

## IMPACT STATEMENT

**Legislation title:** \*Amend Intergovernmental Agreement with the Oregon Department of Transportation for Foster Road Streetscape Project: SE 50<sup>th</sup> – 92nd Ave. to update the project scope and budget (Ordinance; No. 31182)

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**Presenter name:** Rich Newlands

**Purpose of proposed legislation and background information:** To amend a federal funding intergovernmental agreement with the Oregon Department of Transportation for the design and construction of the Foster Road Streetscape Project.

Council has twice adopted plans for the improvement of SE Foster Rd between SE 50<sup>th</sup> and SE 89<sup>th</sup> Ave, first in 2003 (Resolution 36158) and updated version in 2014 (Resolution 76729). Before the first plan could find funding for implementation, SE Foster Rd was added to the Lents Town Center Urban Renewal District in 2008. Given the amount of time that had passed since the original plan was adopted and the adoption two plans related to the design of Foster Road (Portland Streetcar System Concept Plan and Portland Bicycle Plan for 2030), PDC work with PBOT to develop an updated plan that resulted in the 2014 resolution.

PBOT applied for and has been awarded two separate grants from the 2016-18 Regional Flexible Funds process, for a total of \$3,692,729 which this ordinance allows acceptance of. The Portland Development Commission has agreed to provide the grant match and over match to complete the project in the amount of \$2,000,000.

Since the beginning of design engineering for the project, the Fixing Our Streets gas tax passed, which allows for \$3,000,000 in funds for base repair and paving of Foster Rd between 82<sup>nd</sup> and 90<sup>th</sup> Ave. Staff has concluded that combining this work with the existing federalized Foster Streetscape Project makes sense in terms of project delivery efficiency and minimizing construction related impacts on the community.

The proposed legislation authorizes amendment of the existing IGA to allow inclusion of this work.

**Financial and budgetary impacts:** The project is in PBOT current budget for capital improvement projects. Because design engineering for the project has not yet been completed, the cost estimate level of confidence is low.

**Community impacts and community involvement:**

The 2014 update of the project plan, managed by Mauricio Leclerc of PBOT (x37808/ Mauricio.leclerc@portlandoregon.gov), went through a 18 month public involvement process leading up to its adoption by City Council. A Stakeholder Advisory Committee made up of neighborhood, community and business interests was assembled to guide

development of the project recommendations, meeting 12 times over the course of the plan development process. Five open house events were held with a total attendance of approximately 450. Staff as also provided project updates and opportunities for public comment at a variety of other community based organization and events.

Fliers and mailings about open house events were sent to over 15,000 households and businesses in the project area. Translations were available in Spanish, Russian and Vietnamese languages.

Overall support for the project recommendations, which include reducing the number of travel lanes on the road to provide the space for pedestrian crossing improvements and bicycle facilities, has been demonstrated from both residential and business community members. Testimony at Council in 2014 indicated strong community based support for the project. While more recently several businesses on Foster have put up window displays in opposition to the project, the Foster Area Business Association and several of the adjacent neighborhood associations have reiterated their support for the project.

### 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