



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST NOTICE OF INTENT

(Revised: 9-24-15)

APPROVED: MULTNOMAH COUNTY

BOARD OF COMMISSIONERS

AGENDA # R-5 DATE 6/9/16

MARINA BAKER, ASST BOARD CLERK

Board Clerk Use Only

Meeting Date: 6/9/16

Agenda Item #: R.5

Est. Start Time: 10:10 am approx.

Date Submitted: 5/23/16

NOTICE OF INTENT for a Transportation and Growth Management Agenda (TGM) Grant for the Willamette River Bridges Accessibility Project Title: Update for a minimum \$200,000 grant

Note: This APR is for NOI's only. APRs are available for other types of submittals. Title should not be more than 2 lines but be sufficient to describe the action requested.

| | | | |
|-------------------------------|--------------------------------------------------|--------------|-----------------------|
| Requested Meeting Date: | <u>June 9, 2016</u> | Time Needed: | <u>5 minutes</u> |
| Department: | <u>DCS</u> | Division: | <u>Transportation</u> |
| Contact(s): | <u>Megan Neill</u> | | |
| Phone: | <u>503-360-6222</u> | Ext. | <u></u> |
| Presenter Name(s) & Title(s): | <u>Megan Neill, Engineering Services Manager</u> | | |
| I/O Address: | <u>446/1</u> | | |

A Notice of Intent is required to obtain approval from the Board of County Commissioners to ensure a competitive grant proposal is in alignment with the County's mission; to receive an indication from the Board of its willingness to commit the necessary County resources to support the grant. A Budget Modification is required to appropriate funds received from a successful grant proposal.

Notice of Intent Specific Information

Department recommendation for consent agenda placement (*must meet all criteria*):

- Proposal is under \$500,000/ year.
- Proposal does not require cash match as part of the budget.
- Proposal does not commit County to on-going programming following award.
- Proposal adheres to the County's indirect guidelines.
- Proposal is within the Department's strategic direction.
- Proposal does not have policy and/or legal implications that warrant a public dialog.

☐ To the best of my knowledge, this proposal adheres to all of the above criteria and may be placed on the Board of County Commissioner's Consent Agenda. I understand the proposal can be moved to the regular Board Agenda for any reason by Commissioners or their staff.

☒ To the best of my knowledge, this proposal does not meet criteria for placement on the Consent Agenda and should be placed on the Regular Agenda.

Please complete for any NOI:

| | |
|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Granting Agency | Oregon Department of Transportation and Oregon Department of Land Conservation and Development |
| Proposal due date | June 10, 2016 |
| Grant period | Grant awards will be announced August 2016. Grants have a two year period to be completed. |
| Approximate level of funding by year | Grants generally range between \$75,000-\$200k. |
| Program Offer(s) potentially impacted | 91018-17 |
| How do you expect to spend the majority of funds? (check all that apply) | <input checked="" type="checkbox"/> Personnel <input checked="" type="checkbox"/> Sub-contracts <input type="checkbox"/> Capital (including equipment) |
| Does grant require match? If so, describe type (cash, FTE, etc) and % | A 12% grant match is required and can be provided in the form of cash or in-kind staff services. County match will be a mix of these two types. |

1. Brief overview of grant's purpose and/or impact.

The TGM Program provides resources to help Oregon communities prepare transportation and land use plans to respond to pressing transportation, land use, and growth management issues. The TGM Program is a joint effort of two state agencies: the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). The mission of TGM is to support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. TGM awards grants on an annual basis. This grant will be a one-time only commitment.

The TGM proposal will result in an update to the successful 1994 Willamette River Bridges Accessibility Project. This plan included a prioritized transportation project list meant to improve the accessibility to bicyclists, pedestrians, and wheelchair users on seven of the major Willamette River Bridges (including two non-Multnomah County bridges). In the 22 years since the Plan was completed, all of the identified improvements have been made.

Additionally, the Willamette River Bridge's section of the County's Capital Improvement Plan and Program (CIPP), adopted by the Board in 2015, identified an updated bicycle and pedestrian accessibility study for four of the County's downtown Willamette River Bridges as a near-term top priority. County staff heard a clear need from stakeholders and the public to identify barriers and solutions for people using alternative modes of travel, other than motor vehicles, over the identified County bridges.

2. Brief overview of how proposal is aligned with Department's strategic direction.

The proposal is aligned with the Department of Community Service's strategic direction in ensuring that the community is safe, and that we are helping to create thriving and inclusive communities. Developing an updated plan to address the accessibility for non-vehicle users on

four of the County's bridges was identified as a near-term priority in the adopted 2015 CIPP process that included feedback from the community. By updating our successful, but outdated Willamette River Bridges Accessibility Study from 1994, this proposal will look at existing problems and develop solutions to barriers of multimodal access over the County's downtown Willamette River bridges which serve as key transportation links for the community. This study will identify innovative solutions, build on partnerships with government and community stakeholders established during the 2015 CIPP update, and ensure that we are providing excellent service to all users of the bridges. The project is timely, leveraging the additional bridge projects within the CIPP as well as planned projects to be completed our government partners including the City of Portland's Central City Multi-Modal Project and the Metro's Regional Transportation Plan Update.

3. Describe any community and/or government input considered in planning for this grant.

This grant proposal is in direct response to the adopted 2015 CIPP in which stakeholders, advocacy groups, and the public raised the need to analyze multimodal access on four of the County's downtown Willamette River Bridges. The input received from both our community and government stakeholders led County staff to prioritize the proposed study as a near-term priority. This project is also a top priority and supported by the County's Bicycle and Pedestrian Community Advisory Committee (BPCAC).

4. What partners may be included in program activities?

Partners will include community and government stakeholders. This project will leverage partnerships made during the 2015 CIPP update. The County has also been actively working with staff from the City of Portland's Bureau of Transportation (PBOT) to coordinate efforts with the City's Central City Multi-Modal Project.

5. Generally, what are the grant's reporting requirements?

Multnomah County has received TGM grants in the past and the grant follows Oregon State reporting requirements.

Please complete for NOIs on the Regular Board Agenda ONLY:

6. When the grant expires, will your Department continue to fund the program? If so, how?

The grant will complete an update of the Willamette River Bridges Accessibility Plan. Depending on the outcomes of the update, funding will be sought for applicable projects as other funding opportunities in the form of grants or other resources become available.

7. Are 100% of the central and departmental indirect costs recovered? If not, please explain.

Yes

8. If the proposal is not aligned with your Department's strategic direction, explain why you are pursuing it at this time.

The proposal is aligned with the Department's strategic direction.

9. If the grant requires a cash match, how will you meet that requirement?

It is anticipated that a combination of cash and in-kind staff time will be used to meet the match requirement. Cash match will come from available Transportation Division funds that include support from the bicycle and pedestrian fund.

10. Are there policy issues and/or legal implications related to this proposal that may warrant a public dialog? If so, please explain.

This project will include a robust public process that will look at existing conditions, explore solutions and prioritize projects to improve multimodal access on the bridges. This will include consideration of accommodations consistent with the American with Disabilities Act (ADA). This effort is consistent with the County's Comprehensive Framework Plan goal to promote and enhance a balanced transportation system that increases public safety and protects livable communities. Community feedback will be included to develop and inform the project.

Required Signatures

**Elected Official
or Department/
Agency Director:**

Kim Peoples /s/

May 23, 2016

Date:

Budget Analyst:

Chris Yager /s/

Date: May 19, 2016

Note: Please submit electronically. We are no longer using actual signatures. Insert names of your approvers followed by /s/. Please insert date approved