

Memo

Date: September 6, 2022
To: JPACT and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2025-2027 Regional Flexible Funds Allocation Package – recommendation from TPAC

Purpose

Review and take action on the recommendation from TPAC on the 2025-2027 Regional Flexible Funds Allocation (RFFA) Step 2 package of projects (Resolution 22-5284).

Background

In their September 2 meeting, TPAC recommended a list of ten projects to be considered by JPACT for approval to be funded through the Step 2 funding identified in the 2025-2027 Regional Flexible Funds Allocation (RFFA). In this meeting, JPACT is requested to consider and take action to recommend to Metro Council the adoption of a final RFFA investment package as detailed in the materials for Resolution 22-5284 included in the meeting packet. This resolution approves a total of \$152.8 million of federal transportation funding to be allocated to the Step 1 and Step 2 investments as detailed in Exhibit A to Resolution 22-5284.

The Step 1 investments and the Step 2 funding amount were previously identified in adoption of the 2025-2027 RFFA Program Direction (Resolution 21-5194, adopted by Metro Council September 9, 2021.)

Subsequent to that funding decision, \$10.4 million in additional federal funding became available to the region resulting from passage of the federal Infrastructure, Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). Following discussion in April 2022 with JPACT on a proposal for investing these funds through the RFFA, funding for Step 1 investments was increased by \$4.3 million, and Step 2 project funding was increased by \$6.1 million.

This brings the amounts of regional funding allocated to \$105,400,186 in Step 1 and \$47,445,855 in Step 2, with a combined total of \$152,846,041.

TPAC Step 2 recommendation

TPAC's recommendation is based on Example 2 as discussed in the August TPAC and JPACT meetings. The recommendation funds the top two priority projects in each sub-region and then funds additional projects based on their combined Equity and Safety ratings. This results in ten projects being funded at their full requested amounts. This package total is slightly over the \$47.3 million funding forecast, but the difference can be accommodated through adjustments in the MTIP programming schedule.

TPAC Step 2 Recommendation to JPACT			
Project	Applicant	Phases funded	RFFA Funding award
162nd Ave	Gresham	Const	\$7,575,882
148th Ave	PBOT	Const	\$7,100,335
I-205 Multi-use-path	Clackamas Co	Plan/PD	\$1,094,858
Council Creek Trail	Washington Co	Const	\$5,511,000
57th Ave-Cully Blvd	PBOT	Const	\$7,643,201
Sandy Blvd	Multnomah Co	Const	\$6,500,000
Willamette Falls Dr	West Linn	Const	\$3,497,580
NP Greenway (Columbia Blvd to Cathedral Pk)	PPR	Const	\$4,860,647
Beaverton Creek Trail	THPRD	Const	\$2,055,647
Fanno Creek Trail	Tigard	Plan/PD	\$1,606,705
		Total funded:	\$47,445,855

TPAC Discussion

In addition to the RFFA funding recommendation, TPAC raised several other issues for JPACT's consideration and discussion:

Inadequate funding – TPAC indicated that their funding recommendation does not adequately fund the region's transportation needs. Many necessary projects were unable to be funded, even though they deserved to be, due to the limited amount of available funding.

Needs of arterial streets – Urban arterials have significant needs that are not being met under the current funding situation. TPAC stressed the need for discussions on how to address these needs and whether the RFFA process is appropriately considering the needs and priorities of arterials relative to other transportation needs.

Identifying projects for future funding opportunities – TPAC requested discussion and consideration of the value of creating a process for identifying additional projects to be

funded should additional funding be available. Additional funding could be available if there was more RFFA funding available than what was forecasted. A proposed amendment to prioritize two specific projects for funding should actual funding exceed the forecast was considered at the TPAC meeting but did not pass. If there was interest in this topic, feedback on the following questions and observations from TPAC would be desired:

- Do JPACT and Metro Council want to have additional engagement on this issue and perhaps identify additional priority projects as an “on-deck” list?
- If a procedure was developed, would it be specific to the 2025-2027 RFFA funding cycle, or should the region consider it being developed as an on-going process?
- If pursuing this concept, should the process emphasize lower-cost project development work that would be more affordable for potential additional funds? What would be the role of sub-regional priorities in developing such a list?
- There were comments about not losing the focus on project performance relative to the adopted policy outcomes if this process is considered for moving forward.
- There was also caution against developing additional funding processes without opportunities for public awareness and input. Simply funding additional low-cost projects from the RFFA proposals without having a clear process and rationale for doing so was identified as not good public policy making.
- Metro staff identified several procedural mechanics that would need to be addressed to develop such a procedure that would result in additional staff and committee time both to develop and to implement on an on-going basis.

Discussion of regional parity - There were comments about whether there could be more consideration of how to articulate and incorporate program direction on geographic parity or “fairness” when allocating funds, while recognizing federal rules that do not allow sub-allocation of funds. Current program direction is to “Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.” This issue can be taken up in the development of the Program Direction for the 2028-30 RFFA process (to begin in 2024).

Action requested

Staff is requesting that JPACT approve the TPAC-Step 2 recommendation and the package of projects as defined in Resolution 22-5284 and submit it to Metro Council for adoption.