

IMPACT STATEMENT

Legislation title: *Accept a grant in the amount of \$1,000,000 from the Oregon Department of Transportation and authorize an IGA for the funding of SW Moody Avenue / SW Bond Avenue Corridor Improvements (Ordinance)

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Purpose of proposed legislation and background information:

PBOT and Prosper Portland are partnering with OHSU on the continued build-out of transportation infrastructure necessary to serve OHSU's expanding South Waterfront presence and to serve broader traffic circulation needs in South Waterfront.

A key infrastructure element is the extension of SW Bond Avenue between SW River Parkway and SW Porter Street (Tilikum Crossing), which will provide access to the OHSU Knight Cancer Research Building and future buildings on the OHSU Schnitzer Campus.

An additional need is to ensure adequate level of service on the SW Bond Avenue / SW Moody Avenue couplet in the Central District of South Waterfront, where OHSU is constructing the Center for Health & Healing South and Rood Family Pavilion. The couplet's intersections with SW Curry Street must be signalized to ensure acceptable traffic circulation and safety in the area.

PBOT partnered with Prosper Portland and OHSU to apply for an Immediate Opportunity Fund (IOF) grant from the State of Oregon. The IOF grant, funded by ODOT and administered by Business Oregon (the Oregon Business Development Department), is intended to fund critical roadway infrastructure that will support job growth and retention.

OHSU provided the required employment projections to support the city's IOF application, which found that the three OHSU buildings currently under construction in South Waterfront will create 225 new jobs and retain 316 existing jobs.

Financial and budgetary impacts:

The IOF grant award of \$1,000,000 will be focused on two transportation infrastructure components:

- 1) Environmental remediation where the SW Bond Avenue Extension will pass underneath the state-owned Marquam Bridge on State of Oregon Property. While OHSU has already completed a large majority of the environmental remediation necessary to construct SW Bond Avenue, their work was focused on OHSU property only. Remaining environmental work on state and city property to the north of OHSU's property is the focus of the IOF grant. Estimated cost is \$750,000.

- 2) Installing traffic signals at the intersection of SW Bond Avenue and SW Curry Street, and the intersection of SW Moody Avenue and SW Curry Street. Much of the infrastructure needed to install traffic signals here, including signal poles, is already present, resulting in a lower cost compared to a brand-new traffic signal. Estimated cost is \$250,000.

The level of confidence for the above cost estimates is moderate because plans, specifications and estimates have been performed, but additional environmental testing must be performed to inform the cost of contaminated media disposal.

The \$1 million IOF grant will leverage over \$8 million in city funding already committed to the projects, including \$4.1 million in North Macadam Urban Renewal Area funds and \$4.7 million in Transportation System Development Charges for the construction of SW Bond Avenue. PBOT has chosen a disbursement option in which the grant is awarded as a lump sum upon completion and documentation of grant-funded work. The city is able to cover construction expenses in the interim using the above city funding sources.

Per IOF grant guidelines, the city must provide OHSU's actual job creation and retention numbers after the projects are complete. The City of Portland understands that if the 541 total jobs are not hired, the City will be responsible for repaying a percentage of the IOF grant amount back to ODOT. In this unlikely event, the City of Portland will engage OHSU in a discussion of how these funds would be repaid.

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. PBOT maintains a project website and provides regular construction updates at: <https://www.portlandoregon.gov/transportation/71343>.

The traffic signals on SW Curry Street at SW Bond Avenue and SW Moody Avenue will help address traffic congestion that has been affecting this area of South Waterfront and that has resulted in numerous complaints to PBOT staff.

100% Renewable Goal

This action increases the City's total energy use, including renewable energy use, because ultimately it will result in the installation and permanent operation of two new traffic signals and 19 new street lights. However, per PBOT policy, all new street lights will feature LED luminaires which use roughly half the amount of electricity and have roughly four times the lifespan as the high-pressure sodium luminaires previously used by PBOT.

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

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