

IMPACT STATEMENT

Legislation title:

Accept a \$1,512,962.00 grant from Oregon Department of Transportation and authorize an Intergovernmental Agreement for 3469 – 3481 NW Thurman St (Ordinance)

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Presenter name: Geren Shankar

Purpose of proposed legislation and background information:

This Ordinance authorizes the City to accept a grant from the Oregon Department of Transportation (ODOT) for federal transportation funds under the Emergency Relief Program.

This Ordinance also authorizes the Commissioner in Charge of Transportation to enter into an Intergovernmental Agreement (IGA) with ODOT for the project.

The U.S. Department of Transportation's Federal Highway Administration's (FHWA) Emergency Relief Program, provides funds for emergency and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Department finds have suffered serious damage because of natural disasters or catastrophic failure from an external cause.

The Emergency Relief Program enables public works agencies to support each other during an emergency, the program also provides the mechanism for immediate response to the requesting agency when the responding agency determines it can provide the needed resources and expertise. This allows the initiation of documentation needed to seek maximum reimbursement possible from appropriate federal agencies.

In early 2017, a landslide occurred on the referenced property and two adjacent properties. To stabilize the landslide, a shear pile-tieback wall was designed for each property. The adjacent property owners are currently working to stabilize their property downslope from the right-of-way. PBOT plans to stabilize the right-of-way at the top of the slope impacted by the landslide by strengthening the street and underlying roadway prism.

Financial and budgetary impacts:

The total cost of the Project is estimated at \$1,512,962, which is subject to change. Federal funds for the Project are limited to \$1,512,962. Agency shall be responsible for all remaining costs, including any non-participating costs, all costs in excess of federal or state funds, and the 10.27 percent match for all eligible costs.

This Ordinance does not amend the budget or change appropriations and does not change current or future staffing levels. The project is budgeted in the current fiscal year 19/20 and is included in PBOT's 5-year CIP. (see SAP Cost Object Number T00695).

PBOT prepared preliminary cost estimates for the improvements and the level of confidence is low. The project scope is defined with limited technical information. Once the IGA is executed, PBOT can begin preliminary engineering and continue to refine cost estimates.

Community impacts and community involvement:

This project is expected to be designed by early 2020 and start construction late 2020.

The plan to have the least impacts to the surrounding community, by considering potential impacts in the design details and at major milestones.

The most important goal to us is Public Safety! We are developing this federal project as fast as possible to ensure there is no further damage with this project zone of influence. We are working diligently with the project team to create a long-lasting project and safer accessibility for the surrounding community with the least amount of disruption and impact. Understanding that there will be some impact, we will work diligently at minimizing them. The project goal is to have the least amount of disruption to the surrounding community- Accessibility while completing the work as feasibly possible.

Disruptions – temporary one way traffic lanes – flaggers will assist with directing traffic within the project area –Project work hours will be limited in order to minimal noise impacts. Short-term full road closures with signed detour routes may be required to complete the work.

As construction progresses, we will work diligently with the community to accommodate access to residents during lane closures and traffic detour. Our goal is to create the least amount of impact to the neighborhood.

Traffic lanes will be adjusted to complete the landslide repairs. Public outreach and open houses will be planned accordingly to update the community on progress and project status reports. Appropriate notice shall be given to the neighborhood before any traffic direction or lane shifts occur.

PBOT and ODOT staff developed the project scope to satisfy the technical criteria required by the Emergency Relief Program, which requires a data-driven, strategic approach to implement structural improvements to public safety.

All of the proposed improvements will be constructed within the existing right of way.

[There are no known groups that will be testifying]

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 2-8-19