

IMPACT STATEMENT

Legislation title: *Authorize application to the Oregon Department of Transportation for grants in the amount of up to \$7 million for four non-highway transportation infrastructure projects: Flanders City Greenway, Red Electric Trail, Streetcar Vehicle Purchase, Naito Crossing.

Contact name: Mark Lear

Contact phone: 503-823-7604

Presenter name: Mark Lear

Purpose of proposed legislation and background information:

The purpose of this legislation is to allow the City of Portland to apply for four *ConnectOregon* grants. *ConnectOregon* is a state lottery bond based initiative to invest in air, rail, marine, transit and bicycle/pedestrian infrastructure and to promote economic development in Oregon. There is currently \$45 million available for non-highway transportation projects throughout the state. Each of the projects for which we are applying will improve the City of Portland's multi-modal transportation access and safety, as well as provide better access to jobs and community services.

Financial and budgetary impacts:

This legislation will potentially result in increased revenue to the City if any of the four grants are received. It is unlikely that we will receive funding for all four grants, but if we do, the City would receive up to \$7 million in grant revenue. *ConnectOregon* requires a 30% match, which would be equal to approximately \$2,100,000 million. This match has already been identified and is available from several sources including Transportation System Development Charges, Parks System Development Charges, Portland Streetcar, and an existing grant fund.

This legislation will not result in any contracts or IGAs, but if the grants are received there will be new contracts created. There is also the potential for staffing impacts if the grants are received, but not at this time.

Community impacts and community involvement:

The projects for which we are applying to *ConnectOregon* have all been identified as priority projects on the update of the Transportation System Plan, which has undergone extensive public involvement. Projects were also selected to meet the specific grant requirements, which require projects to be off of the regular street system, making many of our other Transportation projects ineligible.

The Red Electric Trail, when fully complete, will connect the Fanno Creek Greenway and the Willamette River. It will create one of the only relatively flat pathways through Southwest Portland while allowing vulnerable roadway users to avoid busy arterials in the area. It will provide important connections for several schools, parks, libraries, historic buildings, community centers, and natural areas. It will also provide a direct, safe connections for workers or visitors that travel between downtown Portland and points in Washington County. Many groups have

discussed and support the building of this trail including SWNI, Southwest Trails, and the Pedestrian and Bicycle Advisory Committees.

NW Portland is the densest residential area in the state of Portland, and within two miles of thousands of jobs located in the Central City. However, the bicycle and pedestrian mode split between NW Portland and the Central City is significantly lower than mode splits from SE and NE Portland partly because of the lack of a quality crossing of I-405 for bicycles and pedestrians. The Flanders Bridge and Naito Crossing projects will provide pedestrian and bicycles with a safer active transportation route between NW and downtown that will not require interacting with motor vehicles using the I-405 interchange. These projects have been discussed and supported by the PNCA, and the City's bicycle and pedestrian committees.

The Portland Streetcar is used by over 15,000 people every day and by 2020 planners expect over 20,000 riders per day as the thousands of housing units and sq. ft. of commercial space are built out along the streetcar alignment. Already, 33% of jobs in Portland are on the Streetcar alignment. Purchasing used Streetcars from Seattle will allow Portland Streetcar to cost-effectively maintain reliable travel times, support the planned growth in ridership while reducing drive alone trips, encourage efficient land-use decisions, and support an aging population. This project was discussed and is supported by the Portland Streetcar Community Advisory Committee as well as the City's Pedestrian and Bicycle Committees.

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