

IMPACT STATEMENT

Legislation title: Amend Transportation System Development Charge 2007 Capital Improvement Project list (Ordinance; amend Ordinance No. 171301)

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Purpose of proposed legislation and background information:

The purpose of this legislation is to increase the project scope of four (4) existing TSDC projects that have secured match funding and have strong community support for implementation. PBOT staff are recommending that these 4 projects, on the TSDC 2007 Capital Improvement Project list, be expanded in scope and budget. The increases are made by shifting existing resources in a manner that maintains existing TSDC rates and is consistent with TSDC priorities. The 4 projects are Flanders NW Steel Bridge to Westover Bicycle Facility, NE Seventies Bikeway and Walkway, SE Seventies Bikeway, and SE 136th Ave Ped/Bike Improvements.

Additional Background: In June 1997, the City Council adopted Ordinance No. 171301 to establish the City's Transportation System Development Charge program (City Code 17.15) and the TSDC Capital Improvement Project list and rate study, based on a 10-year horizon. In 2007, City Council updated the rate study and project list through Ordinance No 180970 to begin a 10-year horizon starting in January 2008. Another update of the TSDC Capital Improvement Project list is planned for 2017, effective January 1, 2018. This Amendment meets an immediate opportunity to modify the 2007 list to better allocate funding for projects that have match funding secured and help achieve critical transportation needs.

Transportation System Development Charges can only be used for adding new transportation capacity. They cannot be used for maintenance of the existing system or for addressing existing deficiencies. PBOT has heard from the community about the importance of using existing resources whenever possible to address critical safety and operating needs and about the importance of leveraging City resources to bring in additional outside funding.

Financial and budgetary impacts:

These projects do not have an impact on discretionary transportation resources as additional funding is from external grant resources and/or leveraging Fixing our Streets funded segments of work. This outside funding supports PBOT's ability to cover non-TSDC eligible costs, and decreases pressure on discretionary revenues that would otherwise be required to complete these projects. Each project has aggressively pursued outside funding and maximized those contributions. The project budget increases are not the result of cost overruns; rather, they are the result of increased project scope to meet community needs and leverage other funding sources to build better projects.

The recommended project increases are consistent with program direction established in the existing TSDC program. They will not increase the TSDC rates or changes overall modal eligibility. The recommended changes will be incorporated in to PBOT's CIP in the normal budgeting process. The passage of this ordinance will result in the described changes to the TSDC project list [Exhibit A].

Since state law requires that these projects be contracted out, PBOT is not anticipating any increase to existing staffing levels.

Project details:

- **Flanders, NW (Steel Bridge to Westover): Bicycle Facility (NW Portland) –** The revised project scope includes the ped/bike bridge that was already on the 2007 list as well as the rest of the bikeway from Westover to the Steel Bridge (per the TSP list). This includes the Naito Crossing, a grant-funded project that has been on hold since 2009 due to lack of match funding. An amendment is needed to update the cost of the bridge and add the associate bikeway elements. A \$2,877,000 ConnectOregon grant and \$387,000 ODOT grant have been secured and TSDC funding is required to ensure funding is not lost. This change was evaluated by the PBOT TSDC Project Committee and recommended for implementation. The active transportation enhancements through Old Town Chinatown, the Pearl District, and NW District provide low-cost transportation options for some of the City's highest concentrations of low-income and subsidized affordable housing.
- **NE Seventies Bikeway and Walkway –** This project includes the entire scope listed in the 2007 TSDC project list from Killingsworth to I-84, plus an extension north from Killingsworth to Thomas Cully Park. The project is adding bicycle and pedestrian capacity by adding a neighborhood greenway in some segments, a multi-use path in other segments, and sidewalk in one segment. The amendment is to revise the project location and cost and allocate sufficient TSDC funding to serve as a match against awarded RFFA and Enhance grants (from the 2019-2021 round of federal funding). This change was evaluated by the PBOT TSDC Project Committee and recommended for implementation, scoring high in all categories (for geographic distribution, timely & urgent, community support, funding leverage, equitable benefits, and Bend the Curve).
- **SE Seventies Bikeway –** This project includes three phases of work, including a segment from I-84 to Flavel that has Enhance grant funding secured, the Springwater Connector from Flavel to Springwater that has Fixing Our Streets funding, and a segment at 80th & Mill that may become a local improvement district (LID). This project has broad community support and completion will help demonstrate success of the Fixing Our Streets program. The project will serve several communities that are prioritized to meet equity goals, including Montavilla, Foster-Powell, Mt Scott Arleta, and Brentwood Darlington, and

supports mode split and safety targets by providing a long north-south walking and biking route parallel to 82nd Avenue. This change was evaluated by the PBOT TSDC Project Committee and recommended for implementation, scoring high in all categories.

- **SE 136th Ave Ped/Bike Improvements** – This project has \$4,000,000 funding approved through Fixing Our Streets and a portion of the street improvements have already been built. With the additional scope, the TSDC funds will be used to rebuild the street and install sidewalks and bike lanes on the west side of 136th. In this area, the PBOT Equity Matrix score varies from 11 to 15, indicating that the project will enhance transportation opportunities and will have positive impact on underserved communities. This change was evaluated by the PBOT TSDC Project Committee and recommended for implementation, scoring high or medium in all categories.

Community impacts and community involvement:

This proposal will provide significant benefits to all of Portland. It was developed to ensure that we deliver on longstanding community priorities and that we continue to focus on projects that help achieve our equity and Vision Zero safety goals.

Role of Public Involvement in proposed projects:

- **Flanders, NW (Steel Bridge to Westover): Bicycle Facility (NW Portland)** – The Flanders Crossing and Naito Crossing projects received widespread support from community members and organizations during the ConnectOregon process. The applications included letters of support from the Pedestrian Advisory Committee, Bicycle Advisory Committee, Streetcar Citizens' Advisory Committee, Bicycle Transportation Alliance, Northwest District Association, Pearl District Neighborhood Association, Old Town Chinatown Community Association, Bruce Levy, Legacy Good Samaritan Medical Center, Gerding Edlen, Nob Hill Business Association, Hostelling International Northwest Portland Hostel, Pearl District Business Association, Pacific Northwest College of Art, and Vestas. The Flanders bikeway also received a high number of positive comments during the TSP update and Central City 2035 plan public outreach phases.
- **NE Seventies Bikeway and Walkway** – During the RFFA grant process in 2016, the Cully project received letters of support from the Cully Association of Neighbors, the Northeast Emergency Food Program, Living Cully, the Bicycle Advisory Committee, and the Pedestrian Advisory Committee. Metro also received a high number of positive comments from members of the public, and PBOT received a petition in support of the project from Sacajawea Head Start. During the Enhance grant process in 2015, the Seventies Neighborhood Greenway project received letters of support from the Pedestrian Advisory Committee, Bicycle Advisory Committee, Streetcar Advisory Committee, TriMet, Bicycle Transportation Alliance, SE Uplift, North Tabor Neighborhood

Association, Foster-Powell Neighborhood Association, Mt Scott Arleta Neighborhood Association, and Montavilla Neighborhood Association.

- **SE Seventies Bikeway** – During the Enhance grant process, the Seventies Neighborhood Greenway received letters of support from the Pedestrian Advisory Committee, Bicycle Advisory Committee, Streetcar Advisory Committee, TriMet, Bicycle Advisory Committee, SE Uplift, North Tabor NA, Foster-Powell NA, Mt Scott Arleta NA, and Montavilla NA. The Springwater Connector project was included on the Fixing Our Streets list based on the need to complete the last segment of the Seventies Neighborhood Greenway and was strongly supported by the Montavilla Neighborhood Association. The Fixing Our Streets project list was approved by Portland voters.
- **SE 136th Ave Ped/Bike Improvements** – This project has been a long time expressed priority by the community and City leaders. Elements are included that were developed in the Division-Midway Neighborhood Street Plan, where public outreach occurred through several different avenues: a neighborhood Ride, Roll and Stroll in the project area, two open houses, and targeted survey outreach to better incorporate the needs and interests of community members historically under-represented.

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