

# Choosing allocations

## New process for 2010-13 Regional Flexible Fund allocation

A new, **two-step** process for allocating regional flexible funds was developed after extensive stakeholder and community input.

### Step 1

JPACT identifies regional project and program areas and sets aside a pool of money to apportion among them.

#### Regional projects and program areas

- The Transit Oriented Development (TOD) program
- High-capacity transit bond payments
- High-capacity transit planning (Portland to Lake Oswego corridor)
- The Regional Travel Options (RTO) program
- Transportation System Management and Operations (TSMO)
- Metropolitan Planning Organization activities
- Regional travel behavior survey
- Transportation corridor planning

### Step 2

Local jurisdictions and eligible agencies submit applications for local projects and programs and sets aside a second pool of money to be allocated through a competitive application process. From this pool of \$21.65 million, JPACT set \$7.2 million as a minimum to fund bicycle and pedestrian projects.

#### Local projects and program areas

- Regional mobility corridors: projects aimed at completing the transportation network for all types of transportation.
- Mixed-use implementation: projects that support a mix of employment, retail and residential growth in centers and on main streets.
- Industrial and employment area implementation: projects to help industrial and employment areas retain and attract jobs by providing adequate freight and employee access.
- Environmental enhancement and mitigation: projects to reduce pollution or negative impacts of the transportation network on natural systems.
- Project development: preliminary design and engineering work to provide reliable cost, design and impact data on conceptual projects to be considered in the future.

## How to comment

Review the regional programs and local projects in the **"2010-13 Summary of projects and programs" booklet**.

**For Step 1**, regional programs, comment on the recommended distribution of the allocations.

**For Step 2**, local projects, comment on which projects to fund.

1. Sign in for yourself only. First come first served.
2. Let staff know whether you wish to testify orally. If you do, staff will assign you a number at the top of your Comment Form.
3. Complete the top section of the Comment Form. Please print clearly.
4. If you have brought written comments with you, please attach them to Comment Form. Staff will supply paper clips if you need them.
5. If you have not brought written comments, use the bottom section of the form to summarize your remarks.
6. If you are submitting written comments only, put your completed Comment Form (with any attachments) in the Comment Box.
7. If you wish to testify orally, take your Comment Form (with any attachments) and wait in the hearing room until your number is called. You will have three minutes to complete your remarks. When you finish, submit your Comment Form (with any attachments) to staff or put them in the Comment Box.

To ensure the accuracy of the public record, please submit a written copy of your comments even if you also testify orally.

## Other ways to comment

- **Online:** [www.oregonmetro.gov](http://www.oregonmetro.gov)
- **E-mail:** [trans@oregonmetro.gov](mailto:trans@oregonmetro.gov)
- **US mail:** RFF Comments, Metro Planning, 600 NE Grand Avenue, Portland, OR 97232
- **Fax:** RFF Comments, 503-797-1930

## Fact sheet | Fall 2008



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600 NE Grand Ave.  
Portland, OR  
97232-2736  
503-797-1700

## Transportation projects and programs

# 2010-13 Regional Flexible Fund Allocation

## What are regional flexible funds?

Regional flexible funds come from two federal funding categories established by Congress—the Surface Transportation Program and Congestion Mitigation/Air Quality funds. These funds are administered in the Portland metropolitan region by Metro. Every two years Metro allocates these funds according to policies established by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT). Projects selected to receive these funds are included in the Metropolitan Transportation Improvement Program (MTIP), along with the other regional projects and programs in the region that receive federal transportation dollars.

# What is the MTIP?

Metropolitan Transportation Improvement Program

The MTIP schedules distribution of all federal and some state transportation funds in the Portland metropolitan region over a four-year period. Four agencies administer MTIP funds: Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and Metro. MTIP only funds projects or programs that are already listed in the current Regional Transportation Plan.

Most of the funds administered by ODOT and the transit agencies are dedicated to specific categories.

The funds administered by Metro—the regional flexible funds—may be invested more broadly.

## Main funding sources by agency

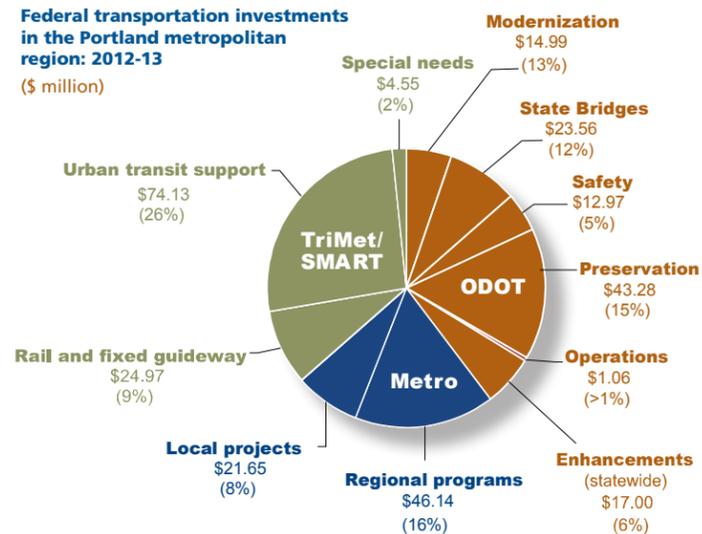
The table below shows the federal funding sources and their allowed uses.

## Proposed allocation for 2012 and 2013

The chart at the bottom the page shows anticipated federal funding for years 2012 and 2013 to illustrate the portion of federal transportation dollars administered in this region by ODOT, the transit agencies and Metro.

Agency	Federal Fund Type	Uses
ODOT	<b>Federal Highway Administration (FHWA) Trust Fund</b>	
	• Interstate Maintenance	• Preservation (resurfacing) of the interstate highway system
	• Surface Transportation Program	• Highway preservation (resurfacing)
		• Operations (signs, signals, traffic management)
		• Highway modernization (widening)
TriMet/SMART	<b>Federal Transit Administration</b>	
	• Bridge funds	• Building and maintaining state bridges
	• Safety funds	• Crash reduction and highway safety
	• High-Priority Projects	
	(Congressional earmarks)	• Special projects; highway modernization (widening)
Metro	<b>FHWA Trust Fund</b>	
	• Transportation enhancements	• Highway appearance/function; historic preservation, other

Federal transportation investments in the Portland metropolitan region: 2012-13 (\$ million)



TriMet has submitted a request to the Federal Transit Administration for federal "New Starts" funding for the Portland to Milwaukie light rail project for 2012 and 2013. This request is not reflected in the graph because the approval status and the amount of potential funding is currently not known. The graph also does not reflect transportation investments funded from local sources or those funded exclusively by the state (such as through the Oregon Transportation Investment Act or Connect Oregon). Congressional earmark spending is not known until the authorization and appropriation bills for these years are enacted.

## Life cycle of a project built with support from the Regional Flexible Fund

1. Community organizations or local agencies identify a need. Community organizations need to work with a local jurisdiction, state agency or regional transportation agency to proceed.
2. A project is developed by a local jurisdiction, state or regional transportation agency.
3. The project is included in a financially constrained Regional Transportation Plan.
4. A local jurisdiction, state or regional agency applies for Regional Flexible Funds to build the project.

### We are here

5. Metro and Joint Policy Advisory Committee on Transportation (JPACT) seek public comment on regional flexible fund allocations for the next funding cycle.
6. Metro Council and JPACT consider public comment before approving the Regional Flexible Fund allocations.
7. The project is programmed in the Metropolitan Transportation Improvement Program (MTIP).
8. The MTIP is analyzed for air-quality conformity and then becomes part of the State Transportation Improvement Program (STIP).
9. Local jurisdiction, state or regional agency develops detailed project designs that include avoiding or mitigating environmental impacts.
10. The project is constructed.

## Projects built with support of regional flexible funds



### Clackamas County: Boeckman Road extension.

Extended Boeckman Road to serve West Wilsonville and the Villebois development, with culverts to preserve natural functions and wildlife movement

Year completed: **2007**  
Total cost: **\$14,600,000**  
Regional Flexible Funding: **\$2,000,000**



### City of Forest Grove: town center pedestrian improvements

Added sidewalks, street trees and other pedestrian enhancements

Year completed: **2008**  
Total cost: **\$2,024,000**  
Regional Flexible Funding: **\$1,760,000**



### City of Gresham: Gresham-Fairview Trail from NE Halsey to NE Burnside

First of five segments of a multi-purpose, off-street connection to eventually connect the Marine Drive Trail with the Springwater Trail

Year completed: **2007**  
Total cost: **\$1,200,000**  
Regional Flexible Funding: **\$1,076,000**



### City of Portland: Naito Parkway from Davis to Market

Rebuilt failing pavement and added bike lanes and on-street parking

Year completed: **2007**  
Total cost: **\$7,500,000**  
Regional Flexible Funding: **\$5,955,000**