



Program #90016 - Transportation Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) FY 2025 Proposed

Department: Community Services **Program Contact:** Jon Henrichsen
Program Offer Type: Operating **Program Offer Stage:** Proposed
Related Programs: 90013, 90015
Program Characteristics:

Executive Summary

The Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act was signed into law on December 27, 2020. This Act included \$14 billion to be allocated to the transit industry nationwide during the COVID-19 public health emergency. In May 2021, Multnomah County was awarded \$3.7 million of CRRSA funds to support the Transportation Division during a time of COVID-related diminishing revenues.

Program Description

The \$3.7M of CRRSA revenue is being used to support several high-priority projects. In FY 2024 staff worked on the Design and Construction Manual update as well as preliminary work on the Stark Street Bridge Replacement Feasibility study. Additionally some of the CRRSAA funds were used to support the NE 257th project, which will implement buffered bike lanes, enhanced crossings, and other safety measures. In FY 2025, the revenue will be used to start the feasibility study for Stark Street Bridge Replacement, continue and finish the Design and Construction Manual, begin work on the Stormwater Master Plan, and signal replacement and upgrade projects.

1. Feasibility Study for Stark Street Bridge Replacement - FY 2025 \$50,000 - Determine the Land Use Permitting and Environmental and Historic Requirements to prepare for the NEPA (National Environmental Policy Act) phase.
2. Traffic Signal Replacement - FY 2025 \$100,000 - This project replaces two intersection signals including ADA ramps
3. Traffic Signal Upgrade - FY 2025 \$172,000 - This project replaces the signal heads to retroreflective signal heads
4. Culvert ROW Assessment - FY 2025 \$250,000 - This project will identify ROW needed to maintain county owned culverts.
5. Stormwater Master Plan - FY 2025 \$60,000 - Develops standards for future stormwater treatment and conveyance needs countywide to meet the requirements of the NPDES permit.

DCS applied an equity lens to the ARPA funds by looking for opportunities to invest where BIPOC and low-income people live. In addition, DCS is using a portion of the funds to accommodate people with disabilities, by including ADA ramps with signal improvements. In addition, the Design and Construction Manual will be updated with equity and pedestrian safety focus to ensure that our design aligns with the County's goals.

Performance Measures

Measure Type	Performance Measure	FY23 Actual	FY24 Budgeted	FY24 Estimate	FY25 Target
Output	Dollar value of capital improvements using CRRSA funds	\$0	\$1.93M	\$625K	\$1.19M
Outcome	Percent of awarded CRRSA funds utilized	0%	54%	17%	32%

Performance Measures Descriptions

Legal / Contractual Obligation

All CRRSAA funds are required to be spent by end of FY 2029, while some projects identified are behind schedule, Transportation Division will be able to successfully spend at CRRSAA funds by the deadline.

Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Proposed General Fund	Proposed Other Funds
Program Expenses	2024	2024	2025	2025
Contractual Services	\$0	\$1,930,000	\$0	\$632,000
Total GF/non-GF	\$0	\$1,930,000	\$0	\$632,000
Program Total:	\$1,930,000		\$632,000	
Program FTE	0.00	0.00	0.00	0.00

Program Revenues				
Intergovernmental	\$0	\$1,930,000	\$0	\$632,000
Total Revenue	\$0	\$1,930,000	\$0	\$632,000

Explanation of Revenues

The sole revenue funding this program offer is the \$3,707,676 of CRRSA funds awarded to Multnomah County. These federal funds were provided to the Oregon Department of Transportation, which allocated funds to counties and cities within the State. The Federal Highway Administration (FHWA) requires these funds to be spent by the end of FY 2029.

Significant Program Changes

Last Year this program was: FY 2024: 90016 Transportation Coronavirus Response and Relief Supplemental