



## Legislation Details (With Text)

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<b>File created:</b>	9/6/2016	<b>In control:</b>		<b>In control:</b>	City Commission
<b>On agenda:</b>	9/21/2016	<b>Final action:</b>		<b>Final action:</b>	9/21/2016
<b>Title:</b>	Resolution No. 16-29 Authorizing the Nomination of the Molalla Avenue Project for the Metro Regional Flexible Fund Allocation Program				
<b>Sponsors:</b>	John Lewis				
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<b>Attachments:</b>	1. Staff Report, 2. Resolution No. 16-29, 3. Molalla Avenue Corridor RFFA Application, 4. Molalla Avenue Corridor RFFA Maps				

Date	Ver.	Action By	Action	Result
9/21/2016	1	City Commission	approve	Pass

Resolution No. 16-29 Authorizing the Nomination of the Molalla Avenue Project for the Metro Regional Flexible Fund Allocation Program

### RECOMMENDED ACTION (Motion):

Adopt Resolution No. 16-29 authorizing the Nomination of the Molalla Avenue project for the Metro Regional Flexible Fund Allocation Program.

### BACKGROUND:

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process allocates money both to region-wide investments that make communities more livable and give people choices in how they travel, and to individual projects planned and built by local transportation agencies.

Metro solicited project nominations from local agencies for the 2019-21 Regional Flexible Fund Allocation (RFFA). Approximately \$25.81 million has been allocated to design and construct active transportation and complete street projects within the Metro region. Active transportation projects include projects that improve facilities for bicycles, pedestrians and transit. Eligible applicants include Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities, the City of Portland, Oregon DEQ, TriMet, ODOT, Port of Portland and Recreation Districts.

After review of the application criteria, Oregon City staff identified the Molalla Avenue project as the most fitting project candidate for the RFFA funds. Molalla Avenue is a key corridor for all travel modes connecting the Oregon City Regional Center with Clackamas Community College and Clackamas County Red Soils Campus; as well as connecting the residential areas on the west side to the commercial areas on the north & east sides. Currently, the corridor is uncomfortable, unwelcoming and unaccommodating for those walking, biking or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the Molalla Avenue corridor, we

would like to encourage non-auto modes by creating a right of way that better accommodates all users. The project would include continuous bike lanes along the entire corridor; 10 foot wide continuous ADA compliant sidewalks, street trees and pedestrian level street lighting along the west side of this developed corridor; ADA compliant ramps along both the east & west sides of the corridor; transit amenities along both sides of the corridor; street furnishings; improved access management; and more convenient and safer street crossings. With these items lacking, Molalla Avenue currently functions as a barrier to pedestrian, bicycle and transit users.

RFFA project nomination proposals were due August 26, 2016. Proposals will be scored and evaluated by the Transportation Policy Alternatives Committee (TPAC) work group in September, and a recommendation of TPAC will be presented to JPACT. Public comment will be accepted for the list of projects submitted, including their technical evaluative scores during the month of October. Metro Council is expected to approve the final project list on January 26, 2017.

There are no current year budget impacts associated with applying for RFFA funds other than staff overhead to prepare and present the project proposal. If the Project is awarded RFFA funds, the City would include our match funds beginning in the 2017-2019 biennial budget. The City's Molalla Avenue project proposal includes a total project cost estimate of \$7,985,379.00 and the City is proposing a \$4 million dollar match using a combination of funding sources including transportation (driving/bike/pedestrian) SDC funds, fuel tax revenues, and pavement maintenance utility funds. The current plan if awarded the grant would be that annual allocations to help support the grant match will be set aside for budget years 2017, 2018, 2019, and 2020.

**BUDGET IMPACT:**

Amount:

FY(s):

Funding Source: