

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING ) RESOLUTION NO: 12-4401  
RESOLUTION 12-4383 SETTING THE POLICY )  
DIRECTION TO THE REGIONAL FLEXIBLE )  
FUNDING ALLOCATION (RFFA) PROCESS )  
FOR FEDERAL FISCAL YEARS 2016-18 )

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

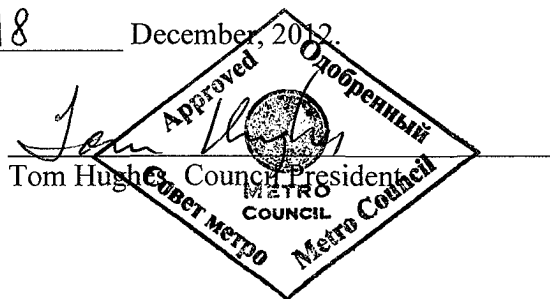
WHEREAS, JPACT recommended and on November 15, 2012 the Metro Council approved Resolution 12-4383, which established policies and processes regarding the allocation of regional flexible funding for Federal Fiscal Years 2016-2018; and

WHEREAS, JPACT has proposed amendments to the policies and processes set forth in Resolution 12-4383 regarding the Regional Economic Opportunity Fund; and


WHEREAS, JPACT and the Metro Council wish to facilitate the process and provide more specific focus for public comment regarding the Regional Economic Opportunity Fund; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT amending the policy direction for allocating the Regional Economic Opportunity Fund as part of the RFFA process for federal fiscal years 2016-18 as described in Exhibit A attached hereto.

ADOPTED by the Metro Council this day of 18 December, 2012.



Approved as to form:

  
Alison Kean-Campbell, Metro Attorney

## EXHIBIT A

Exhibit A to Resolution No. 12-4383 Entitled "2016-18 Regional Flexible Funds Allocation (RFFA) Policy Report" Section 5 is hereby deleted and replaced in full to read as follows

### STEP 3 – REGIONAL ECONOMIC OPPORTUNITY FUND

After funding Step 1 and Step 2 there is a remaining \$33.8 million to allocate as part of the 2016-18 RFFA. These monies have been set aside to fund transportation investments that:

- Address economic opportunity and job creation
- Take a systemwide approach
- Leverage private sector investments
- Consider corridor safety
- Reflect criteria from the Transportation Investment Generating Economic Recovery (TIGER) program
- Implement corridor planning work
- Improve access to industrial areas
- Consider the transportation needs of the Environmental Justice and underserved communities

The Regional Economic Opportunity Fund was created to meet these needs. Subject to the stakeholder engagement and decision processes described in Section 6, the following investments are proposed for the Regional Economic Opportunity Fund:

Jurisdiction	Project	Amount
Clackamas County	Sunrise System: Industrial Area Freight Access and Multimodal Improvement	\$8.267 million
Washington County	US 26/Brookwood Interchange– Industrial Access	\$8.267 million
Port of Portland	Troutdale Industrial Access	\$8.00 million
Multnomah County	NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements	\$1.00 million
City of Portland/TriMet	East Portland Access to Employment and Education Multi-Modal Improvements	\$8.267 million
TOTAL		\$33.801 million

### APPLICATION FOR REOF ALLOCATION

Each of the jurisdictions listed above shall by March 15, 2013 submit to Metro an application for REOF funding for the applicable project consisting of the following:

- Description of the Project
- Description of Preliminary Finance Plan, including a timeline of major milestones for the project

- Description of How the Project:
  - Contributes to long-term productivity of the US and Metro Region economy
  - Furthers Partnership for Sustainable Communities principles
  - Promotes an environmentally sustainable transportation system
  - Improves safety of the transportation system
  - Creates or preserves jobs
  - Uses innovative technology, system management, or project delivery techniques
  - Fosters multi-jurisdictional and stakeholder collaboration

## **CONDITIONS OF APPROVAL**

At the conclusion of the stakeholder engagement and decision process described in Section 6, when REOF funds are allocated to a project, actual disbursement of such funds for the project are subject to the following:

- The project is eligible for federal funds
- Sufficient matching funds are available for the project;
- Required environmental approvals have been or are reasonably likely to be received to allow the project to proceed to construction on the specified timeline;
- The project is consistent with all applicable state, regional, and local plans; and
- The recipient jurisdiction has cooperated to facilitate the efficient implementation of regional projects receiving funding from Metro's MTIP program.

If one or more of these conditions have not been met by the intended time of REOF funds disbursement, JPACT and Metro Council may defer such disbursement or may reallocate the funds to another project.

## STAFF REPORT

### FOR THE PURPOSE OF AMENDING RESOLUTION 12-4383 SETTING THE POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2016-18

---

Date: December 5, 2012

Prepared by: Josh Naramore

## BACKGROUND

Regional flexible funds are an element of the funds programmed within the Metropolitan Transportation Improvement Program (MTIP). The Metropolitan region is preparing to prioritize transportation projects and program activities to receive regional flexible funds available in the federal fiscal years 2016 through 2018. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's adopted the policy direction for the allocation of these funds with Resolution No. 12-4383 on November 15, 2012.

In the previous two allocation processes, regional flexible funds have been allocated in two steps. The first step was to allocate funds to existing regional transportation programs: metropolitan transportation planning, transit oriented development, regional travel options, transportation system management & operations, and high capacity transit development and capital construction. Step two was an allocation to local agencies for a variety of transportation projects. The 2016-18 process will add a third step of allocating \$33.8 million to projects as part of a Regional Economic Opportunity Fund (REOF).

This resolution amends the policy report adopted with Resolution No. 12-4383 to clarify the process and identify the priority projects for the \$33.8 million for the REOF.

Subject to the stakeholder engagement and decision processes described in Section 6, the following investments are proposed for the Regional Economic Opportunity Fund:

<b>Jurisdiction</b>	<b>Project</b>	<b>Amount</b>
Clackamas County	Sunrise System: Industrial Area Freight Access and Multimodal Improvement	\$8.267 million
Washington County	US 26/Brookwood Interchange– Industrial Access	\$8.267 million
Port of Portland	Troutdale Industrial Access	\$8.00 million
Multnomah County	NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements	\$1.00 million
City of Portland/TriMet	East Portland Access to Employment and Education Multi-Modal Improvements	\$8.267 million
<b>TOTAL</b>		<b>\$33.801 million</b>

## ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Updates the 2016-18 Regional Flexible Fund Allocation Policy Report, adopted by Metro Council Resolution 12-4383 on November 15, 2012 (FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION AND PROGRAM OBJECTIVES FOR THE 2016-18 REGIONAL FLEXIBLE FUNDING ALLOCATION PROCESS AND 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)).
3. **Anticipated Effects** Adoption of this resolution will add Exhibit A to the policy report for the 2016-18 Regional Flexible Fund Allocation process to nominate, evaluate and select projects to receive federal transportation funds that was adopted with Resolution 12-4383.
4. **Budget Impacts** There are no impacts for Metro's current budget. This resolution proposes policy for determining future allocations. The amounts are illustrative and rely on a continuation of funding at historic levels with modest inflationary increases of three percent. The proposal maintains Step One funding for MPO functions in the same proportion and requires the same 10.27 percent match from local participants. Final allocations will depend on available federal finding.

## RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4401.