

Regional Flexible Fund Grant Request 2019-2021

WE KEEP PORTLAND MOVING.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Why We are Here Today:



1. Overview of Grant Project Selection Process
2. Recommendation for Regional Flex Funds Applications

Grant Candidate Project List Development Process



TSP Criteria

- Safety/Vision Zero
- Climate
- Neighborhood Access
- Health
- Economic Benefit
- Cost Effectiveness
- Equity
- Community Support

Review High Scoring Projects

Candidate Project Development



- Specific grant criteria
- Readiness
- Match
- Community Support
- Equity
- Modal committees / TJA review
- Other bureau and agency priorities
- Emerging system needs / plans

Regional Flexible Funds



- Federal dollars: allocated every two years by Metro
- Approximately \$130 Million is available for 2019-2021
- \$26 Million available for Active Transportation and \$7M for Freight projects

Specific RFF Criteria

Active Transportation



- ✓ Benefits underserved communities that rely on active transportation
- ✓ Improves safety in high-crash area and removes conflicts between modes
- ✓ Improves access to and from priority destinations, including multiple schools and parks

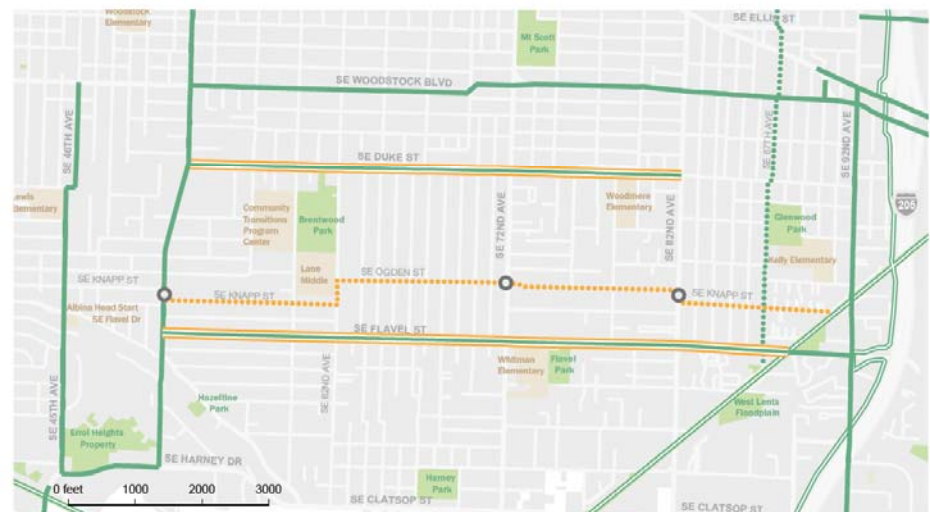
Brentwood-Darlington Safe Routes to School Sidewalk Infill & Neighborhood Greenway

*Sidewalk infill behind existing curb
on SE Duke St and SE Flavel St from
52nd Ave to 82nd Ave.*

*Neighborhood greenway on Knapp
and Ogden from 52nd to 87th, with
traffic calming and crossing
improvements.*

Project Cost Estimate: \$5.3m
Grant Request Estimate: \$3.5m

BRENTWOOD DARLINGTON SAFE ROUTES TO SCHOOL

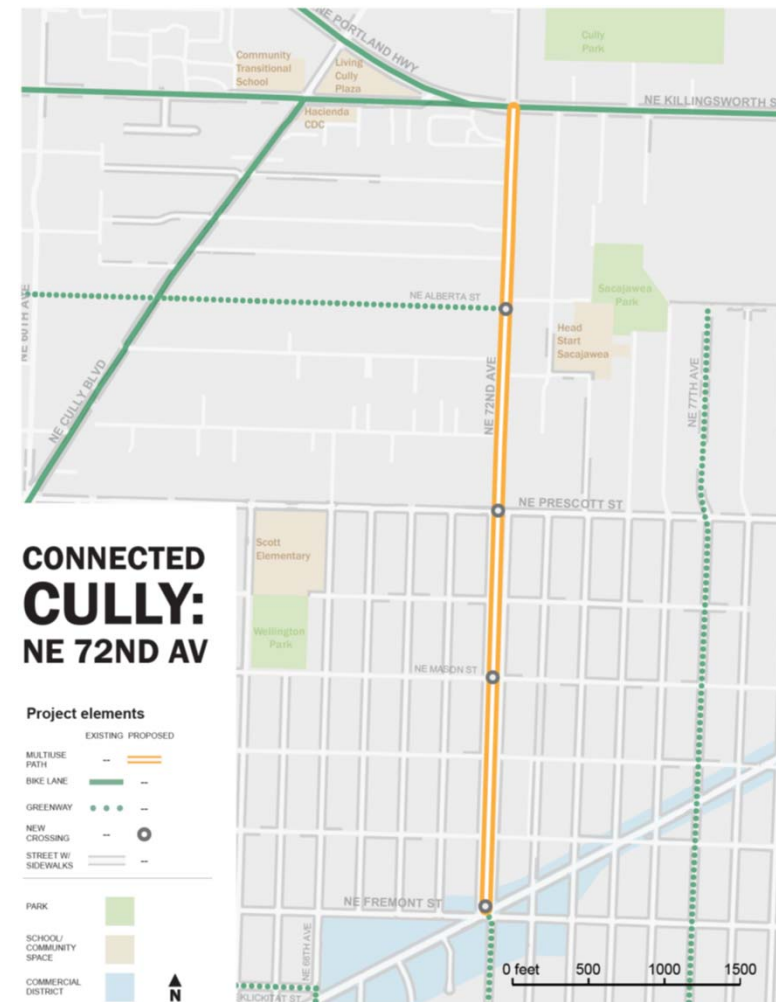


Connected Cully, Phase 2

NE 72nd Pedestrian/Bicycle Parkway

Multi-use path on west side of NE 72nd Ave from Emerson to Sumner (Killingsworth to Emerson has been separately funded). Sidewalk and two-way bike path on west side of NE 72nd Ave from Sumner to Prescott. Multi-use path along center of NE 72nd Ave heritage parkway median from Prescott to Sandy. Intersection safety improvements at Alberta, Prescott, Mason, and Sandy.

Project Cost Estimate: \$5 million
Grant Request Estimate: \$2.5 million

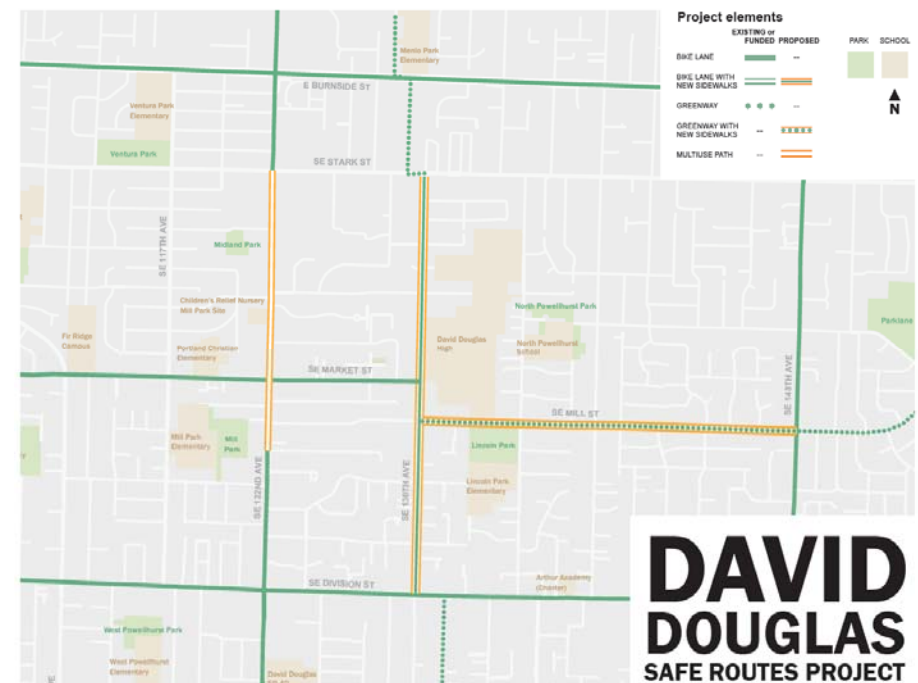


David Douglas Safe Routes to School Mill/Main Sidewalk Infill & Bikeway

This project fills important sidewalk gaps serving the David Douglas School District. Construct sidewalk infill on both sides of SE 130th Ave from Stark to Division and north side of SE Mill St from 130th to 148th. Construct multi-use path along SE 117th Ave from Stark to Division.

Project Cost Estimate: \$6m

Grant Request Estimate: \$3m



Hillsdale Town Center Pedestrian Connections

Sidewalk Infill on SW Beaverton-Hillsdale Hwy

Construct sidewalk infill on SW Beaverton-Hillsdale Highway between Dosch and 18th Avenue/Hillsdale Town Center and on Dosch from Beaverton-Hillsdale Highway to Flower (1 block.)

Project Cost Estimate: \$3.4m
Grant Request Estimate: \$2.4m

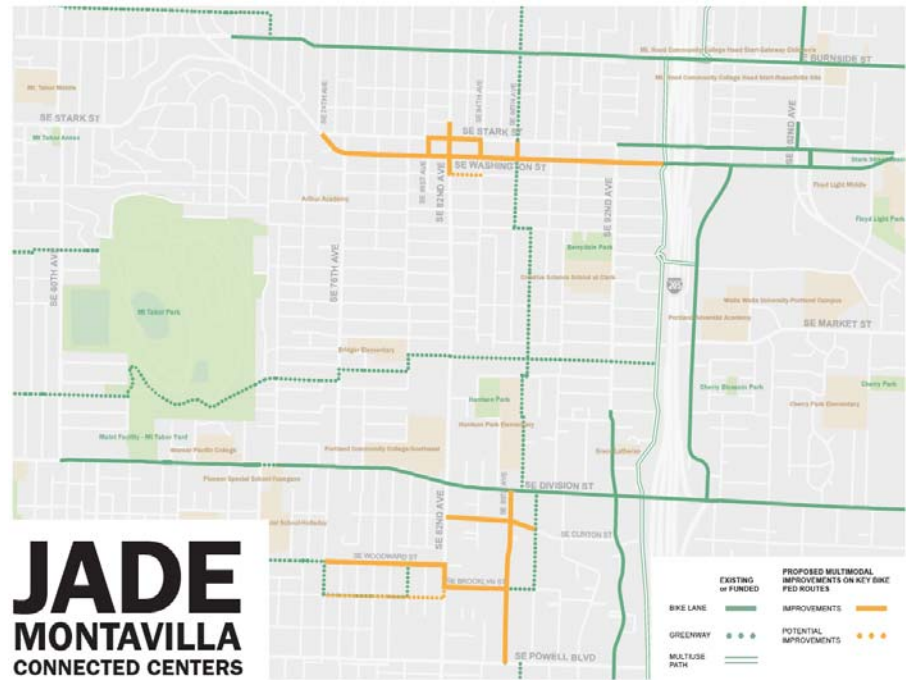


Jade & Montavilla Connected Centers

Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. Improvements identified through coordinated planning efforts by ODOT, PBOT, TriMet, and BPS along the 82nd Ave corridor.

Project Cost Estimate: \$7m

Grant Request Estimate: \$3.5m



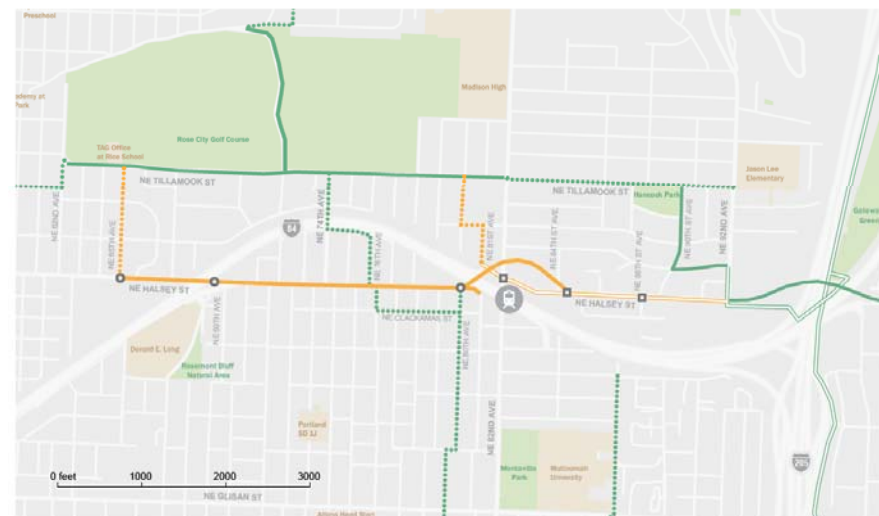
NE Halsey Street Safety Access to Transit

Signal improvements, intersection redesigns, bus stop improvements, and high-priority crossings on NE Halsey St from 60th to 92nd. Bikeway on Halsey from 65th to 92nd, with connections to other bikeways. Includes multi-use path from 82nd MAX station to 92nd Ave, providing pedestrian and bicycle connection to future I-205 Undercrossing Path, I-205 Overcrossing, and Tillamook neighborhood greenway.

Project Cost Estimate: \$4.8m

Grant Request Estimate: \$3m

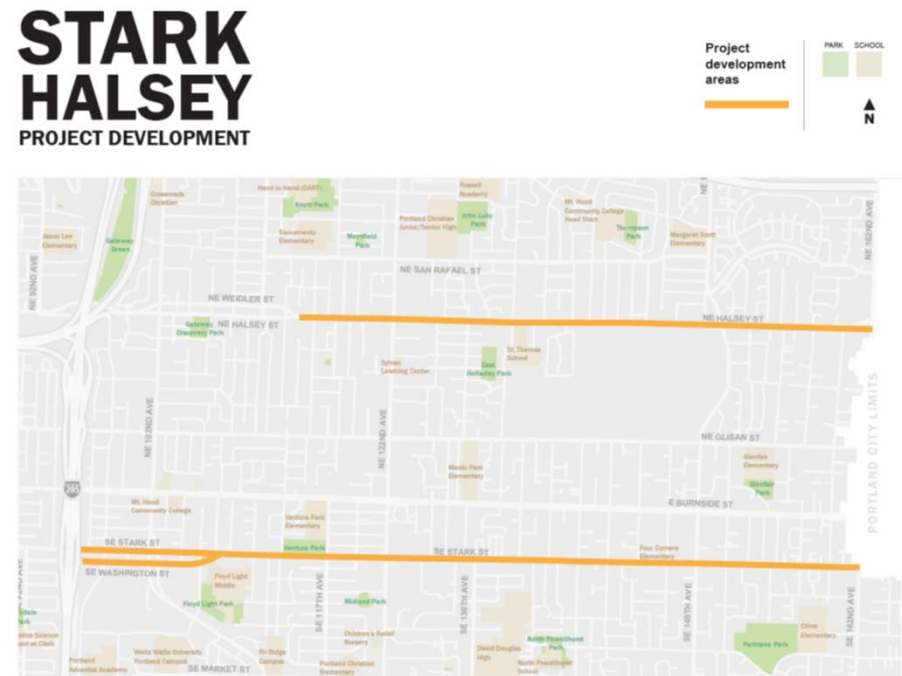
HALSEY SAFETY AND ACCESS TO TRANSIT



Outer Stark and Halsey Complete Street Project Development

Outer Stark and Outer Halsey are both High Crash Network streets. This project development grant will be used to help determine the most effective infrastructure improvements and roadway designs to increase safety and provide transit, schools, services and employment access improvements to community members.

Project Cost Estimate: \$0.35m
Grant Request Estimate: \$0.3 million



Specific RFF Criteria

Regional Freight



- ✓ Leverage
- ✓ Reduce freight vehicle delay
- ✓ Increase freight access to industrial lands, employment centers, rail facilities

Central Eastside Circulation and Safety Enhancement Project

Drawing on themes identified in the Central City 2035 Southeast Quadrant Plan, improve freight movement through the Central Eastside and reduce mode conflict. ITS improvements would include new traffic signals at MLK and Washington, Grand and Washington, 16th and Irving and additional locations and protected left turns at Stark and Washington and Clay and Mill.

Project Cost Estimate: \$5.4m
Grant Request Estimate: \$3m

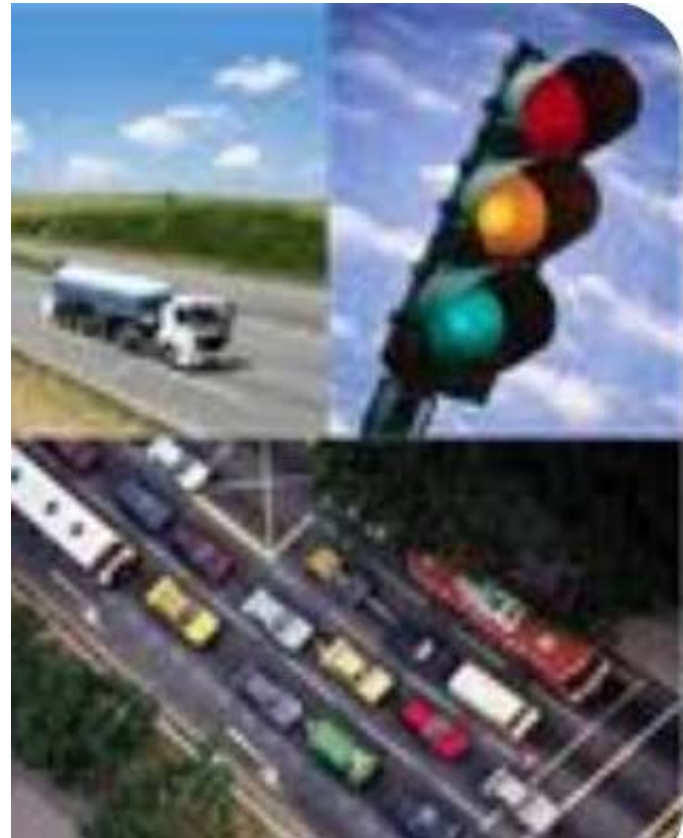


Columbia Blvd. Intelligent Transportation System

A lack of integrated modern signals negatively affects Portland businesses that depend on delivery as a part of their business. Smart Technologies and advanced communications infrastructure will allow active management of the corridor to improve conditions for freight.

Project Cost Estimate: \$1m

Grant Request Estimate: \$0.6m



Next Steps



- Applications due August 26th
- Public comment October
- Funding Decisions January 2017
- Funding 2019 - 2021