



DAN JOHNSON
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

February 17, 2022

Board of Commissioners
Clackamas County

Members of the Board:

Approval to apply for a Regional Flexible Funds Allocation Grant
For the "I-205 Multiuse Path Gap Refinement Plan"

Purpose/ Outcomes	Approval to apply for a Regional Flexible Funds Allocation (RFFA) grant to select and alignment and develop a concept design for the I-205 Multiuse Path gap between SE Herbert Court and Hwy. 212.
Dollar Amount and Fiscal Impact	\$935,884.00 in grant funds will be requested. Matching funds in the amount of \$96,115.29 (10.27%) will be provided from County Road Use Funds. Total project cost is \$1,031,999.29.
Funding Source	Clackamas County Road Use Funds will contribute \$96,115.29 in matching funds. No county general funds will be involved.
Duration	Applications are due February 25, 2022 and the scoring process is anticipated to be completed by June of 2022. Grant award announcements should occur October 2022.
Previous Board Action	02/15/22: Discussion item at issues.
Strategic Plan Alignment	-This project will help meet the goal to provide travelers safe roads that are in good condition. -This project aligns with the Performance Clackamas Goal that by 2026 100% of county residents and businesses have access to safe and affordable infrastructure including multimodal transportation facilities.
Counsel Review	This items does not require Counsel Review. Finance has reviewed and approved the lifecycle form.
Procurement Review	1. Was this item processed through Procurement? No 2. If no, provide brief explanation: This project is a grant application. If funds are awarded it will be processed through procurement.
Contact Person	Scott Hoelscher, Senior Transportation Planner - 742-4533

Every three years the Metro Council decides how to spend the regions allotment of federal transportation dollars, known locally as the Regional Flexible Funds. The Regional Flexible Funds Allocation (RFFA) is the process to identify which transportation projects and programs will receive these funds. This RFFA cycle the DTD is seeking funds to develop a design solution for the one mile gap in the I-205 multiuse path (MUP). The I-205 MUP extends 16.5 miles from Vancouver, Washington to SE 82nd Drive in Gladstone. Currently it provides a continuous off-street path for pedestrians and bicyclists with the exception of a one mile gap between SE Herbert Court and Hwy. 212 in Clackamas County. The "I-205 Multiuse Path Gap Refinement Plan" will engage community members and stakeholders to develop an alignment and design solution for the one mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility. The year-long study will assess a minimum of three route alternatives and result in 30% design plans for a preferred alignment. Applications are due February 25, 2022.

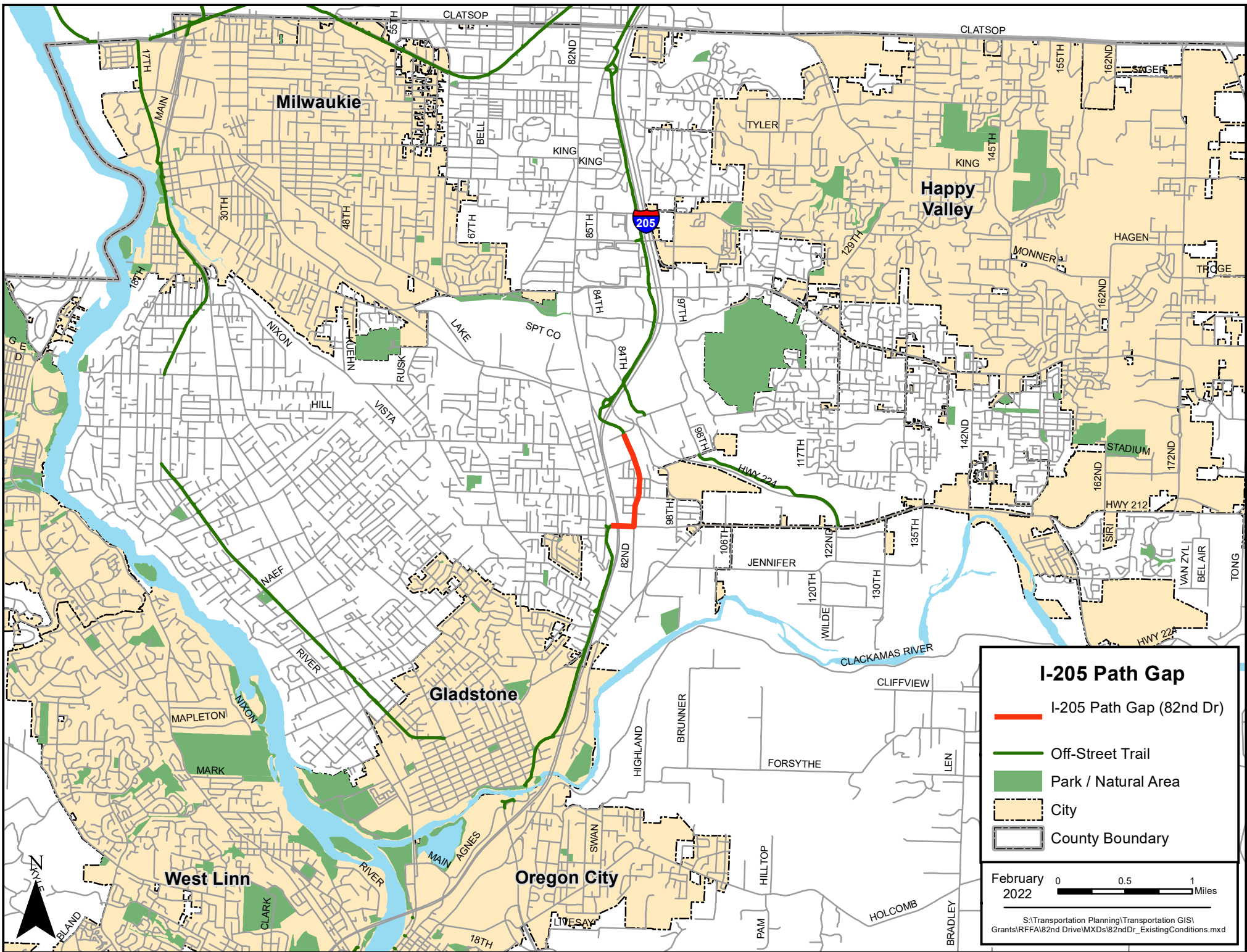
RECOMMENDATION:

Staff respectfully recommends approval for the Department of Transportation and Development to apply for the RFFA grant in the amount of \$935,884.00 and request the Board of County Commissioners sign the attached letter of support.

Respectfully Submitted,

Scott Hoelscher

Scott Hoelscher – Senior Transportation Planner



I-205 Path Gap

- I-205 Path Gap (82nd Dr)
- Off-Street Trail
- Park / Natural Area
- City
- County Boundary

February 2022

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Miles

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Grants\IRFFA\82nd Drive\MXD\82ndDr_ExistingConditions.mxd

Financial Assistance Application Lifecycle Form

Use this form to track your potential award from conception to submission.

Sections of this form are designed to be completed in collaboration between department program and fiscal staff.

**** CONCEPTION ****

Section I: Funding Opportunity Information - To be completed by Requester

Award type: Direct Appropriation (no application)
 Subrecipient Award Direct Award
Award Renewal? Yes No

Lead Department & Fund: Transportation and Development

If renewal, complete sections 1, 2, & 4 only. If Direct Appropriation, complete page 1 and Dept/Finance signatures only.

If Disaster or Emergency Relief Funding, EOC will need to approve prior to being sent to the BCC

Name of Funding Opportunity: Regional Flexible Funds Allocation (RFFA)

Funding Source: Federal State Local

Requestor Information (Name of staff person initiating form): Scott Hoelscher

Requestor Contact Information: scotthoe@clackamas.us

Department Fiscal Representative: Diedre Landon

Program Name and prior project # (please specify): Long Range Planning

Brief Description of Project:

This project involves conducting a planning study to determine a design solution for the one mile gap in the I-205 multiuse path (MUP). The I-205 MUP extends 16.5 miles from Vancouver, Washington to SE 82nd Drive in Gladstone. Currently it provides a continuous off-street path for pedestrians and bicyclists with the exception of a one mile gap between SE Herbert Court and Hwy. 212 in Clackamas County. The "I-205 Multiuse Path Gap Refinement Plan" will engage community members and stakeholders to develop a solution for the one mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility. The year-long study will assess a minimum of three route alternatives and result in a preferred alignment and 30% design plans for the one mile gap.

Name of Funding Agency: Metro

Agency's Web Address for funding agency Guidelines and Contact Information:

Dan Kaempff - Principal Transportation Planner. Metro Resource Development Division 503-813-7559
daniel.kaempff@oregonmetro.gov

OR

Application Packet Attached: Yes No

Completed By: Scott Hoelscher

January 24, 2022

Date

**** NOW READY FOR SUBMISSION TO DEPARTMENT FISCAL REPRESENTATIVE ****

Section II: Funding Opportunity Information - To be completed by Department Fiscal Rep

Competitive Application

Non-Competing Application

Other

CFDA(s), if applicable:		Funding Agency Award Notification Date:	<u>October 2022</u>
Announcement Date:	<u>TBD</u>	Announcement/Opportunity #:	
Grant Category/Title:	<u>Regional Flexible Funds Allocation</u>	Max Award Value:	<u>\$935,884</u>
Allows Indirect/Rate:		Match Requirement:	<u>10.27%</u>
Application Deadline:	<u>February 25, 2022</u>	Other Deadlines:	
Award Start Date:	<u>9/1/2024</u>	Other Deadline Description:	
Award End Date:	<u>8/30/2027</u>		
Completed By:	<u>8/30/2027</u>	Program Income Requirement:	
Pre-Application Meeting Schedule:	<u>N/A</u>		

Additional funding sources available to fund this program? Please describe: There are no additional funding sources available to fund this project.

How much General Fund will be used to cover costs in this program, including indirect expenses? No General Fund. We will use Road Fund to cover the matching requirement of \$96,115 with in-kind county staff project management.

How much Fund Balance will be used to cover costs in this program, including indirect expenses? _____

Section III: Funding Opportunity Information - To be completed at Pre-Application Meeting by Dept Program and Fiscal Staff

Mission/Purpose:

1. How does the grant/funding opportunity support the Department and/or Division's Mission/Purpose/Goals?

The mission of the Department of Transportation and Development is to provide transportation maintenance and construction, neighborhood enhancement, land use, planning, permitting and dog services to residents, property owners, businesses and the traveling public so they and future generations can experience and invest in a healthy, safe and livable community. This proposal addresses the safety of the traveling public by conducting a planning process to develop a solution to the I-205 multiuse path gap, which is a barrier to active travel in this corridor. A "fixed gap" will benefit the community by providing a safe, accessible place for people to walk and bike.

2. What, if any, are the community partners who might be better suited to perform this work?

There are no community partners better suited to perform this work.

3. What are the objectives of this funding opportunity? How will we meet these objectives?

The objective of this grant is to improve the I-205 multiuse path gap so residents and visitors of Clackamas County can safely access jobs, schools and community destinations by active modes of transportation.

4. Does the grant/financial assistance fund an existing program? If yes, which program? If no, what is the purpose of the program?

The grant would fund a standalone planning and project development project. This project does not fund an existing program.

Organizational Capacity:

1. Does the organization have adequate and qualified staff? If no, can staff be hired within the grant/financial assistance funding opportunity timeframe?

Yes. We will use existing Department of Transportation and Development staff to manage the grant and the contractors. No other staff is needed at this time.

2. Are there partnership efforts required? If yes, who are we partnering with and what are their roles and responsibilities?

The lead department for this project is the Department of Transportation and Development. DTD is coordinating with ODOT on the project. The nature of this partnership and roles-responsibilities is still to be determined.

3. If this is a pilot project, what is the plan for sunseting the project and/or staff if it does not continue (e.g. making staff positions temporary or limited duration, etc.)?

This is not a pilot project and no new staff will be needed to carry out the grant activities.

4. If funded, would this grant/financial assistance create a new program, does the department intend for the program to continue after initial funding is exhausted? If yes, how will the department ensure funding (e.g. request new funding during the budget process, supplanted by a different program, etc.)?

This project will not create a new program. The project will be conducted under the current Long Range Planning Program. The grant is to carry out a planning project for the I-205 path gap, a high priority project in the Transportation System Plan and the Active Transportation Plan.

Collaboration

1. List County departments that will collaborate on this award, if any.

The lead department for this project is the Department of Transportation and Development. No other departments will be involved in this project if the grant is awarded.

Reporting Requirements

1. What are the program reporting requirements for this grant/funding opportunity?

Program and task reporting requirements for this grant will be monthly progress reports. Grant reimbursements for consultant invoicing will be processed on a quarterly basis.

2. How will performance be evaluated? Are we using existing data sources? If yes, what are they and where are they housed? If not, is it feasible to develop a data source within the grant timeframe?

Cost documentation and task tracking is planned in order to evaluate the grant performance.

3. What are the fiscal reporting requirements for this funding?

To be determined.

Fiscal

1. Will we realize more benefit than this financial assistance will cost to administer?

Yes. This is an opportunity to obtain funding for a high priority project identified in our TSP and ATP as a high priority project. This project has been discussed for over 10 years. The funding request is a sizable amount at nearly one million dollars and, therefore, the benefits will outweigh the costs to administer.

2. Are other revenue sources required, available or will be used to fund the program? Have they already been secured? Please name other sources, including General Fund or Fund Balance and amounts.

A 10.27% match is required for the Regional Flexible Funds Allocation (RFFA) grant. The match will be sourced from the county road fund using in-kind services and consultant reimbursements.

3. For applications with a match requirement, how much is required (in dollars) and what type of funding will be used to meet it (CGF, In-kind, Local Grant, etc.)?

Yes, there is a 10.27% match required. The match amount for the project is \$96,115.29, based on a grant request of \$935,884.

4. Does this grant/financial assistance cover indirect costs? If yes, is there a rate cap? If no, can additional funds be obtained to support indirect expenses and what are those sources?

Yes. There is no rate cap.

Program Approval:

Karen Buehrig

2/7/22

Karen Buehrig

Name (Typed/Printed)

Date

Signature

**** NOW READY FOR PROGRAM MANAGER SUBMISSION TO DIVISION DIRECTOR ****

****ATTACH ANY CERTIFICATIONS REQUIRED BY THE FUNDING AGENCY. COUNTY FINANCE OR ADMIN WILL SIGN.****

Section IV: Approvals

DIVISION DIRECTOR (or designee, if applicable)		
Mike Bezner <small>Name (Typed/Printed)</small>	02/07/2022 <small>Date</small>	 <small>Signature</small>

DEPARTMENT DIRECTOR (or designee, if applicable)		
Dan Johnson <small>Name (Typed/Printed)</small>	02/08/2022 <small>Date</small>	 <small>Signature</small>

FINANCE ADMINISTRATION		
Elizabeth Comfort <small>Name (Typed/Printed)</small>	2.9.2022 <small>Date</small>	 <small>Signature</small>

EOC COMMAND APPROVAL (DISASTER OR EMERGENCY RELIEF APPLICATIONS ONLY)		
<small>Name (Typed/Printed)</small>	<small>Date</small>	<small>Signature</small>

Section V: Board of County Commissioners/County Administration

*(Required for all grant applications. If your grant is awarded, all grant **awards** must be approved by the Board on their weekly consent agenda regardless of amount per local budget law 294.338.)*

For applications less than \$150,000:

COUNTY ADMINISTRATOR	Approved: <input type="checkbox"/>	Denied: <input type="checkbox"/>
<small>Name (Typed/Printed)</small>	<small>Date</small>	<small>Signature</small>

For applications greater than \$150,000 or which otherwise require BCC approval:

BCC Agenda item #: Date:

OR

Policy Session Date:

County Administration Attestation

County Administration: re-route to department contact when fully approved.
 Department: keep original with your grant file.



February 17, 2022

Metro
600 NE Grand Avenue
Portland, OR 97232

Re: 2025-2027 Regional Flexible Funds Allocation (RFFA) Grant – I-205 Multiuse Path Gap Refinement Plan

Dear Grant Review Committee:

The Clackamas County Board of County Commissioners (BCC) strongly supports the 2025-2027 Regional Flexible Funds Allocation (RFFA) grant application for the *I-205 Multiuse Path (MUP) Gap Refinement Plan*. At the February 10, 2022 Business Meeting the BCC approved submission of the RFFA grant application by the Department of Transportation and Development (DTD). Through this approval, the use of county funds will be used to provide the required monetary match.

The one mile gap in the I-205 MUP is a significant barrier to active travel between the Clackamas Town Center and the Clackamas Industrial Area, a “regionally significant” industrial area. Due to high traffic volumes, significant truck traffic and relatively high speeds, “navigating the gap” is challenging for people bicycling and walking. Currently there are narrow, substandard bike lanes and curb tight sidewalks without ADA compliant curb ramps, limiting access by mobility impaired individuals. A solution to this active transportation barrier is needed.

The I-205 MUP gap project is a Tier 1 High Priority project in our Transportation System Plan (TSP). Project ID #1026 in the TSP is “Study the I-205 multi-use path gap to create a plan for connection and path completion.” In addition, the County’s Active Transportation Plan identifies the I-205 MUP gap as a Principal Active Transportation Route, which are considered the most important routes to connect communities and key destinations in the county.

The Clackamas County BCC fully supports funding for the *I-205 Multiuse Path Gap Refinement Plan* and is committed to continuing work that provides safer and healthier transportation choices for our community. We look forward to improving this corridor and providing the needed infrastructure to increase walking and biking opportunities in Clackamas County.

Thank you for your time and consideration

Sincerely,

Tootie Smith, Chair
Clackamas County Board of Commissioners