

IMPACT STATEMENT

Legislation title: *Accept a \$6,719,840.85 grant from Oregon Department of Transportation and authorize Intergovernmental Agreement for the City of Portland Safety Projects.

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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 All Roads Transportation Safety program (ARTS).

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

The project will design and construct traffic signal safety improvements at locations along SE Holgate Blvd, SE Milwaukie Ave, SE Division St, SE Foster Rd., Sandy Blvd., W. Burnside, NW Glisan St., NE Glisan St., SW Beaverton Hillsdale Highway, Broadway/Weidler, SE 102nd, Broadway St. The specific locations of improvements are detailed below.

Financial and budgetary impacts:

The total cost of the Project is estimated at \$7,286,750 which is subject to change. Federal funds for the Project are limited to \$6,719,840.85. Agency shall be responsible for the 7.78 percent match for all eligible costs and any non-participating costs estimated to be \$566,909.15. Any unused federal or state funds will be retained by State and will not be available for use by Agency for this Agreement or any other projects.

This Ordinance does not amend the budget or change appropriations and does not change current or future staffing levels. The project is budgeted in FY 19-20 under T00888 and is included in PBOT's 5-year CIP. Grant eligible work will not begin prior to FY 19/20.

ODOT will perform the work for the project under the authority of the Local Agency Certification Program. The Certification Program allows ODOT to certify a Local Agency's procedures and delegates authority to the certified Local Agency to administer federal-aid projects.

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

The project will construct new traffic signal safety and roadway lighting improvements, including but not limited to new upgrading 8-inch to 12-inch traffic signal heads, new reflectorized backplates, new street lights, and replacing strain pole span wires, new mast arm poles with new foundations, new pedestrian poles, which PBOT will operate and maintain upon completion. The work is focused on existing traffic signals and constructing new traffic signals.

Community impacts and community involvement:

The project will design and build improvements at key intersections to improve safety on six major transportation corridors in Northeast Portland and two major transportation corridors in Southeast Portland.

- SE Holgate Blvd. at SE 112th Avenue
- SE Holgate Blvd. at SE Milwaukie Avenue
- SE Division St. 158th to 167th St.
- SE Foster Rd. 62nd to 72nd
- Sandy Blvd. Prescott to 92nd
- W. Burnside at 20th Pl.
- SE Division St. at 112th
- NW Glisan St. at NW Broadway
- NE Glisan St. at NW 122nd Ave.
- SE Division St. at SE 162nd Ave.
- SW Beaverton Hillsdale Highway at SW 30th Ave.
- Broadway/Weidler: Larabee to 21st.
- SE Division St. 82nd to 174th.
- NE 102nd. At Halsey, Glisan St., Burnside, Stark and Washington
- Broadway St. SW Oak St. to NE 1stAve.

PBOT and ODOT staff developed the project scope to satisfy the technical criteria required by the ARTS program, which requires a data-driven, strategic approach to improving highway safety that focuses on performance. Information on crash frequency, serious injuries and deaths was evaluated. Public outreach was not conducted to identify the improvements. All of the improvements will be built within the existing right of way.

The goal of the ARTS program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. One of Portland's most significant transportation safety lessons learned in the last decade has been the relationship between arterial roadways and crashes. The majority of serious crashes in the Portland area occur on arterial roadways. In the Portland Metro region, you are 4.3 times more likely to get in a serious crash on an urban arterial roadway that runs through the city than on a highway, such as I-5, I-205 or I-84. This project focuses federal transportation funds on some of our highest volume arterial roadways in Northeast Portland, East Portland and Southeast Portland where crashes have occurred.

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