

Attachment 2—Narrative

PROBLEM STATEMENT

The City of Umatilla has suffered from its relocation from the shores of the Columbia River in the 1940's to allow construction of the McNary Dam. The entire town site was moved to the south from the banks of the river, and what was once the back of the tracks is now Main Street in this small Oregon City. US Highway 730, which is also known as 6th street, functions as the main business and service neighborhood for most of the businesses in the City of Umatilla.

The City of Umatilla has older sidewalks and gaps between old sections of walk. The west end of town has no sidewalks from the Umatilla River Bridge and B Street. The ADA facilities are inadequate or non-existent, the Driveways are steep and do not meet ADA requirements, and the sidewalk feels narrow and unattractive to pedestrians for much of length of the project. The section is unattractive to pedestrians due to the lack of trees, lighting and other pedestrian amenities.

This project will enhance the livability of the City of Umatilla community and help promote a stable economic center, which is in need of a project. Furthermore, the city needs and desires a safer and more functional bicycle and pedestrian environment and is split by the busy state highway. Schools are located opposite of housing. Traffic calming is needed to increase the safety and pedestrian/biking experience. By increasing the downtown pedestrian culture, the City is hoping to attract commerce and provide a welcoming environment for new business.

PROJECT DESCRIPTION / SOLUTION

The subject project is in the City of Umatilla, and is located on US Highway 730, which is also known as 6th street. This street functions as the main business and service neighborhood for most of the businesses in Umatilla. The project has several funding sources.

1. The project was originally funded by Flex Funds as a "90 Percent Plans" shelf project for \$ 446,000. The original unfunded project was estimated at \$4.4 million, but did not include paving. Plan and specs will need to be modified slightly to meet current funding.
2. Subsequently, a portion of the project was funded for construction using \$1.06 million of remaining Flex Funds. This phase was able to address only a few of the core issues associated with the project as designed. This includes a storm drain system the length of 6th Street, an entryway treatment on the west end of the city to help with traffic calming, and a Rectangular Rapid Flashing Beacon (RRFB) at Switzler Avenue for Pedestrian use.
3. The City of Umatilla and ODOT are actively working to amend the existing A&E Contract to deliver this project for construction in spring of 2017.
4. 2018-2021 Enhance Funding is awaiting approval for \$ 1.154 Million. This funding is targeted to improve I Street to L Street with curb extensions, illumination, irrigation, ADA Facilities and pedestrian amenities.

5. ODOT Region 5 has committed an additional \$800,000 for a 2" grind/inlay the full length of the project from Umatilla River Bridge to Yerxa Avenue. This will add the requirement to address every ADA ramp in the section including all ramps not included above (Switzler and Yerxa).

This Discretionary application will enable the project to include the segment from B street to I Street. The Discretionary funding will fund Curb Extensions, ADA Facilities, and Conduit for Future Lighting, Conduit for Future Irrigation for trees, and other amenities. The funding is critical to provide consistent and improved pedestrian/bicycle environment in the project limits.

(A) PROJECT BENEFITS

This funding would greatly enhance the overall safety and ADA benefits of the project by completing some of the more critical intersection enhancements within the project limits. The segment from B street to I street does not currently have funding for traffic calming and enhanced pedestrian amenities. Protected pedestrian crossings with curb extensions, lighting conduit, tree wells, and benches in the original design will be added to the project with this funding. The addition of curb extensions at the busier intersections will increase pedestrian safety and provide traffic calming assurance features through the city, which will be a priority for additional funding.

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- **Legacy Benefit:**

In the City of Umatilla, 6th street is the gateway to the community. It provides the first impression of the City to visitors, and is the main business district for the City. Pedestrian movement and changing the auto-centric culture of this small city is critical to enhance its ability to serve its citizens. This project provides appropriate and cost-effective use of transportation funds by enhancing Pedestrian facilities, meeting ADA requirements, and providing enhancements for a section of the city that are not currently funded.

- **System Benefit:**

Relation to existing transportation systems or programs US 730 is a major freight and transportation route along the Columbia River Corridor. It divides the City of Umatilla and serves as the downtown for the City. This project will improve and balance the needs of local transportation users, pedestrians, bicyclists, and provide a safe environment in this urban setting for multiple users. The additional funding provided by discretionary funding will add several blocks to the project as designed.

The added work from A Street to I street will include 3000 feet of additional sidewalk, 45 individual ADA ramps, and 24 curb extensions as well as additional conduit for lighting and irrigation. Trees and Lighting will be added by the city at a later time.

▪ **Community Benefit:**

The completed project will provide a livable community for the City of Umatilla. In addition, it will address some dry well features that currently serve as the storm system, replacing them with a single engineered storm system the length of the project enhancing environmental quality. The City of Umatilla has suffered from a stagnant business climate for years. Enhancing the downtown will provide a more stable long-term business environment that will help to stabilize the economic stability of the city core, and encourage new business development along in the downtown area. New sidewalks, future lighting and landscaping will provide for healthy and active lifestyles for the citizens of this community. Finally, the wide street section and higher speeds pose a safety for pedestrians and cyclists through the project. The addition of curb extensions, future lighting and traffic calming elements such as trees, etc., will greatly benefit the safety through the project segment.

▪ **User Benefit:**

This project will be utilized daily by students and down town business patrons. Students who live on the opposite side of 6th street (US 730) will have a much safer pedestrian and bicycle experience. Citizens will be able to freely walk to businesses and services such as the City Library. Overall, a pedestrian or cyclist will see a huge improvement over current conditions, while maintaining the ability of through traffic to flow safely through the downtown core. The project will provide a pleasant transportation experience to all users.

(B) IMPORTANCE

- **Relative priority within the agency or community.** Since the construction of McNary Dam, the City has suffered from its core being relocated across the tracks to its present location. The revitalization of the downtown core is the top priority to the City of Umatilla. The down town area will greatly benefit from these enhancements.
- **Relationship to adopted plans and policies.** The project is consistent with long range plans and the vision of the City of Umatilla to enhance its down-town roadside culture and calm traffic for pedestrians and bicycle riders.
- **Urgency.** There is no future funding for a phase 2 project on the horizon for the City of Umatilla. This funding will allow us to complete a consistent pedestrian, bicycle, and vehicular culture that promote a safe environment for all users. A Phase 2 project is not a good option for this section. Because of the paving project, we are required to construct ADA facilities throughout the project limits. Since we lack funding, these ADA ramps would be curbside ramps without the curb extensions or lighting conduit for future lighting. A Phase 2 project would make this 'Throw Away' work, and these new ramps and sidewalks would have to be torn out to accommodate future curb extensions, lighting conduit and tree well irrigation. It is critical that all of this work be completed in one single phase.
- **Need.** There is no guarantee of future funding other than routine pavement maintenance in the future for this section of the roadway. The 90 percent design project was estimated at 4.3 million dollars without the paving. We currently have approximately 2.75 million dollars toward that design. The addition of the discretionary funding is critical to getting the project closer to the original design which includes curb extensions, lighting and Street Trees from B Street to I Street. The money will enhance several blocks within the project limits.

(C) TECHNICAL MERIT

- **Project Scope:** The proposed scope of work is clearly defined and meets the intended goals of both the City of Umatilla and ODOT. The proposed improvements includes replacing deteriorated and sub-standard sidewalks and curb ramps and installing new sidewalks and ramps where none currently exist., adding curb extensions to improve pedestrian safety and enhance the aesthetics of the downtown area, and installing underground conduit, junction boxes, and irrigation piping for future lighting and street trees. The proposed improvements are part of a larger project currently funded for construction including installing a new storm drainage system from 'A' Street to Yerxa Avenue and sidewalk and ramp upgrades from 'I' Street to 'L' Street. This additional funding request ensures a more complete and consistent facility throughout this important downtown corridor
- **Schedule and cost estimate:** The overall project has completed preliminary engineering through advanced plans and all associated investigations and reports have been completed; freight mobility, public involvement, access management, natural and cultural resources, geotechnical, hazmat, etc. The currently funded project is scheduled for a bid date of October 12, 2017. The additional scope of work provided by this funding request can easily be incorporated into the current schedule. As noted above, design has been completed through advanced PS&E and therefore a comprehensive construction cost estimate has been prepared and updated based on the most recent available ODOT bid price database.
- **Standards:** The project has been designed in accordance with the appropriate standards including the ODOT Highway Design Manual and will utilize ODOT Standards Drawings and Specifications.

(D) SUPPORT

SUPPORT

City of Umatilla is committing \$647,692 in matching funds to the overall project (about 12% of the TAP-eligible cost). ODOT Region 5 is contributing an additional \$200,000 for a total match of 17%. All match is in cash, available now. See the chart on the next page for funding details.

The Umatilla School District Superintendent been actively involved in the development of this project and a letter of Support from the School District is available. The project is consistent with and critical to the City of Umatilla's plan for the downtown street corridor.

(E) READINESS / CAPACITY

Plans are complete at 90 percent, although they will need to be reworked to add some paving from the ODOT District and Region. We can scale these plans to fit the funding approved through TE/TAP Discretionary and MTEP/Enhance. We also need to acquire some right of way for the complete project.

ODOT Region 5 is already planning to perform the Construction Engineering / inspection on the 6th Street project. The additional scope can be included without affecting workload capacity.

The Financial Commitments are as follows by category:

| | |
|---|------------------|
| - Flex funds for 90 Percent Plans: | 400,000 |
| - City of Umatilla Match: | 46,000 |
| - Additional Flex funds: | 950,000 |
| - Additional City Match: | 110,000 |
| - Paving Funds from Region 5: | 800,000 |
| - 2018-2021 Enhance Funding: | 577,308 |
| - Match by City of Umatilla and ODOT: | 576,692 |
| -This Discretionary funding application: | 1,000,000 |
| - City of Umatilla Match Funding: | 115,000 |
| - Total Project Funding needed: | 4,575,000 |

Total Funding by Source:

| | |
|--|------------------|
| Total City of Umatilla Support: | 647,692 |
| Total ODOT Region 5 Support: | 1,000,000 |
| Total FLEX Funds: | 1,506,000 |
| Total Enhance Funds: | 577,308 |
| This Discretionary Funding Request: | 1,000,000 |
| Total Project Funding: | 4,575,000 |

