

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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To: Fixing Our Streets Oversight Committee
From: Steve Szigethy, Capital Delivery Division Manager
Date: February 27, 2023
Subject: Funding Allocation Change Request for Signals Superbundle

Staff Proposal:

Reallocate surplus Fixing Our Streets funding from two well-funded subproject locations in the Signals Superbundle to help close funding gaps in two under-funded locations also within the Superbundle. All eight subprojects in the Superbundle will be constructed as originally planned. Specifically:

- Move \$535,000 from NE Glisan Streetlighting (T00720) to SW Naito & Whitaker (T00344)
- Move \$220,000 from SE 86th & Washington (T00796) to E 16th & Burnside (T00755)

Project Name	Project Number	Over/Under - CURRENT	Over/Under - PROPOSED
Glisan Street Lighting	T00720	\$551,857.23	\$16,857.23
16th & Burnside	T00755	-\$205,819.79	\$14,180.21
86th & Washington	T00796	\$237,527.53	\$17,527.53
Naito & Whitaker	T00344	-\$521,697.05	\$13,302.95

Background:

The Signals Superbundle project includes construction of six new traffic signals, replacement of one existing traffic signal, and streetlighting infill on NE Glisan Street between 82nd and 162nd. The Superbundle brought together three previously separate projects in an effort to attract better bids than they would as standalone or smaller packages, and to help reduce management costs. The three projects were:

- Traffic signal replacement at SE 52nd & Woodstock
- New signalized pedestrian crossing at SW Naito & Whitaker
- FOS1 Safe Routes to School Signal and Street lighting – five pedestrian crossing signals near schools plus street lighting on NE Glisan between 82nd and 162nd (see map of specific locations below)

During the Covid pandemic, traffic signals have been one of the most impacted infrastructure items in terms of inflation, supply chain issues, and shortage of specialty labor. Bids for signals projects specifically have come in much higher than engineers estimates over the past two years. 52nd & Woodstock had been previously bid as a standalone, but the low bid was rejected due to being 33% over the engineer’s estimate. Later, the full Superbundle was bid as a package, but the low bid was rejected for being 41% over the engineer’s estimate.

Most recently, the Superbundle was bid a second time, and despite being 39% over the engineer’s estimate, we accepted the low bid from Just Bucket Excavating, Inc., due to additional funding being secured for the project. Project staff feels that this last round of bidding represents the project’s best chance of being constructed and delivering the



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much-needed improvements. Based on the actual low-bid numbers, the project is projected to have an overall surplus that should help buffer against unforeseen construction issues that may arise.

In addition to FOS2, other funding on the project comes from Transportation System Development Charges, General Transportation Revenue, City General Fund, and Cannabis Tax proceeds. The project total budget is \$8,807,777.

SW Naito & Whitaker in particular needs the permission of the FOSOC to utilize FOS funds because it was not on the FOS1 or FOS2 project lists. It is a long-running priority project in South Portland that aims to stitch together neighborhoods split apart by decades of highway building, and to provide a safe, continuous walking route from South Waterfront to Marquam Hill. SE 86th and Washington, the other beneficiary project, was already included in the FOS1 Safe Routes to School Signal Bundle.

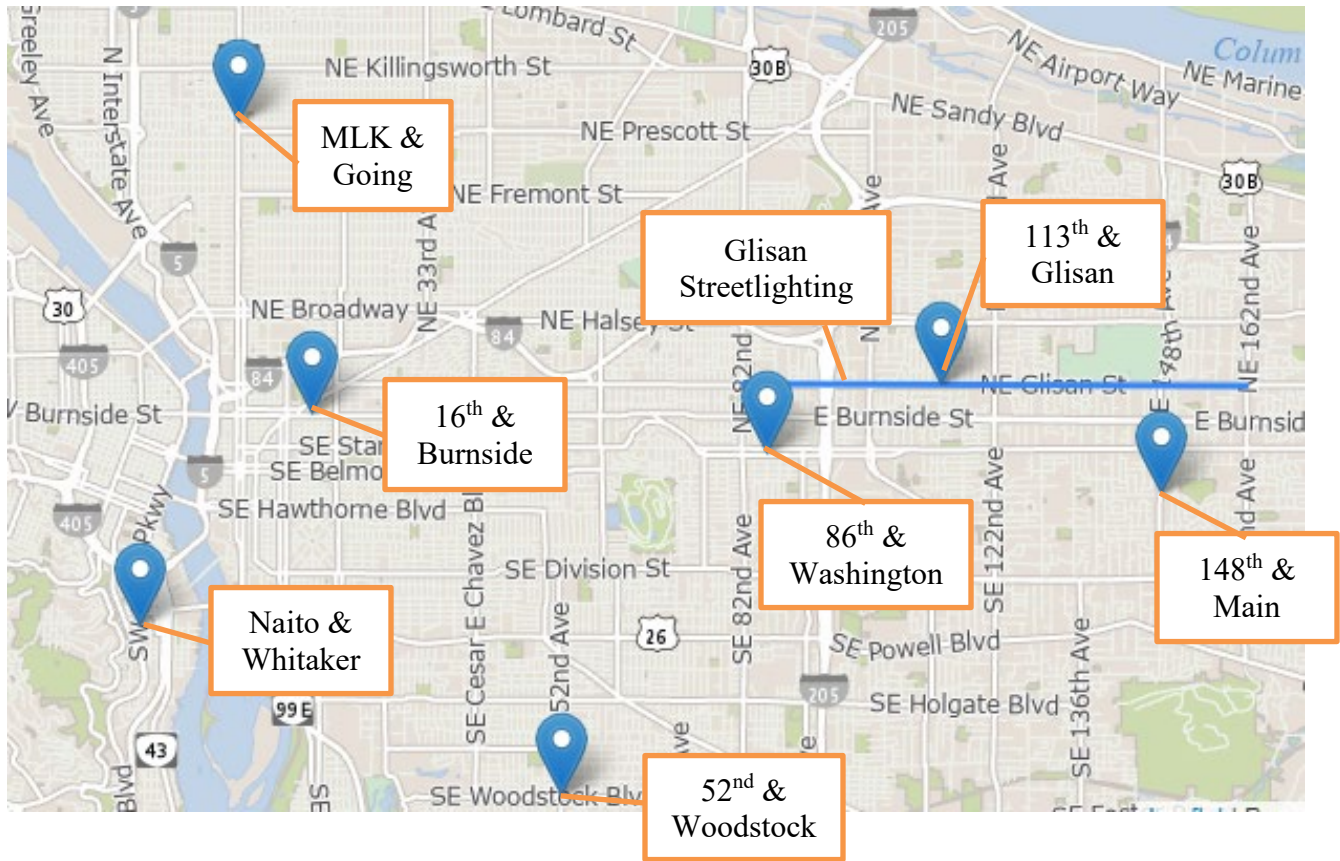


Exhibit A: Traffic Signal & Lighting Locations in the Superbundle