in a sustainable way that includes a high walking mode share whether for commuting, shopping, going to school, or recreation. The Updated PMP will implement the newly adopted (2016) Comprehensive Plan and the

updated (2016) Transportation System Plan ("TSP"), and will serve as the City's Pedestrian modal plan. It will also complement other modal plans like the more recently adopted Freight Master Plan (2006), Bicycle Plan for 2030 (2010), and the in-process Growing Transit Communities Plan and Enhanced Transit Corridors Plan.

The goal of the project is to develop an Updated PMP, including PMP goals and objectives, performance measures, pedestrian classifications, existing conditions, needs analysis, prioritization framework, and project list and map, and will result in an adoptable Updated PMP for consideration by the Planning and Sustainability Commission and City Council.

Financial and budgetary impacts:

This legislation does not authorize additional spending.

In anticipation of this grant award, funds have been budgeted to meet the City's grant match requirement and to supplement the grant amount.

The total project budget is \$350,000. The total grant award is \$200,000, all of which will be used to pay for consultant services. The Oregon Department of Transportation will reimburse a consultant selected and contracted through the Oregon Department of Transportation for an amount up to \$200,000.

The City's required match for the grant is \$27,273 of in-kind services. This amount, as well as the remaining project budget of \$122,727 is GTR funded as part of FY 2017/18 budget.

The City's match requirement is 12% or \$27,273 of the total grant amount of \$200,000.

Consultant contract (grant)	\$200,000
City budget	\$122,727
City in-kind services match	<u>\$27,273</u>
Total project budget	\$350,000

This IGA will not create new positions and will use existing GTR funded position for in-kind services match.

Community impacts and community involvement:

This Council item will initiate this planning project. No negative impacts are anticipated at this time. During the planning process, effort will be made to equitably distribute the benefits and any impacts associated with the plan.

The planning process will include public engagement guided by a public involvement plan developed specifically for the project. Given this planning process has a Citywide focus, the outreach process will include engaging a variety of citywide standing committees and community organizations, particularly those that have an interest and stake in transit. This outreach will include efforts to engage a diverse range of communities of people (age-

specific, cultural, physical ability, ethnic, racial, religious, language, low-income, underserved populations, etc.). Adoption of the Plan, once completed, will require a public hearing held by City Council.

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