

# 2028-30 Regional Flexible Funds Allocation (RFFA): Step 1A.1 Draft Bond Scenarios & Step 2 Evaluation Draft Results

EMCTC TAC

March 5, 2025





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# Step 1A.1: New Project Bond

# How we got here

## Nomination Period

- Nominations received of interest: Earthquake Ready Burnside Bridge

## Eligibility Screening

## Candidate Project Evaluation

## Bond Scenarios Concepts and Themes Input

## Draft Bond Scenarios

- Five unconstrained; mix across nine projects
- Eight constrained; mix across five projects

## Input, input, input + Program Direction

# Draft Bond Scenario: Allocation Approach

## Approach to Bond Proceed Allocation:

- Utilize up to \$84 million
- Investment into all five candidate projects
  - No candidate at full requested amount
- At levels to support project advancement
  - Project team conversations informed milestones
- Reviewed previous allocations to similar projects
- Similar investment levels for new transit categories

# Draft Bond Scenario



Candidate Project	Allocation	Activity	Description
82 <sup>nd</sup> Avenue Transit Project	\$24 million	Construction	Construct a new FX transit line with increased frequency, pedestrian access enhancements, transit vehicle priority, and other amenities and features.
Tualatin Valley Highway Transit Project	\$27.5 million	Construction	Construct a new FX transit line with increased frequency, pedestrian access enhancements, transit vehicle priority, and other amenities and features.
Montgomery Park Streetcar Extension	\$10 million	Construction	A 1.3 mile extension of the existing Portland Streetcar North-South (NS) Line to Montgomery Park in Northwest Portland with multimodal extensions of area streets and rehabilitation of NW 23rd Avenue.

# Draft Bond Scenario



Candidate Project	Allocation	Activity	Description
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million	Construction	Construct a dedicated eastbound bus-only lane on the bridge with a bus dwell area and preserve right-of-way to accommodate future streetcar operations as part of the replaced seismic upgraded Burnside Bridge.
Sunrise Gateway Corridor Project	\$12.5 million	Project Development	Complete Sunrise Gateway Highway NEPA re-evaluation. Complete 20% design of the Sunrise Gateway Highway from 122 <sup>nd</sup> to 172 <sup>nd</sup> . Build off 20% design for Stage 1: Safety and Local Connections on Highway 212/224 between 135 <sup>th</sup> and 152 <sup>nd</sup> to complete Design Acceptance Package.



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# **Step 2: Technical Evaluation Draft Results**

# How we got here

## Pre-Application

### Nomination Period

- Application assistance
- Total 24 applications; 3 from E. Multnomah County

8

### Technical Evaluations

- Outcomes Evaluation: Advancement of RTP goals + consistency with regional design guidelines
- Project Delivery Risk Assessment



# Outcomes Evaluation Methods

(see Attachment 1 - Draft Report & Appendix 2)

## Overarching Methodology

Separate evaluation for application types

- Project Development
- Construction

Evaluation Areas: 5 RTP goals + design

- Not weighted
- Design not assessed w/project development

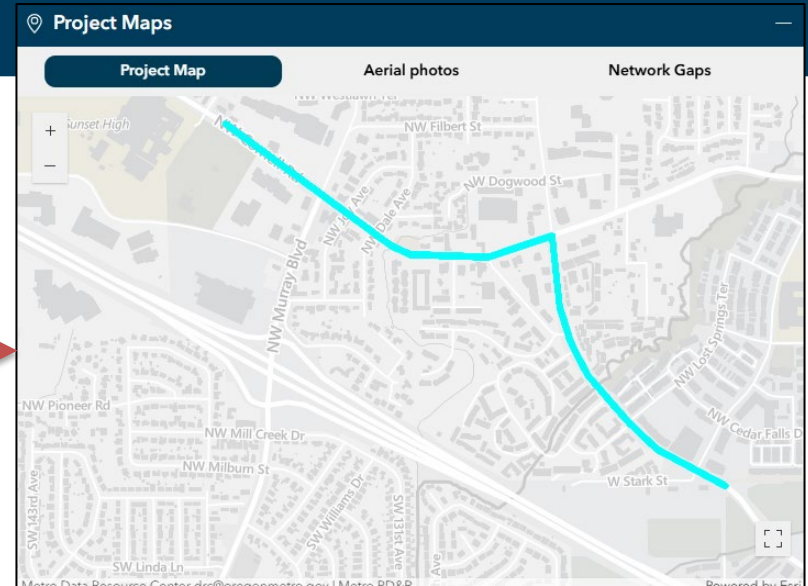


# Outcomes Evaluation Methods

(see Attachment 1 - Draft Report & Appendix 2)

3 evaluation methods:

- GIS analysis
- If yes, then
- Scope review



**CAR6. Does project identify specific Transportation System Management and Operations (TSMO) investments in the project scope?\***

Review project scope. Max score of 2 points available. Score if the project scope adds new or advances existing operation of digital, smart, and/or intelligent transportation systems (ITS) infrastructure to manage existing capacity on the project roadway. Examples can include fiber optic, upgraded traffic signals, traveler information, speed reduction warnings.

0    1    2

**CAR16. Is the project is located in an urban heat island?**

Reference only. No points allocated. Urban heat island defined here as 'project located in census tract in top quartile of tract urban heat index deviation from average'. GIS evaluated.

**CAR17. Does the scope adds street trees or other green infrastructure to reduce heat island effects?\***

See response to CAR16. If marked yes, then score.

Score 1 point if project includes scope elements which address urban heat effects.

0    1

# Project Delivery Assessment Methods

(see Attachment 2)

Separate evaluation for application types

- Project Development
- Construction

Two evaluation categories:

- Project Management Risks
- Inherent Risks

Attachment 2: 20-30 RFFA Step 2 Technical Evaluations

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## Technical Memorandum

March 3, 2025 Project# 29295.002

To: Grace Cho and Monica Krueger, PE, Metro  
600 NE Grand Avenue  
Portland, OR 97232

From: Russ Doubleday, AICP, Sam Godon, Max Heller, Camilla Dartnell PE, & Hermanus Steyn, PE/Eng, PE

RE: Draft 2028-30 Regional Flexible Funds Allocation Risk Assessment

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### Overview

Metro's Regional Flexible Funds Allocation (RFFA) process allows local agencies to apply for federal funding, distributed through the Metro region, for local projects. Metro is evaluating the 2028-2030 RFFA project applications based on how meaningfully they can help the region achieve the five Regional Transportation Plan goals of advancing mobility options, building a safe transportation system, building an equitable transportation network, supporting a thriving economy, and investing in climate action and resilience.

Kittelson & Associates, Inc. (Kittelson) worked with Metro and the local agencies to identify and mitigate project delivery risks through the RFFA application process. Kittelson developed and applied a methodology for evaluating risks for each project application, considering the likelihood of a project being completed on budget and as outlined through the project's scope. After applying the methodology to each application, Kittelson then compiled a list of clarifying questions for each agency to better inform the risk assessment scoring for their application(s). Each agency was able to update their applications or provide clarification to inform the risk assessment. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

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### Methodology

The following section outlines the risk assessment factors and scoring that Kittelson used to examine each RFFA project application. Additionally, this section covers the influence that the stage of project development the applicant is requesting funding for has on the project's risks. This methodology was based on a review of risk evaluation best practices, the lessons and experiences of the project team from conducting a similar analysis for the 2025-2027 RFFA cycle, updated to reflect changes over the last few years, and applied to the pool of applications received for the 2028-2030 RFFA cycle.

In addition to this risk assessment information, future information regarding a cultural resources review is expected to be made available through Metro. That information should augment this in understanding full complexities and risks that projects may be required to navigate.

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### Major Risk Considerations

In considering potential risks, the project team divided project risks into two groups.

- The first group, Project Management Risks, are risks that can be accounted for through project budget, with sufficient outreach and collaboration, with an adequate project scope, and/or with an



# Project Delivery Assessment Draft Results

Jurisdiction	Project	Score	Tiers
Beaverton	Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St	14	Low
Clackamas County	Clackamas Industrial Area Improvements: SE Jennifer Street Multi-use Path	44	Medium-High
Gladstone	Gladstone Historic Trolley Trail Bridge Construction	52	Medium-High
Gresham	NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue	30	Medium
Gresham	NW Division Street Complete Street: Gresham-Fairview Trail - Birdsdale Avenue	18	Low-Medium
Happy Valley	OR 212/224 Sunrise Hwy Phase 2: Bike/Ped Facilities and Interchange Improvements (CON)	40	Medium
Hillsboro	Smart SW 185th Avenue ITS and Better Bus Project	16	Low-Medium
King City	Westside Trail Segment 1 - King City	34	Medium
Lake Oswego	Lakeview Blvd - Jean Rd to McEwan Rd	22	Low-Medium
Milwaukie	Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue	12	Low
Multnomah County	NE 223rd Ave: NE Glisan to NE Marine Dr Safety Corridor Planning	14	Low
Oregon City	OR99E (McLoughlin Boulevard) 10th Street to tumwata village: Shared-Use Path and Streetscape Enhancements Project Development	14	Low
Portland (PBOT)	NE Glisan St: 82nd Avenue Multimodal Safety and Access	20	Low-Medium
Portland (PBOT)	NE MLK Jr Blvd Safety and Access to Transit	16	Low-Medium
Portland (PBOT)	NE Prescott St: 82nd Ave Multimodal Safety and Access	20	Low-Medium
Portland (PBOT)	Outer Halsey and Outer Foster (ITS Signal Improvements)	14	Low
Portland (PBOT)	W Burnside Green Loop Crossing	6	Low
Portland (PP&R)	Red Electric Trail East of SW Shattuck Rd	24	Low-Medium
Sherwood	Cedar Creek/Ice Age Tonquin Trail: Roy Rogers - OR 99W	38	Medium
THPRD	Bridge Crossing of Hwy. 26 by the Westside Trail	42	Medium
Tigard	North Dakota Street (FannoCreek) Bridge Replacement	50	Medium-High
Washington County	Beaverton Creek Trail: Merlo Road Improvements	42	Medium
Washington County	SW 175th Design: SW Condor Lane to SW Kemmer Road	22	Low-Medium
Washington County	Cedar Mill Better Bus and Access to Transit Enhancements	24	Low-Medium



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# Next Steps

# Step 1A.1: Today & After

## March 2025: **Select Preferred Bond Scenario**

- TPAC recommendation to JPACT: March 7<sup>th</sup>
- JPACT approval: March 20<sup>th</sup>

## March – April 2025: Public Comment

- Open public comment: March 24<sup>th</sup>



# Step 2: After Today

## March 2025: Share technical results

- Share draft results w/JPACT
- Finalize evaluation results
- Share final reports w/coordinating committees

## March – April 2025: Public Comment

- March 24<sup>th</sup> to April 28<sup>th</sup>

## May 2025: Information for allocation package options

- Public comment summary
- Sub-regional priority indication
- Package options concepts/themes



# Step 1A.1 & 2: Discussion Questions

- Comments/questions on draft bond scenario?
- EMCTC TAC comments to TPAC representatives on TPAC recommendation to JPACT on draft bond scenario to release for public comment?
- Questions on the Step 2 Outcomes Evaluation or Project Delivery Risk Assessment?
- Questions on Step 2 next steps?

# Questions? Comments

Contact: Grace Cho

[grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

[oregonmetro.gov/rffa](https://oregonmetro.gov/rffa)



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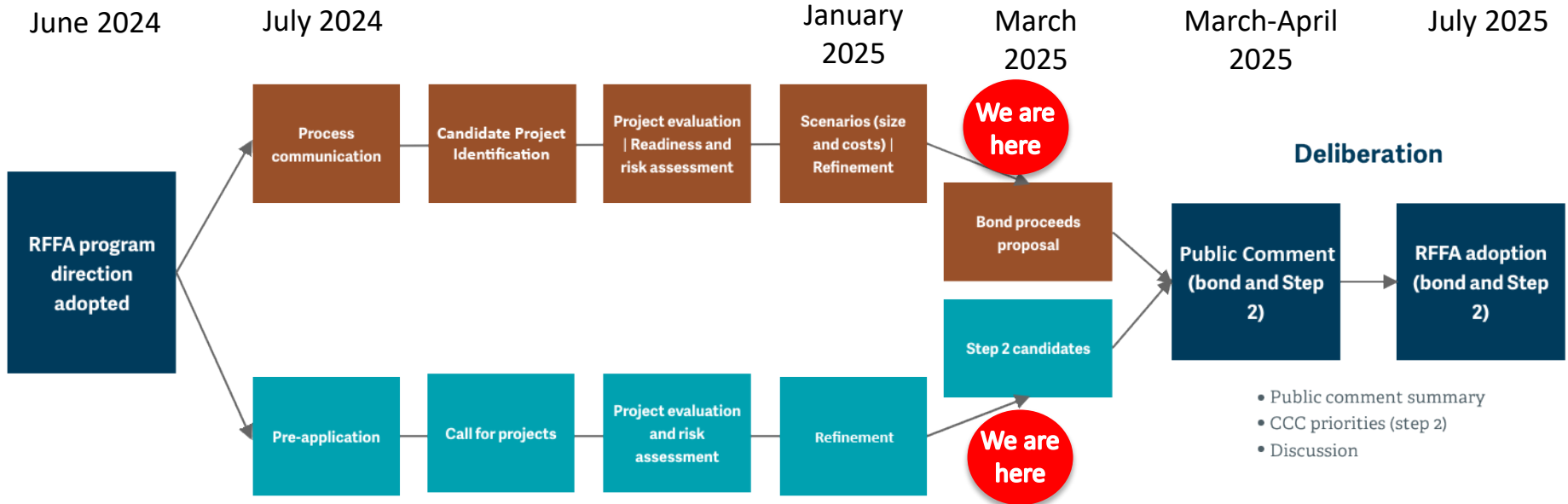
**[oregonmetro.gov](https://oregonmetro.gov)**



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# Extra Slides

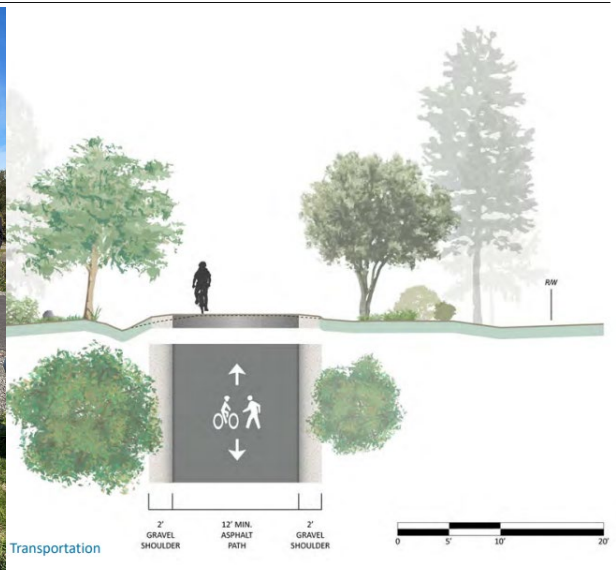
# Where we are: Step 1A.1 & Step 2



# Draft Bond Scenario: Step 2 Implications

## Step 1A.1 - Bonds against future Regional Flexible Funds

- \$84M Step 1A.1 means \$42M for Step 2 allocation
- Future Step 2 impacted w/less \$ for through 2039



# Draft Bond Scenario: Overall Performance

- 28-30 RFFA Program Direction
  - Balance performance on RTP goals/outcomes advancement
  - Investment across the region
  - Remain focused on readiness and funding leverage
- Fiscal constraint
  - Maintains financial principles
- Reflect themes, direction, input received
  - Invests in new transit categories