



Memo

Date: November 27, 2019
To: TPAC and interested parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2022-24 Regional Flexible Funds Allocation Package Recommendation

Purpose

Staff is seeking a recommendation to JPACT on projects to be funded through the 2022-2024 Regional Flexible Funds Allocation (RFFA).

Background

At the November TPAC meeting, staff presented two potential approaches to developing draft recommendations for TPAC to consider and discuss. After discussion, TPAC indicated their preference for the approach reflecting an expanded list of projects which could be considered eligible for consideration in both categories and placing them in the Freight category.

At the November JPACT meeting, the three county coordinating committees and the City of Portland provided JPACT with their indicated priority projects, included in the materials for this agenda item.

Funding estimate

Based on updated information, staff is estimating the region will have a total of \$143,981,465 to allocate. \$98,897,758 is allocated to Step 1 bond commitments and region-wide planning and programmatic investments; \$45,083,707 is the amount available for Step 2 capital projects.

Options for draft recommendation

Metro staff have developed two options for TPAC consideration. The options are built around the TPAC-preferred approach and reflect various ways of considering project technical ratings, risk assessment, public support and coordinating committee priorities, along with following RFFA policy related to the overall allocation of funds.

PBOT, Washington County and Multnomah County have all indicated they have the ability to make funding adjustments to certain projects in order to create a package of projects that best meets the needs of the region and balances to the available funding level. Following this, both options for TPAC consideration include the following assumptions and outcomes:

- Projects are funded throughout the region
- PBOT agreement to reduce MLK Blvd. project funding request by \$1.5 million
- Washington County agreement to reduce Aloha project funding request by \$1.37 million
- Multnomah County agreement to include project development for both the 223rd Ave. project in the Sandy Blvd. project award

Option 1: Clackamas County ITS project funding request reduced by \$548,225. Funds both top priorities for Clackamas (Monroe St. and the County ITS projects); assumes ITS project will reduce scope and/or include additional local funding. This package option moves \$1,151,019 from the freight category into AT.

Option 2: West Linn Hwy 43 project is funded for project development only in lieu of the Clackamas Co ITS project. The choice to fund PD activities on this project, despite it not being an indicated priority, reflects the higher technical score of the Hwy 43 project over that of the ITS project. Limiting funding to project development costs reflects guidance from the risk assessment report. This option results in a package of projects with a higher overall technical rating than Option 1. This package option moves \$2,370,834 into AT.

Action requested

Staff is requesting that TPAC recommend a package of projects for JPACT's consideration and approval at their December 19 meeting.

TPAC may choose to recommend one of the options prepared by staff, or bring alternative funding package option ideas to the December 6 meeting for members to discuss.

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20			1	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			2	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			3	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			1	Yes
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$2,623,000	PD, Cons	15.8			4	Probable
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000		PD, Cons	15.2				Probable
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	\$3,827,559	Cons	14.6			2	Probable
Gresham: Division Street Complete Street	MU	\$5,240,760	\$5,240,760	PD, Cons	13.6			1	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6				Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	\$3,860,788	Cons	13			1	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13				Yes
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6				Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			3	Yes

funded: \$34,963,799
 AT target amount: \$33,812,780
 remainder: (\$1,151,019)

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8			1	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			5/1	No
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			2	No
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	\$673,000	PD	14.8				No
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	\$1,228,800	PD	13.8				No
Tigard: Red Rock Creek Trail	WA	\$314,055	\$314,055	PD	11.6			3	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			1	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040	\$1,219,815	Cons	8.8			1	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190		PD, Cons	8.4				Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			1	No

Shaded = Freight-eligible AT projects

funded: \$10,119,908
 available: \$11,270,927
 remainder: \$1,151,019

total funded requests: \$45,083,707
 estimated total RFFA Step 2 funding available: \$45,083,707
 remainder: \$0

Active Transportation & Complete Streets projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Portland: Stark-Washington Corridor Improvements	PDX	\$5,332,000	\$5,332,000	PD, Cons	20			1	Probable
Portland: 122nd Avenue Corridor Improvements	PDX	\$4,543,700	\$4,543,700	PD, Cons	19.2			2	Probable
Portland: Willamette Blvd AT Corridor	PDX	\$4,456,000	\$4,456,000	PD, Cons	18.6			3	Probable
Clackamas Co: Courtney Avenue Bike/Ped Improvements	CL	\$5,079,992	\$5,079,992	Cons	15.8			1	Yes
Portland: MLK Blvd Safety & Access to Transit	PDX	\$4,123,000	\$2,623,000	PD, Cons	15.8			4	Probable
West Linn: Hwy 43 Multimodal Improvements - Mapleton to Barlow	CL	\$6,468,000	\$1,219,815	PD	15.2				Probable
Washington Co.: Aloha Safe Access to Transit	WA	\$5,193,684	\$3,827,559	Cons	14.6			2	Probable
Gresham: Division Street Complete Street	MU	\$5,240,760	\$5,240,760	PD, Cons	13.6			1	Yes
Portland: Central City in Motion - Belmont-Morrison	PDX	\$4,523,400		PD, Cons	13.6				Yes
Milwaukie: Monroe Street Greenway	CL	\$3,860,788	\$3,860,788	Cons	13			1	Yes
Portland: Taylors Ferry Road Transit Access & Safety	PDX	\$3,676,000		PD, Cons	13				Yes
Portland: Springwater to 17th Avenue Trail	PDX	\$5,534,000		PD, Cons	8.6				Yes
Tigard: Bull Mountain Road Complete Street	WA	\$4,486,500		Cons	7.2			3	Yes

funded: \$36,183,614
 AT target amount: \$33,812,780
 remainder: (\$2,370,834)

Freight & Economic Development projects	County	Amount requested	Amount funded	Purpose	Total policy rating	Risk Level	Level of Public Support	CC Priority	CMAQ Eligible
Forest Grove: Council Creek Trail	WA	\$1,345,950	\$1,345,950	PD	15.8			1	No
Portland: Cully-Columbia Freight Improvements	PDX	\$3,434,193	\$3,434,193	PD, Cons	15.8			5/1	No
Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)	WA	\$628,110	\$628,110	PD	15.6			2	No
Oregon City: Hwy 99E Bike/Ped Improvements	CL	\$673,000	\$673,000	PD	14.8				No
Gladstone: Trolley Trail Bridge Replacement	CL	\$1,228,800	\$1,228,800	PD	13.8				No
Tigard: Red Rock Creek Trail	WA	\$314,055	\$314,055	PD	11.6			3	No
Multnomah Co.: Sandy Blvd - Gresham to 230th Avenue	MU	\$1,275,985	\$1,275,985	PD	11.6			1	No
Clackamas Co.: Clackamas Industrial Area ITS	CL	\$1,768,040		Cons	8.8			1	Not likely
Multnomah Co.: 223rd Avenue - Sandy Blvd to RR underpass	MU	\$3,862,190		PD, Cons	8.4				Probable
Sherwood: Blake Street Design	WA	\$785,137		PD	3.4			1	No

Shaded = Freight-eligible AT projects

funded: \$8,900,093
 available: \$11,270,927
 remainder: \$2,370,834

total funded requests: \$45,083,707
 estimated total RFFA Step 2 funding available: \$45,083,707
 remainder: \$0