



Metro

# 2025-2027 Regional Funding: RFFA + Trails Bond

Presentation to EMCTC TAC

June 1, 2022

# Today's discussion

1. Review the Outcomes Evaluation report
2. Input on developing proposals for TPAC/JPACT discussion
3. Answering questions

# Two funding sources = \$67.3 million

(Federal)  
RFFA:  
\$47.3 million

(Local)  
Trails bond:  
\$20 million

# 29 applications

Funding category	Number of applications	Amount requested
RFFA	14	\$79,642,888
Trails Bond	7	\$9,611,010
Either	8	\$26,526,615
Total	29	\$115,780,513*

# Four categories: funding source + project phase

## RFFA

- Planning/Project Development
- Construction

## Trails Bond

- Planning/Project Development
- Construction

# RFFA funding criteria

2018 Regional Transportation Plan Priorities	Outcome(s) Being Measured (Project Criteria)
<p><b>Equity</b></p> <p><b>Reduce barriers and disparities</b> faced by historically marginalized communities, particularly for communities of color and people with low income.</p>	<p>Increased accessibility</p> <p>Increased access to affordable travel options</p>
<p><b>Safety</b></p> <p><b>Reduce fatal and severe injury crashes</b> to move the region as quickly as possible toward Vision Zero, particularly for communities of color and other historically marginalized communities.</p>	<p>Reduced fatal and serious injury crashes for all modes of travel</p>
<p><b>Climate Change</b></p> <p><b>Reduce greenhouse gas emissions</b> from cars and small trucks to reduce the impacts of climate change, particularly for communities of color and other historically marginalized communities.</p>	<p>Reduced emissions from vehicles</p> <p>Reduced drive alone trips</p>
<p><b>Congestion Relief</b></p> <p><b>Manage travel demand and increase use of travel options</b> to make travel more reliable on the region's busiest roadways, particularly for communities of color and other historically marginalized communities.</p>	<p>Increased reliability</p> <p>Increased travel efficiency</p> <p>Increased travel options</p> <p>Reduced drive alone trips</p>

# Trails Bond funding criteria

- Provide people access to streams, rivers and wetlands.
- Include connections to or partnerships with trails of statewide significance.
- Close a gap in existing trail segments or a gap between major destinations.
- Demonstrate that trail acquisition or development has a high level of readiness (e.g. existing master plan, completed land acquisition, completed design work and local agency leadership).
- Leverage other public, private or non-profit investments in the surrounding community.
- Focus on closing gaps and completing ready-to-build projects that fulfill the

Regional Trails Plan, including land and water trails, particularly those identified as priorities by communities of color, Indigenous communities, low-income and other historically marginalized communities.

- Consider proximity to affordable housing and transit and connections to regional or local parks, local streams and rivers.
- Prioritize trails likely to be used by communities of color, Indigenous communities, low-income and other historically marginalized communities.
- Include universal design for people of all abilities.

# How criteria areas were used

- Equity, Safety, Climate – used for both funds
- Congestion – used for RFFA
- Trails – used for Trails Bond



# Other RFFA performance measures

- Prioritized in Regional Investment Measure
- Provides/increases access to Target Industries
- Industrial/Commercial developability potential
- Residential developability potential
- Improvements to Freight network

<b>DRAFT 25-27 Project Ratings</b>				Legend:	BEST	BETTER	GOOD			
Project	Applicant	Fund Source	Requested amt	Equity	Safety	Climate	Con. Rel.	Trails	Overall	
<b>Trails Bond Planning/PD projects</b>										
Emerald Necklace Trail	Forest Grove	Either	\$ 200,000	56%	63%	33%	N/A	53%	51%	
Tigard-LO Trail	Tigard	Either	\$ 245,000	67%	71%	56%	N/A	82%	69%	
Brookwood Ped Overpass	Hillsboro	Either	\$ 4,500,000	44%	71%	33%	N/A	71%	55%	
Scott Creek Trail	Happy Valley	Bond	\$ 89,562	78%	79%	44%	N/A	47%	62%	
Westside Trail: Seg 1	King City	Bond	\$ 210,000	44%	50%	22%	N/A	56%	43%	
Westside Trail Bridge	THPRD	Bond	\$ 1,907,500	89%	71%	33%	N/A	76%	67%	
			avg	63%	68%	37%		64%	58%	
			max	89%	79%	56%		82%	69%	
			min	44%	50%	22%		47%	43%	
			diff	44%	29%	33%		35%	26%	

# Risk Assessment Overview

## Evaluation based on:

- Risks associated with inadequate scope, schedule, budget, or collaboration
- Risks associated with inherent project complexities

## Evaluation considers:

- Different funding types (RFFA vs Trails Bond)
- Project development phases: completed vs requesting funding
  - Projects requesting planning funds not penalized for not being far in project development: evaluation criteria applied is specific to project funding stage
  - Projects requesting construction funds are expected to have more detailed understanding of risks and cost estimate

# June TPAC: Input on developing proposals

- Focus on certain criteria areas or look at overall outcomes?
- Consider funding source for “Either” projects
- Balancing to available funding
- Incorporating additional information:
  - Public Comment, Coord. Comm. Priorities

# Next steps

- Public comment: May 20 – June 21
- Coordinating Committee input: July 22
- TPAC recommendation, JPACT approval, Council adoption: Sept, Oct



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# Questions?

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