

## IMPACT STATEMENT

**Legislation title:** Authorize the City of Portland's project submittals for the 2025-27 Metropolitan Transportation Improvement Program Regional Flexible Funds program (Resolution)

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### **Purpose of proposed legislation and background information:**

- The purpose of this resolution is to have City Council approve nine projects for Technical Evaluation and Risk Assessment by Metro for the 2025-27 Regional Flexible Fund Program.

### **Financial and budgetary impacts:**

- The total cost of the nine projects submitted by Portland is approximately \$80 Million:
  - 148th Ave Safety and Access to Transit
  - Cully/57th Complete Street Project
  - MLK Jr Blvd Corridor Safety Improvements, Phase 2
  - 7th Ave Complete Street Project
  - Taylors Ferry Rd Complete Street Project
  - Cornfoot Rd Multi-use Path
  - Marine Drive Trail – Parkrose Gap
  - North Portland Greenway Trail – Kelley Point Park
  - North Portland Greenway Trail – St Johns Prairie to Cathedral Park
- This request for grant submittals, is the beginning of an almost yearlong process. Following the request for grants, Metro will score and rank projects using a Technical Evaluation and Risk Assessment and request additional public comment. Portland will then be asked to prioritize these projects and document the local match. This will be done through a City Council ordinance in summer of 2022.
- Metro anticipates allocating approximately \$142 million (\$41M for capital projects), comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2025-2027 timeframe. For the first time, this year's process will also be used to allocate \$20 million for trails from the 2019 Metro Parks and Nature bond measure.
- Federal-aid projects require a minimum of 10.27% local match, and the Metro 2019 bond trails funding requires a 15%, 30%, or 45% match based on demographics in a project area. Local match will be provided by City of Portland System Development Charge funding and/or General Transportation revenue already set aside for local match of federally funded projects in the 2025 to 2027 timeframe.

### **Community impacts and community involvement:**

- The projects, if funded, will provide significant public benefit. Projects were selected to achieve the four primary RTP investment priorities: advancing Equity; improving Safety; implementing the region's Climate Smart Strategy; and, managing Congestion. The proposed projects were included in the 2018 Regional Transportation Plan (RTP) that involved significant public involvement.
- In addition, the candidate list of projects was reviewed with the Portland Pedestrian, Bicycle, Freight, the 40-Mile Loop Trust and npGreenway Trail groups, and Bureau advisory committees. In addition, the candidate projects were reviewed and approved for submission by the Portland Transportation Coordination Committee.

Additional Project Details:

- **148th Ave Safety and Access to Transit (estimate \$7.9M)**

Elements

- Enhanced bike lanes from Powell to Halsey
- Pedestrian crossings at future bus stops
- Sidewalk infill where needed
- Bus stop accessibility improvements
- Lighting improvements
- Signal rebuild at Mill & 148<sup>th</sup>

Benefits

- Serves Rosewood and Division Neighborhood Centers
- Supports new TriMet bus line on 148<sup>th</sup> planned in coming years
- 148<sup>th</sup> is an important regional bikeway
- Support from community-based organizations
- Opportunity to improve asset condition (signals, lighting, ADA ramps)
- One of the few East Portland arterials without any major investments already funded

- **Cully/57th Complete Street Project (estimate \$8.5M)**

Elements

- Sidewalk infill west side of 57<sup>th</sup> Ave
- Sidewalk widening east side of 57<sup>th</sup> Ave
- Protected bike lanes from Klickitat to Prescott
- All curb ramps upgraded to ADA standards
- New crossings at Failing and Skidmore
- Transit islands added to Mason crossing
- Signal rebuild at Fremont
- Street paving on Shaver

Benefits

- High equity benefits serving the diverse Cully neighborhood
  - Serves Cully Blvd Alliance main street
  - Improves access to transit
  - Important regional ped and bike connection
  - Fills a critical pedestrian network gap
  - Addresses multiple safety issues
  - Good public support from Living Cully coalition members
  - Opportunity to improve asset condition (signals, sidewalks, ADA ramps)
- **MLK Jr Blvd Corridor Safety Improvements, Phase 2 (estimate \$6.1M)**

Elements

- Enhanced pedestrian and bicycle crossings at Buffalo and Bryant
- Signal rebuilds at Ainsworth, Alberta, and Skidmore to improve safety for all modes

Benefits

- Crossings support affordable housing access to Line 6 bus service
- Improves Safe Routes to School and Neighborhood Greenway crossings of MLK
- Includes multiple safety improvements along a high crash corridor
- Support from Soul District Business Association
- Opportunity to improve asset condition at crossings and signals
- Builds on “Phase 1” improvements funded in last round of RFFA that will be built in coming years

- **7th Ave Complete Street Project (estimate \$11.3M)**

Elements

- Protected bike lanes from Washington to Division, connecting to funded neighborhood greenway to the north up to new Blumenauer Crossing
- Enhanced ped/bike crossings to fill crossing gaps along the corridor and improve access to transit
- Signal rebuilds at Hawthorne, Madison, Belmont, and Morrison to improve safety for all modes

Benefits

- Improves access to living-wage industrial jobs
- Major project coming out of Central City in Motion
- Addresses high-priority crossing gaps in PedPDX
- Safety improvements on high crash corridor
- Demonstrated public support
- Part of longer 7<sup>th</sup> Ave bikeway including new Blumenauer Crossing over I-84
- Opportunity to improve asset condition (signals, ADA ramps)

○ **Taylor's Ferry Rd Complete Street Project (estimate \$15M)**

Elements

- Sidewalk on south side and protected bike lanes on both sides of Taylor's Ferry Rd
- Signal rebuild at 48<sup>th</sup> Ave to improve safety and access
- Widen road over creek to add sidewalk
- Leverage BES project replacing culvert over creek

Benefits

- Provides only access from West Portland Town Center to adjacent neighborhoods to the west
- Supports access to Barbur Transit Center and future Southwest Corridor station
- High equity need relative to rest of SW Portland
- Project identified in SW in Motion plan
- Good public support from SW neighborhoods and West Portland Town Center
- Opportunity for partnership with BES on some elements of the project.
- Opportunity to improve asset condition (roadway, signals)

○ **Cornfoot Rd Multi-use Path (estimate \$6.2M)**

Elements

- Multi-use path on north side of Cornfoot Road
- Corridor lighting along multi-use path
- Improved bike connection on 47<sup>th</sup> Ave bridge over Columbia Slough

Benefits

- Fills last gap between new 42<sup>nd</sup>/47<sup>th</sup> bikeway and Alderwood bikeway from Cully to PDX
- Fills a key gap in the Columbia Slough Trail, part of the 40 Mile Loop regional trail system
- High equity need for better access from Cully neighborhood to jobs and nature
- Helps freight movement by providing space for pedestrians and bikes outside the roadway
- Good public and agency support, especially Port of Portland, Cully neighborhood, Columbia Corridor Association, and 40 Mile Loop
- Can compete for multiple Metro funding sources

○ **Marine Drive Trail – Parkrose Gap (Estimate \$3.1M)**

Elements

- New multi-use path along NE Marine Drive from 112<sup>th</sup> Ave to 122<sup>nd</sup> Ave
- Includes new mid-block enhanced crossing to transition trail from north to south side

Benefits

- Fills one of the last remaining gaps in the Marine Drive Trail from Kelley Point to Troutdale
- High priority for 40 Mile Loop Trust and many other community partners
- Improves safety on Marine Drive, a high crash corridor, by providing a fully-separated walking and biking facility
- Identified as a Metro Regional Trail and can compete for the Parks/Nature Bond Trail program

○ **North Portland Greenway Trail – Kelly Point Park (estimate \$2.7M)**

Elements

- Multi-use path connection to and within Kelley Point Park, connecting to existing trails along Marine Drive and Lombard St

Benefits

- Would complete a key segment of the planned North Portland Greenway Trail
- Provides improved access from the existing 40 Mile Loop trail system to and within Kelley Point Park
- High level of community support from 40 Mile Loop and other trail advocates

○ **North Portland Greenway Trail – Kelly Point Park (estimate \$4.8M)**

Elements

- Provides additional funding needed for Columbia Blvd overcrossing connecting Chimney Park to St Johns Prairie
- Implements an on-street walking and biking connection from Pier Park to Cathedral Park, St Johns main street, and Willamette Blvd
- Constructs a multi-use path through the Baltimore Woods Natural Area

Benefits

- Will connect Cathedral Park, Baltimore Woods, Pier Park, Chimney Park, and St Johns Prairie via low-stress walking and biking routes

- Improves access to natural areas and industrial jobs for low-income households in North Portland
- High level of community support from groups including npGreenway, 40 Mile Loop, and Friends of Baltimore Woods

**Budgetary Impact Worksheet**

**Does this action change appropriations?**

**YES:** Please complete the information below.

**NO:** Skip this section

<b>Fund</b>	<b>Fund Center</b>	<b>Commitment Item</b>	<b>Functional Area</b>	<b>Funded Program</b>	<b>Grant</b>	<b>Sponsored Program</b>	<b>Amount</b>

Signed by RK 1-25-21