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## 1074-2023

Emergency Ordinance

### **\*Accept grant for \$2,153,520 from Oregon Department of Transportation, authorize Intergovernmental Agreement for NW Naito Parkway Rail Crossing project, and appropriate \$50,000 in FY 2023-24**

Referred

The City of Portland ordains:

Section 1. The Council finds:

1. The Portland Bureau of Transportation (PBOT) applied to the Oregon Department of Transportation (ODOT) for a grant in the amount of \$2,153,520 for pedestrian crossing improvements, bike safety improvements, and rail crossing upgrades in 2022; and
2. ODOT has notified the City of Portland that it will award a grant for the NW Naito Parkway Rail Crossing project to PBOT in the amount of \$2,153,520;
3. The project number for this is T01379. The grant number is TR000371.
4. This grant will allow PBOT to both improve safety at a busy urban rail crossing and implement a rail quiet zone, long advocated for by the community. The project is also referred to as the NW Flanders Connector at Naito and Glisan, as it serves to connect the Flanders Greenway to the Waterfront.

NOW, THEREFORE, the Council directs:

- A. The Commissioner-in-Charge is hereby authorized to accept on behalf of the City of Portland a grant from ODOT for the NW Naito Parkway Rail Crossing project in the amount of \$2,153,520.
- B. The Commissioner-in-Charge to execute an Intergovernmental Agreement in the amount of \$2,153,520 in a form similar to the contract attached as Exhibit A.

Introduced by

[Commissioner Mingus Mapps](#)

Bureau

[Transportation](#)

Contact

Gabe Graff

Project Manager, PBOT

✉ [Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov)

📞 [503-823-5291](tel:503-823-5291)

Requested Agenda Type

Regular

Date and Time Information

Requested Council Date

December 20, 2023

Time Requested

10 minutes

C. The Commissioner-in-Charge is authorized to execute amendments, approved as to form by the City Attorney, to the scope of the services or the terms and conditions of this Agreement, provided the changes do not increase the total project cost by twenty-five percent (25%) or greater.

D. The FY 2023 / 2024 budget is hereby amended as follows:

GRANTS FUND

Fund: 217


Business Area – TR00

Bureau Program Expenses – \$50,000

E. 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 a delay would unnecessarily delay the City's ability to perform the activities authorized by the grant; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

## Documents and Exhibits

 [Exhibit A \(https://www.portland.gov/sites/default/files/council-documents/2023/exhibit-a-k23293\\_015097\\_nw-naito-pkwy-rail-crossing-draft\\_0.pdf\)](https://www.portland.gov/sites/default/files/council-documents/2023/exhibit-a-k23293_015097_nw-naito-pkwy-rail-crossing-draft_0.pdf) 1.07 MB

## Impact Statement

### Purpose of Proposed Legislation and Background Information

- To accept a federal grant for design and construction of the NW Naito Parkway Rail Crossing project
- The project invests in making a busy urban rail crossing safer for all users with the co-benefit of allowing for a rail quiet zone to be signed.
- The project is also referred to as the NW Flanders Connector at Naito and Glisan, as it serves to connect the Flanders Greenway to the Waterfront.

### Financial and Budgetary Impacts

- Total project cost is \$2,400,000 (low confidence estimate).
- The project requires \$246,580 in local match that was approved by the PBOT Capital Investment Committee.

- The project was not included in the FY 2023/24 CIP. Therefore, the FY 2023/24 is being appropriated via this ordinance.
- The project will be included in the upcoming FY 2024/25 CIP.
- The project number is T001379. The Grant number is TR000371.
- The FY 2023 / 2024 budget is hereby amended as follows:

### GRANTS FUND

Fund: 217

Business Area – TR00

Bureau Program Expenses – \$50,000

### Community Impacts and Community Involvement

- This project will improve safety of an at-grade rail crossing of Naito Parkway at the Steel Bridge. Multimodal crossings will be consolidated and gated; new marked crossing will be installed across Naito south of the rail crossing.
- This project will allow for Quiet Zone, long sought by the community.
- This project will improve access between Old Town and the Waterfront for people walking, rolling and biking.
- This project does not change vehicular lane configuration or capacity on Naito Parkway.

### 100% Renewable Goal

N/A

### Budgetary Impact Worksheet

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount
217001	TRED000009	441100	TRCIAM00000000GT	T01379	TR000371	T01379	50,000
217001	TRED000009	511300	TRCIAM00000000GT	T01379	TR000371	T01379	27,000
217001	TRED000009	52900	TRCIAM00000000GT	T01379	TR000371	T01379	23,000

## Budget Office Financial Impact Analysis

This action accepts grant revenue from ODOT in the amount of \$2,153,520 for the NW Naito Parkway Rail Crossing project. Grant acceptance requires local match funding of \$246,580 which PBOT will fund via GTR, to be included in the bureau's FY2024-25 Requested Budget. This project was not included in the FY2023-24 Adopted CIP, accordingly this action amends the current year CIP and appropriates \$50,000 in grant funds into the current year budget.

## Agenda Items

1074 Regular Agenda in [December 20, 2023 Council Agenda](https://www.portland.gov/council/agenda/2023/12/20)  
(<https://www.portland.gov/council/agenda/2023/12/20>)

Referred to Commissioner of Public Safety

**Oregon Department of Transportation**  
**LOCAL AGENCY CERTIFICATION PROGRAM**  
**Supplemental Project Agreement No. 15097**  
**Project Name:** NW Naito Parkway Rail Crossing (Portland)

THIS SUPPLEMENTAL PROJECT AGREEMENT (Agreement) is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT," and CITY OF PORTLAND acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually as "Party" or collectively as "Parties."

## RECITALS

1. By the authority granted in Local Agency Certification Program Agreement No. 30890 (Local Agency Certification Program Agreement), executed on September 18, 2015 incorporated herein and by this reference made a part hereof, State may enter into this Agreement with Agency for the performance of work on this improvement project. The Certification Program allows State to certify a Local Agency's procedures, and delegates authority to the certified Local Agency to administer federal-aid projects.
2. Certification status information as of the date of execution of this Agreement:
  - a. Agency is fully certified in the following functional areas:
    - design (excluding bridge design)
    - "advertise, bid, and award" for construction contracts
    - construction contract administration
  - b. Agency is conditionally certified in the following functional areas:
    - consultant selection (formal and informal processes)
    - bridge design
  - c. Agency is not currently seeking certification in the following functional area:
    - consultant selection (direct appoint process)
  - d. Agency has completed or is in the process of completing the number of test project(s) required by ODOT for Agency to become fully certified in the following functional areas:
    - consultant selection (formal and informal processes)
    - bridge design

The Parties are in the process of assessing Agency's test project(s) and required program documents to transition Agency from conditional to full certification for the functional areas listed in this subsection and anticipate a successful transition.

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Therefore, the project described in this Agreement is not one of the test project(s) described in the Local Agency Certification Program Agreement for the functional areas listed in this subsection.

- e. Agency has had its Americans with Disabilities Act (ADA)-related design exception and curb ramp inspection processes reviewed and approved by ODOT and the Federal Highway Administration (FHWA) for use on federally-funded projects.
3. Bike and pedestrian crossing at NW Naito Parkway, the Project location, is part of Agency's public improvement under the jurisdiction and control of Agency.
4. ODOT Rail Division has the authority to review and approve all rail crossings in the State of Oregon.
5. The project is funded by the Railway-Highway Crossing Hazard Elimination IJA fund.. "Project" is defined under Terms of Agreement, paragraph 1 of this Agreement.

**NOW THEREFORE**, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

#### **TERMS OF AGREEMENT**

1. Under such authority, State and Agency agree to Agency delivering NW Naito Parkway Rail Crossing (Portland), hereinafter referred to as the "Project." The Project includes rail crossing upgrades, such as safety gates, new marked multimodal crossings with at-street grade improvements, as well as provide increased connection to the NW Flanders Neighborhood Greenway project, to the crossing of Naito Parkway south of the steel bridge for pedestrians and cyclists. The location of the Project is shown on the sketch map attached hereto, marked "Exhibit A," and by this reference made a part hereof.
2. The total Project cost is estimated at \$2,400,000.00, which is subject to change. Federal funds for the Project shall be limited to \$2,153,520.00. Agency shall be responsible for all remaining costs, including any non-participating costs, all costs in excess of the federal or state funds, and the 10.27 percent match for all eligible costs. Any unused federal or state funds obligated to the Project will not be paid out by State and will not be available for use by Agency for this Agreement or any other projects. "Total Project Cost" means the cost to complete the entire Project, and includes any federal funds, state funds, local matching funds, and any other funds. Agency will report the final cost of each phase of the Project at the completion of each phase, as well as the Total Project Cost at the end of the Project, to the ODOT Regional Local Agency Liaison.
3. Federal funds under this Agreement are provided under Title 23, United States Code.
4. If State performs work on the Project, State will provide to Agency a preliminary estimate for the cost of State's work. Prior to the start of each Project phase, State will provide to Agency an updated estimate of State's costs from that phase. Such phases

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generally consist of Preliminary Engineering, Right of Way, Utility, and Construction. Agency understands that State's costs are estimates only and agrees to reimburse State for actual costs incurred per the Terms of this Agreement.

5. Agency shall make all payments for work performed on the Project, including all construction costs, and invoice State for one-hundred percent (100%) of its costs. State shall reimburse approved Agency invoices at the pro-rated federal share of 89.73 percent. All costs beyond the federal and state reimbursement and any non-participating costs are the responsibility of Agency and will not be reimbursed by State. State shall invoice FHWA and Agency for work provided as part of the Project. Agency agrees to reimburse State for work performed for the Project upon receipt of invoices. Failure of Agency to make such payments to State may result in State withholding Agency's proportional allocation of State Highway Trust Funds until such costs are paid. Agency understands that State's costs are estimates only and agrees to reimburse State for the actual amount expended.
6. Agency guarantees the availability of Agency funding in an amount required to fully fund Agency's share of the Project.
7. This Agreement is subject to the terms and provisions of the Local Agency Certification Program Agreement.
8. Information required by 2 CFR 200.332(a)(1) shall be contained in the USDOT FHWA Federal-Aid Project Agreement for this Project, a copy of which shall be provided by State to Agency with the Notice to Proceed.
9. Indirect Cost Rate:
  - a. As required by 2 CFR 200.332(a)(4), the indirect cost rate for this Project at the time the Agreement is written is 78.14% de minimus rate per 2 CFR 200.414. This rate may change during the term of this Agreement upon notice to ODOT and ODOT's subsequent written approval.
  - b. If the approved rate(s) change(s) during the term of this Agreement, Agency shall invoice ODOT for the Project using the current indirect cost rate(s) on file with ODOT at the time the work is performed. If Agency does not have approved indirect cost rate(s) on file with ODOT at the time the work is performed, Agency shall invoice ODOT using a zero percent (0%) rate.
10. Agency Work on the Project:
  - a. Agency shall perform the following functional areas in which Agency is fully certified and as authorized by the Local Agency Certification Program Agreement:
    - design (excluding bridge design)
    - "advertise, bid, and award" the construction contract
    - construction contract administration

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- b. While Agency is in the process of transitioning from conditional to full certification, by the terms of this Agreement and for only this Project, Agency is authorized and shall perform as if fully certified in the following functional areas:

- consultant selection (formal and informal processes)

Agency understands that the Project is subject to the terms and conditions of the Local Agency Certification Program Agreement and may also be subject to the terms of a corrective action plan and increased monitoring if ODOT's evaluation of Agency's test project(s) or program documents identify the need for corrective action.

11. RESERVED.

12. State will submit requests for federal funding to FHWA. The federal funding for the Project is contingent upon approval by FHWA of each funding request. Any work performed outside the period of performance and scope of work approved by FHWA will be considered nonparticipating and shall be paid for at Agency expense.

13. State's Regional Local Agency Liaison or designee will provide Agency with a written notice to proceed for each phase of the Project when FHWA approval has been secured and when funds are available for expenditure on the Project.

14. State considers Agency a subrecipient of the federal funds it receives as reimbursement under this Agreement. The Catalog of Federal Domestic Assistance (CFDA) number and title for this Project is 20.205, Highway Planning and Construction.

15. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate upon completion of the Project and final payment or ten (10) calendar years following the date all required signatures are obtained, whichever is sooner.

16. RESERVED.

17. If Agency fails to meet the requirements of this Agreement or the underlying federal regulations, State may withhold Agency's proportional share of Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.

18. State may conduct periodic inspections during the useful life of the Project to verify that the Project is being properly maintained and continues to serve the purpose for which federal funds were provided.

19. State and Agency agree that the useful life of the Project is 20 years.

20. By signing this Agreement, Agency agrees to comply with the provisions of the Federal Funding Accountability and Transparency Act (FFATA) and is subject to the following award terms: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf> and



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<http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf>. If, in the preceding fiscal year, Agency received more than 80 percent (80%) of its gross revenues from the federal government, those federal funds exceed \$25,000,000 annually, and the public does not have access to information about the compensation of executives through reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 or section 6104 of the Internal Revenue Code of 1986, Agency shall report the total compensation and names of its top five executives to State. Agency shall report said information to State within 14 calendar days of execution of this Agreement and annually thereafter, utilizing the FFATA form attached hereto and marked as "Exhibit B."

**21. Americans with Disabilities Act Compliance:**

- a. **General:** Agency agrees to comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended (together, "ADA") as identified in paragraph 1 of the **General Provisions** section of the Local Agency Certification Program Agreement.
- b. **ADA Design Standards, Construction Specifications, and Inspections:** Agency agrees to comply with the design and construction standards, and the design exception documentation and approval requirements agreed to in the **Standards** section of the Local Agency Certification Program Agreement. In addition, with respect to ADA-related design standards, design exception approvals, construction specifications, and inspections, Agency agrees to comply with the following:
  - i. For portions of the Project on or along the Oregon State Highway System (state highway), Agency shall apply ODOT's current ADA-related design standards, construction specifications, and design exception documentation and approval requirements for design, construction, or alteration of Project sidewalks, curb ramps, and pedestrian-activated signals, as applicable to the Project, **including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, and providing a temporary pedestrian accessible route plan and current ODOT Curb Ramp Inspection form.** Agency further agrees to utilize ODOT standards to assess and ensure Project compliance with the ADA, and to document ramp inspections per subsection (c.)(i.) below. Design exceptions on State-owned facilities must be approved by State. For project locations on or along State-owned portions of the National Highway System ("NHS") design exceptions must be approved by State and/or FHWA.
  - ii. For portions of the Project **not** on or along a state highway, including locally-owned portions of the NHS, Agency shall apply its own ADA-compliant design standards, construction specifications, design exception documentation and approval process, and inspection documentation process, as approved by State and FHWA for use on federally funded projects.

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- c. **ADA Inspection Forms:** Prior to issuing the Second Notification, per Oregon Standard Specification 00180.50(g) or Agency's approved equivalent, Agency agrees to submit to State the following:
- i. For all curb ramps constructed or altered as part of this Project on or along a state highway, submit completed ODOT Curb Ramp Inspection Form 734-5020 to the address on the form as well as to State's Regional Local Agency Liaison. The completed form is the required documentation from Agency that each curb ramp meets ODOT standards and is ADA compliant. ODOT's fillable Curb Ramp Inspection Form 734-5020 and instructions are available at the following website:  
  
<https://www.oregon.gov/ODOT/Engineering/Pages/Accessibility.aspx>
  - ii. For all curb ramps not located on or along a state highway, Agency shall complete and keep on file Agency's ODOT- and FHWA-approved ADA curb ramp inspection form (or other approved document) to show that each Project curb ramp meets Agency's curb ramp standards and is ADA compliant or conforms to Agency's approved ADA design exception.
- d. **State Inspection:** Agency shall promptly notify State of Project completion and allow State to inspect Project sidewalks, curb ramps, and pedestrian-activated signals, as applicable to the Project, located on or along the a state highway prior to acceptance of Project by Agency and prior to release of any Agency contractor.
- e. **Work Zone Access:** Agency shall ensure that temporary pedestrian routes are provided through or around any Project work zone in accordance with the applicable ODOT or Agency Standards, as set forth in subsections (a) through (c) above. For any work zone on or along the state highway, any such temporary pedestrian route shall include directional and informational signs and include accessibility features equal to or better than the features present in the existing pedestrian facility. Agency shall also ensure that advance notice of any temporary pedestrian route on or along the state highway is provided in accessible format to the public, people with disabilities, and disability organizations at least ten (10) days prior to the start of construction in accordance with ODOT standards and processes.
- f. **Reimbursement:** Unless Agency has an approved design exception, State will reimburse Agency only for work that meets the applicable ODOT or Agency standards as set forth in subsections (a) through (c) above, regardless of whether the work is on a State-owned or an Agency-owned facility.
- g. **On-going Maintenance Obligation:** Agency shall ensure that any portions of the Project under Agency's maintenance jurisdiction are maintained in compliance with the ADA throughout the useful life of the Project. This includes, but is not limited to, Agency ensuring that:
- i. Pedestrian access is maintained as required by the ADA,

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- ii. Any complaints received by Agency identifying sidewalk, curb ramp, or pedestrian-activated signal safety or access issues are promptly evaluated and addressed,
  - iii. Agency, or abutting property owner, pursuant to local code provisions, performs any repair or removal of obstructions needed to maintain the facility in compliance with the ADA requirements that were in effect at the time the facility was constructed or altered,
  - iv. Any future alteration work on Project or Project features during the useful life of the Project complies with the ADA requirements in effect at the time the future alteration work is performed, and
  - v. Applicable permitting and regulatory actions are consistent with ADA requirements.
- h. **Survival:** Maintenance obligations in this section shall survive termination of this Agreement.
22. Agency shall ensure compliance with the Cargo Preference Act and implementing regulations (46 CFR Part 381) for use of United States-flag ocean vessels transporting materials or equipment acquired specifically for the Project. Strict compliance is required, including but not limited to the clauses in 46 CFR 381.7(a) and (b) which are incorporated by reference. Agency shall also include this requirement in all contracts and ensure that contractors include the requirement in their subcontracts.
23. RESERVED.

### ***Behind the Curb Improvements***

- a. Agency shall be responsible for any maintenance of behind the curb improvements including areas located within highway right of way. Such improvements shall be maintained at the same level as are similar facilities owned by State. Agency may require the adjacent property owners to fund or perform maintenance of the behind the curb improvements. Agency shall remain responsible for compliance with the terms of this Agreement, and for the performance of such work, even when maintenance is performed by Agency contractors or property owners, or if right of way behind the curb is partly or entirely in State right of way.
- b. Agency shall maintain the landscaping and irrigation installed for all improvements behind the curb or roadway. Maintenance along and on highway shall include replacement of dead or dying plants and trees, removal of litter, removal of weeds or weed control, tree trimming to maintain a 17 foot clear zone in the travel lane, leaf removal, and irrigation for healthy sustainability of said landscaping.
- c. Agency shall be responsible for 100 percent of water and power costs associated with the landscape and irrigation installed as part of improvements behind the curb

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or roadway. Agency shall ensure that the water and power companies send water and power bills directly to Agency.

24. To the fullest extent permitted by law, and except to the extent otherwise void under ORS 30.140, Agency shall require its contractor(s) and subcontractor(s) that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save, and hold harmless the State of Oregon, Oregon Transportation Commission and its members, Department of Transportation and its officers, employees, and agents from and against any and all claims, actions, liabilities, damages, losses, or expenses, including attorneys' fees, arising from a tort, as now or hereafter defined in ORS 30.260 (hereinafter, referred to individually and collectively as "Claims"), to the extent such Claims are caused, or alleged to be caused by the negligent or willful acts or omissions of Agency's contractor or any of the officers, agents, employees, or subcontractors of the contractor. It is the specific intention of the Parties that State shall, in all instances, except to the extent Claims arise from the negligent or willful acts or omissions of State, be indemnified for all Claims caused or alleged to be caused by the contractor or its subcontractors.
25. Any such indemnification shall also provide that neither Agency's contractor nor subcontractor nor any attorney engaged by Agency's contractor or subcontractor shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at any time at its election, assume its own defense and settlement in the event that it determines that Agency's contractor is prohibited from defending the State of Oregon, or that Agency's contractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against Agency's contractor if the State of Oregon elects to assume its own defense.
26. This Agreement may be terminated by mutual written consent of both Parties.
27. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:
  - a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
  - b. If Agency fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State, fails to correct such failures within ten (10) days or such longer period as State may authorize.
  - c. If Agency fails to provide payment of its share of the cost of the Project.

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- d. If State fails to receive funding, appropriations, limitations, or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
  - e. If federal or state laws, regulations, or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.
28. Any termination of this Agreement shall not extinguish or prejudice any rights or obligations accrued to the Parties prior to termination.
29. Notwithstanding anything in this Agreement or implied to the contrary, the rights and obligations set out in **Terms of Agreement, paragraphs 17 (withholding of highway funds), 18 (periodic inspections), 21.g-h (ADA), 24-25 (subcontractor indemnification), 28 (termination does not extinguish rights), 29 (survival), 30 (violation of federal requirements), 31 (severability), 32 (State's right to enter), and 35 (merger, waiver, modification) of this Agreement** shall survive Agreement expiration or termination, as well as any provisions of this Agreement that by their context are intended to survive.
30. Agency, as a recipient of federal funds, pursuant to this Agreement with State, shall assume sole liability for Agency's breach of any federal statutes, rules, program requirements, and grant provisions applicable to the federal funds, and shall, upon Agency's breach of any such conditions that require State to return funds to the FHWA, hold harmless and indemnify State for an amount equal to the funds received under this Agreement; or if legal limitations apply to the indemnification ability of Agency, the indemnification amount shall be the maximum amount of funds available for expenditure, including any available contingency funds or other available non-appropriated funds, up to the amount received under this Agreement.
31. State and Agency hereto agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal, or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.
32. Agency grants State or others designated by State the right to enter onto Agency right of way for the performance of duties as set forth in this Agreement.
33. Agency certifies and represents that each individual signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency, under the direction or approval of its governing body, commission, board, officers, members, or representatives, and to legally bind Agency.
34. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties,

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notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

35. This Agreement, the Local Agency Certification Program (Certification Program) Agreement No. 30890, as amended, and all attached exhibits constitutes the entire agreement between the Parties on the subject matter hereof. In the event of conflict, the body of this Agreement and the attached exhibits will control over Project application and documents provided by Agency to State. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State or Agency to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision. Notwithstanding this provision, the Parties may enter into a Right of Way Services Agreement in furtherance of the Project.

## CONTACTS

1. State's Regional Local Agency Liaison for this Agreement is Mark Hardeman, 123 NW Flanders Street, Portland, Oregon, 97209 or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.
2. Agency's Project Liaison for this Agreement is Gabe Graff, 1120 SW 5<sup>th</sup> Avenue, Suite 800, Portland, Oregon, 97204, 503-823-5291 or assigned designee upon individual's absence. Agency shall notify the other Party in writing of any contact information changes during the term of this Agreement.

**THE PARTIES**, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2024-2027 STIP, (Key No. 23293) that was adopted by the Oregon Transportation Commission on **July 15, 2020** (or subsequently approved by amendment to the STIP).

**Signature Page Follows**

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**CITY OF PORTLAND**, acting by and  
through its elected officials

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

**LEGAL REVIEW APPROVAL** (If required  
in Agency's process)

By \_\_\_\_\_  
Agency Legal Counsel

Date \_\_\_\_\_

**Agency Contact:**

Gabe Graff  
Portland Bureau of Transportation  
1120 SW 5<sup>th</sup> Avenue, Suite 800  
Portland, OR 97204  
503-823-5291  
gabriel.graff@portlandoregon.gov

**State Regional Local Agency Liaison:**

Mark Hardeman  
Oregon Dept. of Transportation  
Region 1  
123 NW Flanders Street  
Portland, OR 97209  
503-731-8486  
Mark.HARDEMAN@odot.oregon.gov

**STATE OF OREGON**, acting by and  
through its Department of Transportation

By \_\_\_\_\_

Delivery and Operations Division  
Administrator

Date \_\_\_\_\_

**APPROVAL RECOMMENDED**

By \_\_\_\_\_  
Region 1 Manager

Date \_\_\_\_\_

By \_\_\_\_\_  
Certification Program Manager

Date \_\_\_\_\_

By \_\_\_\_\_  
State Traffic Roadway Engineer

Date \_\_\_\_\_

**APPROVED AS TO LEGAL  
SUFFICIENCY**

By \_\_\_\_\_  
Assistant Attorney General

Date \_\_\_\_\_



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## Exhibit A – Project Location Map



### NW Naito Parkway Rail Crossing (Portland)





**Exhibit B - Federal Funding Accountability and Transparency Act (FFATA)  
Subaward Reporting**

(For purposes of this Exhibit, references to “your organization” shall mean “Agency” and references to “ODOT” shall mean “State.”)

The Oregon Department of Transportation (ODOT) is required to fulfill a federal requirement for contracting under the Federal Funding Accountability and Transparency Act (FFATA) Subaward Reporting System (FSRS). FFATA reporting is a requirement for subawards (also known as subrecipients) of federal awards in excess of \$25,000,000. If your organization enters into an agreement with ODOT where the funding source is a federal grant with a subrecipient relationship, your organization is required to submit the information below to ODOT within fourteen (14) calendar days of execution of the Agreement and annually thereafter, if applicable. (See the following page for further details.)

**Legal Entity Name:**

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**Unique Entity ID (UEI) Number:**

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**Executive compensation**

Executive compensation information is required to determine whether or not the following information must be reported in FSRS:

- a. In your organization’s previous fiscal year, did your organization receive 80% or more of its annual gross revenue and \$25,000,000 or more in federal procurement contracts, subcontracts, loans, grants, subgrants, cooperative agreements, and federal financial assistance awards subject to the Transparency Act? (Include parent organization, all branches, and all affiliates worldwide.)  
☐ Yes ☐ No If “Yes,” proceed to b. If “No,” no further action is required and submittal of this form is not required.
- b. Does the public have access to information about the compensation of the senior executives in your organization (including parent organization, all branches, and all affiliates worldwide) through periodic reports filed under section 13(a) or 15(d) of the Securities and Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?  
☐ Yes ☐ No If “Yes,” provide a link to the SEC: <http://www.sec.gov> where this information is located and return form to the ODOT contact shown at the bottom of this form. Provide link here:  
If “No,” provide compensation information below.

**Names and annual compensation amounts of the five most highly compensated executives:**

1.	\$
2.	\$
3.	\$
4.	\$
5.	\$

**Business entity contact information (person completing form):**

Name	Title	Date
Return completed form to: Alice Bibler, Program and Funding Services Manager; Oregon Department of Transportation; 555 13 <sup>th</sup> Street NE; Salem, OR 97301; <a href="mailto:Alice.Bibler@odot.oregon.gov">Alice.Bibler@odot.oregon.gov</a>		

## **Background on FFATA Requirements**

The FFATA was signed on September 26, 2006. The intent of the Act is to empower every American with the ability to hold the government accountable for each spending decision. The end result is to reduce wasteful spending in the government. The FFATA legislation requires information on federal awards (federal financial assistance and expenditures) be made available to the public via a single, searchable website, which is [www.USASpending.gov](http://www.USASpending.gov).

## **Definition of Compensation**

Your organization is considered a subrecipient of federal funds. Unless your organization is exempt, FFATA requires you to report total compensation for each of your five most highly compensated executives for the preceding completed year. Total compensation means the cash and non-cash dollar value earned by the executive during the subrecipient's preceding fiscal year and includes the following: salary and bonus; awards of stock, stock options, and stock appropriation rights; earnings for services under non-equity incentive plans; change in pension value; above-market earnings on deferred compensation which is not tax-qualified; and other compensation as defined in 2 CFR Part 170, Section 170.330(b)(5)(vi).

More detailed information about the FFATA can be found at: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf>

## **If you have any questions on this Exhibit, contact:**

Alice Bibler  
Program and Funding Services Manager  
Oregon Department of Transportation  
555 13th Street NE  
Salem, OR 97301  
[Alice.Bibler@odot.oregon.gov](mailto:Alice.Bibler@odot.oregon.gov)  
Telephone: 503-986-38

State/Certified Agency/Non-certified Agency      Exhibit A  
Agreement No.

## Written Testimony - Agenda Item 1074

Agenda Item	Name or Organization	Position	Comments	Attachment	Created
1074	McCormick Pier Condo Resident	Support	It's with great anticipation as a resident at McCormick Pier to see this being proposed and implemented. The train horn from Union Pacific and Amtrak has been a major nuisance since I moved in over a year and a half ago. The blaring horn at high decibel levels, no matter the hour, has been a major detractor for potential Portland residents in one of the few places a person can own a condo in Old Town. I'm a bit disgusted learning that this oversight took 13 years to fix. If any of you lived here, I'm sure these changes would have been implemented long before now. The grant funding and implementation of the quiet zone benefits all residents adjacent to the Steel Bridge and the general public enjoying all that Waterfront Park has to offer. This should have unanimous approval.	No	12/15/23 10:14 AM
1074	Anonymous	Support	We hear the train horn all day everyday, you can hear it even with everything closed, and let's not talk about keeping the windows open, it will be worse, even when crosstrail already closed to the traffic the train will still honk like crazy, please grant quiet zone for the sake of us the residents	No	12/15/23 10:29 AM
1074	Anonymous	Support	This grant should be accepted and the project initiated with urgency. The need for a quiet zone cannot be stressed enough because it is unreasonable that trains have a need to sound a long and loud horn in the middle of the night, awaking all residents of downtown within earshot. The need for a pedestrian crossing on Naito is important because trains often stop on the tracks and block the road for more than an hour at a time and pedestrians have no other opportunity to get around the train.	No	12/16/23 7:29 AM
1074	Tobias Goldstone - Resident of McCormick Pier Condominiums	Support	I support the acceptance of the grant money to support the updated railway crossing work at the crossing of Naito Parkway and the Steel bridge. For many years every train must signal for between 15-20 seconds as they pass over the bridge and cross Naito Parkway. The Pearl District obtained multiple quiet zones a number of years ago, however this particular crossing never could obtain the needed funding. With the increased volume of rail traffic it has become a constant all hours high decibel irritant to the many residents who live in this area. In addition there are significant safety concerns due to the design of the pedestrian walkway that will also be fixed with this work. With so many issues needing to be addressed in Portland, obtaining the needed support and funding for a community project such as this is very welcome news considering the current funding challenges. I would like to especially thank Commissioner Mapps for his support of this effort as well as Gabe Graff of PBOT and Mitchell Menashe of the Old Town Community Association.	No	12/17/23 1:41 PM
1074	Blanchet House of Hospitality	Support with changes		Yes	12/19/23 5:42 AM



310 NW Glisan St  
Portland, OR 97209  
info@blanchethouse.org  
503 241 4340

December 19, 2023

TO: Mayor Ted Wheeler and Commissioners Gonzales, Mapps, Rubio, and Ryan

RE: City Council Agenda Item 1074 - Accept grant for \$2,153,520 from Oregon Department of Transportation, authorize Intergovernmental Agreement for NW Naito Parkway Rail Crossing project, and appropriate \$50,000 in FY 2023-24

Please accept this written testimony in support of City Council Agenda Item 1074. I write specifically in support of establishing a Quiet Zone at the proposed NW Naito Parkway Rail Crossing. The proposed ordinance currently contains language stating, “This project will allow for Quiet Zone . . . .” It may be simply a matter how one interprets of this phrase, but my hope is that the intent of the City Council is to not merely “allow for” a Quiet Zone but rather to actively seek and implement a Quiet Zone.

The train noise at this location is extreme. I can personally attest without exaggeration that even on the fourth floor of Blanchet House, at NW 3<sup>rd</sup> Avenue between NW Glisan and NW Flanders, the noise from the train horns drowns out conversation, making it impossible for staff and residents to carry on conversations until after the train has passed. This noise can occur for up to two minutes. Sometimes, the engineer sounds the horn continuously until the train is through the crossing; at other times, the horn is used *staccato-like*, repeatedly sounded at intervals. I note this only to make the point that for those living at or around the crossing, whether housed or unhoused, the noise must be oppressive. Blanchet House is concerned especially for individuals we serve who are unhoused. As this Council is fully aware, many of these individuals suffer from trauma, serious mental illness, and/or substance use disorder. They suffer from sleep deprivation due to the difficulty they have sleeping unsheltered—the noise pollution in the environment from these trains in a significant impediment to their rest and sleep, and very likely exacerbates their fragile mental health conditions.

I understand that a Quiet Zone will require the assent of Union Pacific Railroad, ODOT, and the Federal Railroad Administration. I request that the City of Portland seek such assent if it has not already been acquired. Lastly, I request that the City of Portland take such steps as necessary to have sufficient funding for the implementation of a Quiet Zone

With gratitude for your consideration,

*Scott Kerman*

Scott Kerman  
Executive Director