

Resolution 20-5063: 2022-24 Regional Flexible Funds Allocation Step 2 Projects

Presentation to Metro Council
January 16, 2020

Request adoption of
Resolution 20-5063, For
the Purpose of Allocating
\$143.98 Million of Regional
Flexible Funding for the
Years 2022-2024, pending
adoption of the 2021-2024
MTIP



Resolution 20-5063

- Approves Step 2 package of 2022-2024 Regional Flexible Fund investments
(Step 1 investments adopted in April 2019 through Resolution 19-4959, which also defined RFFA policy direction)
- Enables completion of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP), to be adopted later in 2020

RFFA investments support the region's transportation vision

Equity

Safety

Climate

Congestion

2018 RTP vision and investment strategy directly guided RFFA policy and project selection

RTP/RFFA investment outcomes: Equity, Safety, Climate, Congestion

- 81% of projects are in Equity Focus Areas
- 69% intersect with High Injury Corridors
- 94% are on Active Transportation and Transit networks
- 708 transit stops within ¼ mile of projects

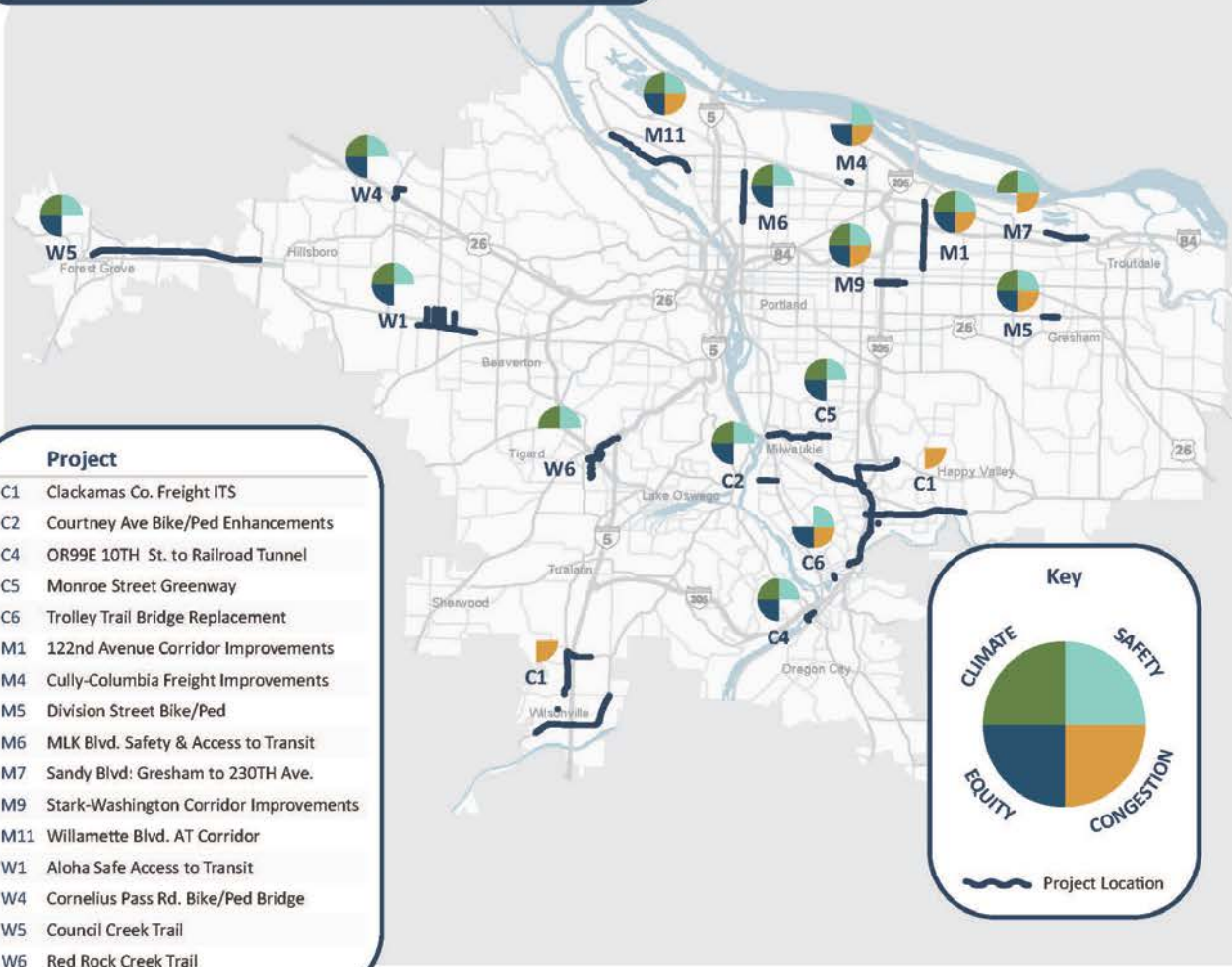
JPACT – approved Step 2 funding package

- Funds 16 of 23 total proposed projects
- Eight projects in each target category
- Two projects or more funded in each county and Portland
- \$45,083,707 awarded

Investing throughout the region

- Every county and Portland has at least 2/3 of their requested projects funded; at least two in each area
- Awards half or more of the dollar amounts requested in each county and Portland

RFFA projects advance policy priorities



Key Outcome Indicators



CLIMATE

94%
of projects within 1/4 mile
of bike or transit systems



SAFETY

69%
of projects intersect with
High Injury Corridors



EQUITY

81%
of projects intersect with
Equity Focus Areas



CONGESTION

708
transit stops within
1/4 mile of projects

Active Transportation benefits

- Adds Active Transportation improvements to streets
- Builds trails and bridges to separate modes and remove barriers
- Improves access to regional and town centers, other regional destinations
- Leverages regional investments in high-capacity transit

Freight & Economic Development benefits

- Helps freight move more easily and reliably
- Separates freight and vulnerable users
- Improves access to industrial areas and jobs

Clackamas County

- Clackamas Industrial Area ITS
- Courtney Ave Bike/Ped Improvements
- Hwy 99E Bike/Ped Improvements
- Monroe St Greenway
- Trolley Trail Bridge



Multnomah County

- Division St Complete Street
- Sandy Blvd – Gresham to 230th (includes project development for 223rd project)



Portland

- 122nd Ave Corridor Improvements
- Cully-Columbia Freight Improvements
- MLK Blvd Safety and Access to Transit
- Stark-Washington Corridor Improvements
- Willamette Blvd AT Corridor



Washington County

- Aloha Safe Access to Transit
- Council Creek Trail
- Cornelius Pass Bike/Ped Bridge (US 26)
- Red Rock Creek Trail



An aerial photograph of a city, likely Portland, Oregon, with a dense urban landscape in the foreground and a large, snow-capped mountain (Mount Hood) in the background. The text "Request Council adoption of Resolution 20-5063" is overlaid in the upper center of the image.

Request Council adoption of Resolution 20-5063