

IMPACT STATEMENT

Legislation title: *Accept a grant in the amount of \$2,572,162 from the Oregon Department of Transportation Highway Safety Improvement Program and authorize an Intergovernmental Agreement for traffic signal safety improvements. (Ordinance)

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Presenter name: Jean Senechal Biggs

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 Highway Safety Improvement Program (HSIP).

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 eight street corridors in the city: NE 102nd Avenue, NE 122nd Avenue, NE Broadway, SE Division Street, NE Halsey Street, SE Holgate Boulevard, NE Martin Luther King, Jr. Boulevard, and NE Sandy Boulevard.

Financial and budgetary impacts:

- The total project cost is estimated to be \$2,572,162. The federal HSIP funds for the project are limited to \$2,572,162. There is no required match and the City is responsible for all remaining costs through PBOT General Transportation Revenues (GTR).
- 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 15/16 and is included in PBOT's 5-year CIP. The project is currently in the Bureau of Transportation's budget (SAP Cost Object Number: T00463) and the grant is currently budgeted in TR000174.
- PBOT will perform the work for the project under the authority granted by ODOT under 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 12 inch traffic signal heads, new reflectorized backplates, new street lights, and replacing strain pole span wires, which PBOT will operate and maintain upon completion. The work is focused on existing traffic signals and will not build any 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.

- NE 102nd Avenue between NE Sandy Boulevard and SE Washington Street
- NE 122nd Avenue between Airport Way and East Burnside Street
- NE Broadway between North Larrabee and NE 21st Avenue
- NE Halsey Street between NE 47th and NE 148th
- NE Martin Luther King, Jr. Boulevard between NE Dekum Street and NE Lloyd Boulevard
- NE Sandy Boulevard at NE 28th Avenue and at NE 47th Avenue
- SE Division Street between SE 11th Avenue and SE 174th Avenue
- SE Holgate Boulevard SE Milwaukie Avenue and SE 104th Avenue

PBOT and ODOT staff developed the project scope to satisfy the technical criteria required by the HSIP 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 HSIP 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

KK 2-29-16