

~ Costs are all preliminary planning-level estimates ~

#	PROJECT	LOCATION	COMMENTS	Scope	BP	Leverage ⁺	Total Project Cost	Equity Score ^{**} (1 LOW - 5 HIGH)	Qualitative Description of Condition	Impact of Failure
1	ADA-Compliant Corner Ramp Improvements	Citywide	An estimated 11,000 corners across the city do not have ADA-compliant ramps. Improving corners for ADA-compliance would respond to a significant asset backlog while also reducing risk (safety conditions for Portlanders using our sidewalk system) and addressing City liability exposure. Request is scalable.	\$1.5M of ADA-compliant corner ramp improvements citywide each year for 7 years (\$10.5M for first tranche of Build Portland). Work is prioritized by risk and equity	\$ 10,500,000	\$ 5,000,000	\$ 15,500,000	5	Approximately 11,000 corners fail to comply with ADA. This represents a major deficiency in our pedestrian system and continues to be a costly unmet need for PBOT. Failure of these assets also expose the City to legal liability	Limits accessibility for people with disabilities and results in a substandard pedestrian system. Legal liability exposure.
2	Traffic Signal System Improvements	Citywide	Nearly 400 traffic signals (40% of our inventory) are in poor or very poor condition; this includes hardware, controllers and ITS equipment. In addition, signal lamps across the city are going out. Signals have a \$196M unmet need, the most urgent of which would be addressed with this investment. Current resources to this program total \$260K per year; the annual need is \$20M. Request is scalable.	\$480K of traffic signal improvements citywide each year for 7 years (\$3.4M for first tranche of Build Portland). Work is prioritized by safety conditions (risk) and equity	\$ 3,500,000	\$ 1,500,000	\$ 5,000,000	5	Aging signal poles, span wire, signals, lamps, controllers are unreliable and account for \$196M unmet need to PBOT. Aging infrastructure is more likely to fail during crashes and weather events. In addition, failure of these assets introduce substantial life safety issues for travelers on all modes.	400 traffic signals located primarily on busy streets. Failure impacts human health and safety, congestion, freight movement, air quality
3	Outer Stark Corridor Improvements	SE Stark St (108th - 162nd)	High Crash Corridor in need of safety improvements. High equity benefit. Neighborhood Corridor running through two Neighborhood Centers: Rosewood/Glenfair. Project would be safety/capacity throughout and paving from 139th - 162nd. Implements several Growing Transit Communities projects. Request is scalable.	\$10M for Paving (139th - 162nd) \$1M for 2 Signal Upgrades (117th & 139th) \$4M for Enhanced Ped Crossings \$5M for Corridor Safety	\$ 10,000,000	\$ 10,000,000	\$ 20,000,000	5	Pavement failure on heavily-traveled corridor; multiple signals also failed. High crash corridor for all modes.	Facility carries 33,985 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility is part of a major freight route, major transit route, and major emergency route
4	NW 23rd Ave Main Street	NW 23rd Ave (Lovejoy - Vaughn)	Neighborhood Corridor serving NW Town Center. Fast-growing area. Major transit route and major emergency route to hospital. Major traffic access to I-405 and US 30. Needs crossings for multiple neighborhood greenways, improved pedestrian environment, bus stops, etc.	\$6M for Pavement Reconstruct \$0.5M for Signal Upgrade (Thurman) \$1.5M for Curb Extensions, Crossings, Bus Stops, Lighting	\$ 6,000,000	\$ 2,000,000	\$ 8,000,000	4	Pavement has been failed for years. Steel rail under the pavement have made patch fixes ineffective and requires constant and costly upkeep. Corridor serves millions of users each year, frequent transit, and ambulances (access to Good Samaritan hospital)	Facility carries 15,977 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility is also a major freight route, major transit route, and major emergency route
5	NE Cornfoot Rd Corridor Improvements	NE Cornfoot Rd (47th - Alderwood)	Freight District. Serves major employment and freight area, including new Post Office trucking facility opening in 2019. Estimate for paving and multi-use path is roughly \$8M, but likely need more for connection to 47th Ave LID over slough bridge. Combined with 42nd Ave bridge and 47th Ave LID, completes bikeway connection to PDX airport and surrounding area. Request is scalable.	\$9M for Paving \$3.2M for Multi-use Path \$0.8M for connection to 47th	\$ 9,000,000	\$ 4,000,000	\$ 13,000,000	5	Pavement failure on primary freight and employment route. Physical failure introduces unsafe conditions for travelers. Corridor has history of vehicle crashes due to lack of curb along slough. In addition, the lack of separation between modes is a safety issue.	Facility carries 11,051 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility is part of a major freight route and major emergency route

^a PBOT's internal project prioritization is based on feedback from the community on transportation priorities, project complexity, and leverage funds available

^b Prioritization according to timing of project delivery provides a mix of shovel-ready projects and those requiring additional design and planning work. Projects are ranked according to leverage fund availability (optimizing other resources to deliver projects), as well as community, Bureau, and City (political) value or

^{*} PBOT will use Build Portland funds to leverage additional resources from House Bill 2017, Transportation System Development Charges (TSDC), and Vision Zero funds.

^{**} PBOT's Equity Matrix calculates Equity Score by overlaying Census Data for Communities of Color, Low Income, and Limited English Proficiency

^{*} Daily Person Trips calculated by taking most recent traffic ADT, multiplying by 1.3 average vehicle occupancy, and adding daily bus ridership. Pedestrians and bicycles not included due to lack of data.

~ Costs are all preliminary planning-level estimates ~

#	PROJECT	LOCATION	COMMENTS	Scope	BP	Leverage *	Total Project Cost	Equity Score ** (1 LOW - 5 HIGH)	Qualitative Description of Condition	Impact of Failure
6	Lents Town Center Improvements, Phase 2	SE Foster Rd / Woodstock Blvd (I-205 - 101st)	Serves eastern half of Lents Town Center, and includes Lents Town Center improvements such as signals, improved sidewalks, etc. Concept design has already been adopted. Builds on growth of area west of freeway. High on growth, equity, capacity. Improves safety on a High Crash Corridor. Does not include area east of 101st because there are long-term concepts to raise Foster Rd along the floodplain. Request is scalable.	\$4M for Paving \$1M for Signals (96th/Foster & 96th/Woodstock) \$2M for Sidewalks, Crossings, & Bikeways	\$ 4,000,000	\$ 3,000,000	\$ 7,000,000	5	Pavement and signal failures in major growth area. Asset failures introduce safety issues for travelers on all modes	Facility carries 54,354 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility is also a major freight route, major transit route, and major emergency route
7	NE 42nd Ave Bridge & Corridor Improvements	NE 42nd Ave (Killingsworth - Columbia)	Cap Set-Aside (Spring 2017). Vulnerable to a seismic event and is on a recommended Emergency Transportation Route. Key freight connection between Lombard and Columbia. Weight-restricted and low-height bridge impacts freight. Desired ped/bike connection from Cully to NAYA, Columbia Corridor jobs, etc. Would fill gap between Holman neighborhood greenway and upcoming 47th Ave protected bikeway. GF awarded project \$4.92M	\$12M Bridge Replacement \$3M Paving \$2M Sidewalks, crossings, bikeways	\$ 3,000,000	\$ 14,000,000	\$ 17,000,000	5	Bridge and pavement beyond its useful life; sidewalk gaps impact pedestrian accessibility. There are life safety concerns as facility is poorly configured for bicycle and pedestrian movement (cyclists must ride in the travel lane). Bridge is weight-restricted, has insufficient vertical clearance underneath, and is not up to seismic standards.	Facility carries 9,624 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility serves a major freight area and the low vertical clearance beneath the structure impacts a priority freight route (NE Lombard) underneath. It is also a major emergency response route and a frequent transit route.
8	60th MAX Station Area Improvements	NE Halsey St (47th - 60th); NE 60th Ave (Halsey - Glisan)	Safety and MAX station area improvements. Halsey is a High Crash Corridor. 60th will be paved by BOM in 2018. BP would be for paving Halsey from 47th to 60th. North Tabor Neighborhood Center was recently upzoned for high density housing and mixed use. Implements several Growing Transit Communities projects. Request is scalable.	\$4M for Paving on Halsey \$1.5M for 3 Signal Upgrades (47th, 57th, 60th) \$1.5M for 60s Bikeway \$2.5M for 60th Ave Sidewalks \$0.5M for Halsey Corridor Safety	\$ 4,000,000	\$ 6,000,000	\$ 10,000,000	2	Pavement and signals have failed; deficient pedestrian environment, including safety concerns, near MAX station and park	Facility carries 32,305 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility is part of a major transit route and major emergency route
9	N Lombard Main Street	N Lombard St (St Louis - Richmond)	Main Street within St Johns Town Center serves major growth area. Straightforward main street design, with curb extensions and crossings at most intersections, ped lighting, and bus stop improvements including bus bulbs and concrete pads. High community support. Request is scalable.	\$3M for Pavement Reconstruct \$1M for Crossings, Curb Extensions, Bus Stops	\$ 3,000,000	\$ 1,000,000	\$ 4,000,000	3	Pavement and signal failures in business district serving major growth area. Asset failures introduce safety issues for travelers on all modes. Major transit hub serving multiple bus lines.	Facility carries 12,899 Daily Person Trips*, which are impacted by the assets' failed state. In addition, this facility is also a major transit route

^a PBOT's internal project prioritization is based on feedback from the community on transportation priorities, project complexity, and leverage funds available

^b Prioritization according to timing of project delivery provides a mix of shovel-ready projects and those requiring additional design and planning work. Projects are ranked according to leverage fund availability (optimizing other resources to deliver projects), as well as community, Bureau, and City (political) value or

* PBOT will use Build Portland funds to leverage additional resources from House Bill 2017, Transportation System Development Charges (TSDC), and Vision Zero funds.

** PBOT's Equity Matrix calculates Equity Score by overlaying Census Data for Communities of Color, Low Income, and Limited English Proficiency

* Daily Person Trips calculated by taking most recent traffic ADT, multiplying by 1.3 average vehicle occupancy, and adding daily bus ridership. Pedestrians and bicycles not included due to lack of data.