

Memo

Date: May 6, 2022
To: JPACT and Interested Parties
From: Dan Kaempff, Principal Transportation Planner
Subject: 2025-2027 Regional Funding Allocation Project Outcomes Evaluation

Introduction

Staff is providing information to JPACT on the 2025-2027 Regional Funding Allocation Project Outcomes Evaluation Report.

Policy Direction

The [2025-2027 Regional Flexible Funds Allocation \(RFFA\) Program Direction](#) was approved by JPACT and adopted by Metro Council in September 2021. This document describes the region's intent for investing the Regional Flexible Funds. It directs the region to invest in a manner consistent with the policy outcomes and investment priorities as defined in the 2018 Regional Transportation Plan (RTP), and through following the regional transportation finance approach in use since 2009.

There is a total of \$67.35 million available for projects in this funding cycle. The 2025-2027 RFFA Program Direction estimated that approximately \$41.25 million in federal transportation funds would be available for capital project investments (Step 2 of the RFFA funding framework). As discussed and approved at JPACT in April 2022, this amount has subsequently been increased to \$47.35 million due to an increased level of regional transportation funding through the federal Infrastructure Investments and Jobs Act (IIJA).

Additional funding is available in this RFFA cycle for regional trails projects. Up to \$20 million will be awarded from the voter-approved 2019 Metro Parks and Nature measure. Trails projects that meet RFFA eligibility requirements may be funded through either or both sources of available funding. Applicants were given the opportunity to indicate if they wished for their trails project to be considered for either source of funds.

Project Applications

Metro held a call for projects that opened in November 2021 and closed in February 2022. Sixteen jurisdictions submitted a total of 29 applications. A full list of the proposed projects is attached to this memo. The funding request for each source of funding is as follows:

**Table 1:
Breakdown of applications and funding requests**

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

Understanding and using the project ratings

The Outcomes Evaluation report is structured to provide details on how the projects advance the region's transportation investment priorities – Equity, Safety, Climate, Congestion Relief – as defined in the 2018 RTP, and through the 2019 Parks and Nature bond measure.

The criteria for evaluating the 29 project proposals were adopted through the 2025-2027 RFFA Program Direction and the 2019 Parks and Nature bond. The performance measures are based on these criteria and were developed with input from a work group comprised of TPAC representatives, agency staff and community organization representatives. None of the criteria areas are weighted higher than the others.

Projects were measured using an additional set of evaluation questions aimed at understanding their potential economic benefits. This information is included in the information for each project in the Outcomes Evaluation report.

Details on the methodology used in rating the projects are found in the Outcomes Evaluation Report, and complete rating details are found in the Excel workbook, both included with the meeting materials.

Evaluation of the project proposals consisted of responding to a series of questions in each criteria area. Much of the evaluation was done primarily through a GIS analysis using the information provided by the applicant. Several questions required manual evaluation and response, which was conducted by Metro staff. In the attached ratings workbook, questions answered through the GIS analysis are shaded blue; those requiring a manual response are shaded orange.

In order to create a meaningful comparison, the projects have been grouped into four categories as shown below.

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Projects are rated using a GOOD/BETTER/BEST system. The ratings are based on a relative scale compared to the other projects within that category. Trails projects requesting either source of funds are shown in both relevant categories.

The Outcomes Evaluation illustrates how projects performed in the four RFFA criteria areas and the Trails Bond criteria (if applicable). An overall rating is also provided. The intent behind illustrating the outcomes in this manner is to provide information to decision makers that provides multiple means of understanding the policy differences associated with developing funding proposals. For example, it is possible to consider funding projects that may perform well in one or two criteria areas compared to choosing projects that perform well overall.

The categories also provide a means of comparing trails projects requesting funding from either source. Certain projects perform differently when compared to other projects in the Trails Bond categories vs the RFFA categories.

Additional project information

The Outcomes Evaluation report is the first of four sources of information to be used in developing a package of projects for Metro Council approval.

- Risk Assessment – Following practice established for the 2022-2024 RFFA, Metro is working with Kittelson and Associates to conduct a risk assessment of the project proposals. This evaluation measures the thoroughness of projects' scoping, timeline and budget, and identifies any associated risks to the project being completed as indicated in the proposal. The risk assessment is intended to help ensure that the regional funding awarded to a project can be obligated and proceed as described in the applications. The initial risk assessment findings have been shared with applicants. They have the opportunity to amend their proposal following the initial risk assessment report to address any findings. The final risk assessment report will be presented to TPAC and JPACT in June.
- Public Comment – Metro has scheduled a 30-day public comment period, per regional and federal policy. This creates the opportunity for members of the general public, along with community organizations and local jurisdictions to provide insights and information beyond that included in the project application materials and to demonstrate support for specific projects. Applicant agencies are encouraged to make their constituents aware of the opportunity to comment and provide input. The public comment period on or around May 20.
- Coordinating Committee Prioritization – Gathering input from local jurisdictions via their county coordinating committees is the final source of information used in helping shape the funding decision. Coordinating committees may indicate which of the projects submitted from their represented jurisdictions are their priorities to be considered for funding. The deadline for submitting communication to Metro on coordinating committee priorities is July 22.

Schedule and timeline

Below is a timeline of upcoming discussions and important dates to be followed in the RFFA process.

**Table 2:
TPAC/JPACT RFFA project selection schedule**

May	11 – TPAC workshop 19 – JPACT 20 – Public Comment period opens	Present draft project outcomes evaluation report. 30-day public comment period
June	3 – TPAC 21 – Public Comment close	Gather input on developing funding proposals, present draft risk assessment.
July	8 – TPAC 13 – TPAC workshop 21 – JPACT	Present final risk assessment, public comment reports (due July 1), discuss initial draft funding proposals. Coordinating committees identify priority projects (due July 22)
August	5 – TPAC 18 – JPACT	Discuss and refine draft funding proposal, w/CCC priorities.
September	2 – TPAC ACTION 15 – JPACT ACTION	TPAC to recommend funding proposal to JPACT JPACT to approve project list for Council action
October	6 or 13 – Council ACTION	Final adoption of 25-27 RFFA funding allocations

**Table 3:
25-27 RFFA/Trails Bond Project Applications**

Project name	Applicant	Sub-region	Requested amt	Fund source requested
I-205 MUP	Clackamas Co	Clack	\$ 935,884	RFFA
Clackamas River Trail	Happy Valley	Clack	\$ 666,175	Tr Bond
Scott Creek Trail	Happy Valley	Clack	\$ 89,562	Tr Bond
Lakeview Blvd: Jean to McEwan	Lake Oswego	Clack	\$ 450,036	RFFA
Trolley Trail: Milwaukie Bay Pk	NCPRD	Clack	\$ 624,250	Tr Bond
Willamette Falls Dr: 16th to Ostman	West Linn	Clack	\$ 3,362,985	RFFA
Gresham-Fairview Trail: Halsey to Sandy	Gresham	Mult	\$ 4,167,723	Tr Bond
162nd Ave - Glisan to Halsey	Gresham	Mult	\$ 7,316,080	RFFA
Sandy Blvd: Gresham to 230th	Multnomah Co	Mult	\$ 20,660,000	RFFA
Troutdale Rd: Stark to Beaver Ck	Multnomah Co	Mult	\$ 1,720,000	RFFA
Sandy River Greenway	Troutdale	Mult	\$ 1,945,800	Tr Bond
148th Ave: Halsey to Powell	PBOT	Port	\$ 7,100,335	RFFA
Cully Blvd/57th Ave	PBOT	Port	\$ 7,643,201	RFFA
Cornfoot Rd MUP	PBOT	Port	\$ 6,698,345	Either
MLK Jr Blvd: Fremont to Lombard	PBOT	Port	\$ 5,532,955	RFFA
7th Ave: Washington to Division	PBOT	Port	\$ 10,692,227	RFFA
Taylor's Fy Rd: 49th to Capitol Hwy	PBOT	Port	\$ 10,124,236	RFFA
NP Greenway: Kelley Pt to N. Slough	PPR	Port	\$ 4,465,605	Either
Marine Dr Trail	PPR	Port	\$ 2,161,124	Either

NP Greenway: Columbia to Cathedral Pk	PPR	Port	\$ 2,745,541	Either
Allen Blvd: Murray to King	Beaverton	Wash	\$ 723,670	RFFA
Emerald Necklace Trail	Forest Grove	Wash	\$ 200,000	Either
Brookwood Pkwy Ped Overpass	Hillsboro	Wash	\$ 4,500,000	Either
Westside Trail: Seg. 1	King City	Wash	\$ 210,000	Tr Bond
Westside Trail: Bike/Ped Br	THPRD	Wash	\$ 1,907,500	Tr Bond
Beaverton Creek Trail	THPRD	Wash	\$ 1,774,575	RFFA
Fanno Creek Trail	Tigard	Wash	\$ 1,606,705	RFFA
Tigard-Lake Oswego Trail	Tigard	Wash	\$ 245,000	Either
Council Creek Trail	Washington Co	Wash	\$ 5,511,000	Either
	total requested:		\$ 115,780,513	