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190988

Emergency Ordinance

*Authorize applications to the U.S. Department of Transportation for three grants not to exceed \$47 million to provide critical transportation improvements

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. As a result of the Bipartisan Infrastructure Bill there is a significant increase in federal funding to numerous existing and new programs that can fund specific projects to provide critical transportation improvements within the City of Portland.
2. Although there is a significant increase in funding at the federal level, Portland will see limited resources allocated to local projects and face enormous competition from other jurisdictions.
3. PBOT has worked closely with City and regional partners to develop the proposed projects included in this ordinance.
4. The projects identified improve safety, multi-modal access, and asset condition.
 - A. Safe Streets for All – “Safe Systems on 122nd Avenue: A model for humanizing arterial streets” provides an opportunity to address significant safety needs on one of Portland’s highest crash corridors, which traverses some of Portland’s most diverse neighborhoods. The “Safe Systems on 122nd Avenue” grant, if awarded, will add safety protections for people walking, rolling, accessing transit and driving, while also slowing driving speeds to reduce serious crashes.
 - B. Burgard Bridge Replacement – The federal Bridge Investment Program provides an opportunity to replace the Burgard Bridge, which is a critical link in the transportation network in

Introduced by

[Commissioner Jo Ann Hardesty](#)

Bureau

[Transportation](#)

Contact

Mark Lear

Analyst III

✉ mark.lear@portlandoregon.gov

📞 [503-823-7604](tel:503-823-7604)

Kristin Hull

Principal Planner -

Transportation Planning

✉ kristin.hull@portlandoregon.gov

📞 [503-823-2699](tel:503-823-2699)

Bryan Poole

Senior Transportation Planner,
PBOT

✉ bryan.poole@portlandoregon.gov

📞 [503-823-1173](tel:503-823-1173)

Zef Wagner

PBOT Planner

✉ Zef.Wagner@portlandoregon.gov

📞 [503-823-7164](tel:503-823-7164)

Requested Agenda Type

Time Certain

North Portland, particularly for heavy freight movement, and is in very poor condition and seismically vulnerable.

- C. Central Eastside Railroad Crossing Elimination Study – The federal Railroad Crossing Elimination Program provides an opportunity to study in detail the persistent and growing issue of long freight train blockages of multiple at-grade railroad crossings in the Central Eastside and identify projects and strategies to address these issues.
- D. Rose Quarter / Albina Vision – The Reconnecting Communities Pilot Program provides an opportunity to help fund elements of ODOT's I-5 Rose Quarter project consistent with the Albina Vision planning effort. This grant funding can ensure the Rose Quarter project is developed in a way that helps to restore the heart of the historically black Albina neighborhood, with a focus on reconnecting the N and NE Portland neighborhoods and removing barriers to community connectivity, mobility, access, and economic development by capping I-5.

5. All three of the Portland initiated grants have existing funding sources that can cover the proposed match:

Safe Systems on 122nd Avenue – up to \$25 million, includes up to \$20M of Safe Streets for All funding and up to \$5M match from Fixing Our Streets funds allocated for repaving 122nd Avenue.

Burgard Bridge – up to \$20M, includes up to \$16M request from the Railroad Crossing Elimination Program and up to \$4M match from Heavy Vehicle Use Tax.

Railroad Crossing Elimination Study – up to \$2M total, including up to \$400k in-kind match from already-budgeted GTR in the planning division budget.

NOW, THEREFORE, the Council directs:

- A. The Mayor is hereby authorized to make application for grants in the amount of up to \$47 million.
- B. The City to participate in the Reconnecting Communities grant application process with ODOT and key stakeholders, including the Albina Vision Trust.
- C. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Commissioner-in-Charge's behalf.

Section 2. The Council declares that an emergency exists because the grants are due immediately; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council
September 7, 2022

Auditor of the City of Portland
Mary Hull Caballero

Impact Statement

Purpose of Proposed Legislation and Background Information

The purpose of this ordinance is to have City Council approve application for three grants programs with funding from the Bipartisan Infrastructure Bill and to support ODOT's Reconnecting Communities Pilot Program grant application for the Rose Quarter/Albina Vision improvements.

Financial and Budgetary Impacts

This ordinance authorizes the City to apply for three grants funded by the Bipartisan Infrastructure Law of up to \$47M (including local match).

Due to limited resources for match, the PBOT's Capital Investment Committee worked to identify high priority grant requests that had existing funding streams that could be used as local match. All three of the proposed grant requests were approved by PBOT Capital Investment Committee (CIC) and have existing funding sources that can cover the local match.

- **Safe Systems on 122nd Avenue** – up to \$25 million, includes up to \$20M of Safe Streets for All funding and up to \$5M of local match from Fixing Our Streets funds allocated for repaving 122nd Avenue. Since we are using existing resources as leverage, there are no impacts to our existing budget allocation. This project leverages an additional \$20M of additional federal funding.
- **Burgard Bridge** – up to \$20M, includes up to \$16M from the Railroad Crossing Elimination Program and up to \$4M match from Heavy Vehicle Use Tax. Since we are using existing resources as leverage, there are no impacts to our existing budget allocation. This project leverages an additional \$16M of additional federal funding.
- **Railroad Crossing Elimination Study** – up to \$2M total, including up to \$400k in-kind match from already-budgeted GTR in the planning

division budget. Since we are using existing resources as leverage, there are no impacts to our existing budget allocation. This project leverages an additional \$2M of additional federal funding.

Community Impacts and Community Involvement

Safe Systems on 122nd Avenue

Since 2018, PBOT has been developing the 122nd Avenue Plan, a comprehensive safety plan for the corridor. During multiple rounds of engagement, more than 1,000 community members have provided input on needs, issues, and the changes they wanted to see prioritized to improve safety and access to transit, particularly for people walking and biking. Focus groups with non-English speakers provided additional insights, and a community sounding board with key stakeholders helped guide the planning process. The proposed improvements in the Safe Systems on 122nd Avenue grant come directly from this planning process and respond to community feedback. The project will benefit all users of the street by better separating road users, providing more visibility, and encouraging safer speeds, as well as adding landscaping and other enhancements.

Burgard Bridge Replacement

Key stakeholders were involved in the project development phase of work, including the Port of Portland (which operates T4 near the bridge) and NW Container Services, as well as the Portland Freight Committee. The project has the support of these stakeholders. This project will directly benefit freight movement by replacing a critical-condition bridge that is in danger of a major weight restriction in the future and would be vulnerable to a seismic event. The bridge has also already been damaged by a train derailment and is vulnerable to future derailments. The project has been developed to ensure that it would be replaced in stages so that there would be no need for a long detour during construction. This project will also benefit people walking and biking, who currently have sub-standard facilities crossing the bridge that would be greatly improved with a new bridge.

Central Eastside Railroad Crossing Elimination Study

This proposed study is in direct response to strong community feedback from the Central Eastside Industrial Council (CEIC) and the Central Eastside community in general in the form of a large petition asking PBOT to prioritize fixing the train blockage issues in the Central Eastside, especially at 8th Ave, 11th Ave, and 12th Ave. The Portland Freight Committee has also been briefed on this proposed study and they support this project. The study will provide great benefits to the Central Eastside transportation system by identifying projects and strategies to address the lengthy train

blockages of multiple at-grade railroad crossings, and line up projects to apply for construction funding in future rounds of this same grant program.

Budget Office Financial Impact Analysis

If successful, PBOT's submission of three grant applications to USDOT would leverage up to \$47M, including \$9.4M in local match requirements. To meet grants' local match requirements, PBOT states their Capital Investment Committee has identified three high priority projects, all of which possess existing revenue streams, resourced through Fixing Our Streets funds, Heavy Vehicle Use Tax, and General Transportation Revenue funds respectively. Accordingly, if awarded, the resourced projects would not alter PBOTs current budget allocations.

Agenda Items

748 Time Certain in [September 7, 2022 Council Agenda](#)

Passed

Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea