

Department:	Community Services	Program Contact:	Jon Henrichsen
Program Offer Type:	Innovative/New Program	Program Offer Stage:	As Proposed
Related Programs:	90013, 90015, 90018		
Program Characteristics:	One-Time-Only Request		

Executive Summary

The Multnomah County Transportation Division in the Department of Community Services (DCS) developed an Americans with Disabilities Act (ADA) compliant Transition Plan (the Plan) for the County Maintained Road System that identifies barriers to pedestrian accessibility within the County right-of-way, recommends mitigation measures, estimates funding for proposed mitigation, and proposes a schedule to implement the improvements. Mitigation is currently focused on curb ramps.

Program Summary

In addition to the legal obligation to comply with federal requirements of the ADA, the County has an ethical obligation to ensure equitable access and outcomes for Multnomah County residents. Curb ramps that do not meet ADA pose significant safety risks and barriers to people living with disabilities and mobility restrictions. The consequences of failing to act include serious negative impacts on the quality of people's lives when they cannot get to where they need or want to go.

The cost to bring all of the County curb ramps into compliance is estimated at \$62M in today's dollars. Today, 890 County-owned curb ramps are out of compliance, 58 are in compliance, and more data is needed for the remaining 134 ramps. Curb ramps are prioritized for replacement based on the condition of the ramp (does it physically meet the legal requirements, including the presence of truncated domes) and its proximity to higher concentrations of people with disabilities and critical destinations such as medical care, transit, government services, shopping, significant sources of employment, etc.

The curb ramps selected for this phase of replacement are located in marginalized communities with a high percentage of residents with disabilities and a significantly higher percentage of Latinx residents, veterans, and children than the County as a whole. The ramps are located along busy streets including Halsey, Stark, Glisan, and Buxton that provide access to TriMet bus lines and other critical destinations. In addition, the County's Racial and Ethnic Approaches to Community Health (REACH) recent Transportation Crash and Safety Report finds that "any barrier to safe transportation influences risk factors for chronic disease and can inhibit healthy lifestyles" and reveals unacceptable inequities in transportation safety outcomes for Black residents, particularly in East Multnomah County.

Performance Measures

Measure Type	Primary Measure	FY21 Actual	FY22 Budgeted	FY22 Estimate	FY23 Offer
Output	Number of ramps designed for Phase II	N/A	N/A	N/A	50
Outcome	Number of ramps constructed not requiring ROW purchases Phase Ia	N/A	N/A	N/A	12
Outcome	Number of ramps requiring ROW purchases Phase Ib: Complete design (90% to 100%) and acquire ROW	N/A	N/A	N/A	40

Performance Measures Descriptions

Phase I of the ADA project constructs the top 52 highest scoring (most out of compliance) ramps in the ADA transition plan. Phase II of the ADA project will design and identify right of way (ROW) requirements for the next 50 highest scoring ramps in the ADA Transition Plan. The funding requested for FY23 will construct 12 Phase I ramps that are already at 100% design, complete design of 50 Phase II ramps and acquire ROW for 40 Phase II ramps. The remaining \$2.2M for FY 24 would construct the 40 ramps included in Phase 2.

Legal / Contractual Obligation

Compliance with the ADA is required by federal law. Failure to make significant, sustained efforts to comply with ADA through the replacement of deficient curb ramps puts the County at significant risk of lawsuits which could force short timelines and mandate levels of expenditure that would require all other transportation work to be suspended or require significant short term investment from the County general fund.

Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Proposed General Fund	Proposed Other Funds
Program Expenses	2022	2022	2023	2023
Contractual Services	\$0	\$0	\$268,182	\$1,181,818
Total GF/non-GF	\$0	\$0	\$268,182	\$1,181,818
Program Total:	\$0		\$1,450,000	
Program FTE	0.00	0.00	0.00	0.00

Program Revenues				
Total Revenue	\$0	\$0	\$0	\$0

Explanation of Revenues

This program is supported by County general funds one-time-only and video lottery funds.

Significant Program Changes

Last Year this program was:

This is the first year of the program to begin replacing non compliant ramps. In FY 2020, DCS received \$500,000 in County general fund to design the first 52 Phase I ramps.