

2028-30 Regional Flexible Funds Allocation (RFFA): Step 2 Overview & Next Steps

Portland Pedestrian Advisory
Committee

April 15, 2025





Metro

What are Regional Flexible Funds?

What are Regional Flexible Funds?

- Federal transportation dollars allocated to each Metropolitan Planning Organization (MPO)
- Surface Transportation Block Grant (STBG), Congestion Mitigation & Air Quality (CMAQ)
 - ~5% of all transportation funding in region
- Approximately \$150 - \$153M allocated among three categories:
 - Step 1A: Debt repayment
 - Step 1B: Regionwide Programs & Planning Activities
 - Step 2: Capital grants to local transportation projects

28-30 Regional Flexible Fund Allocation Program Direction

- Adopted direction stating region's intent of how to target regional funds to achieve Regional Transportation Plan (RTP) priorities
- Sets objectives for allocation process
- Defines funding categories & amounts
- Adopted July 2024

Exhibit A to Resolution 24-5415



Resolution 24-5415

2028-2030 Regional Flexible
Fund Allocation program
direction

June 2024

Overview

28-30 Regional Flexible Fund Step 2

Capital Grants – estimated \$42 million

- Competitive process

Getting to a Step 2 allocation package

- Program Direction objectives
 - Investment across the region
- Technical evaluation results
- Public comment
- Allocation package concepts
- Coordinating Committee & Portland priority



Ribbon cutting for Ch'ak Ch'ak Trail opening – A previously Regional Flexible Fund Step 2 awarded ⁵ project.

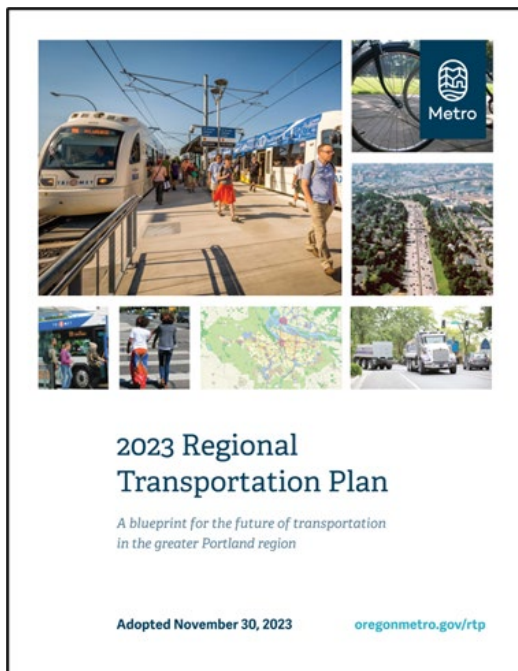


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Where we are: 28-30 Regional Flexible Funds Step 2 Allocation Process

Outcomes Evaluation

Outcomes Evaluation: Advancement of RTP goals + consistency with regional design guidelines



Project Delivery Assessment

Purpose: To flag and identify challenges the project application may encounter in federal project delivery process

Two risk categories:

- Project Management Risks
- Inherent Risks

Attachment 2: 28-30 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

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.

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.

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

(<https://www.oregonmetro.gov/public-projects/2028-30-regional-flexible-funding-allocation/step-2>)

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 2: April – May 2025

March – April 2025: Public Comment

- March 26 to April 30, 2025

May 2025: Input for allocation package options

- Public comment summary
- Coordinating Committee & Portland priority indication
- Package options concepts

Available in English & Spanish

Step 2: June – July 2025

June 2025: Share allocation package options

- Deliberate options
- Input for shaping a staff recommendation

July 2025: Approval & Recommendation to Adopt

- Includes Step 1A.1, Step 1B, and Step 2

Be Heard!

2028-30 Regional flexible funding allocation

Regional flexible funds provide federal funding for investments in sidewalks, trails and roadways in communities across the region.

Overview Background Funding priorities New project bond **Step 2**

The next round of regional flexible funds are available for 2028 through 2030. The estimated amount available for Step 2 is about \$42 million. While 2028 may seem far off, it is necessary that projects are selected by summer 2025 to prepare the awarded projects for the federal funding process.

Metro held a call for projects from Sep. 6 through Nov. 22, 2024. Cities, counties and parks districts submitted applications to receive flexible funds for local transportation projects in the greater Portland region that align with the region's funding priorities.

Metro received 24 applications requesting a little over \$140 million in total. Among the applications, 19 projects requested federal funds to support construction, and the other five projects requested federal funds for project development activities only.

Check out this summary of the applications received, which also includes the requested

Comment now through Wednesday, April 30

Share what you think about the 24 proposed community transportation projects seeking to invest in trails, sidewalks and roadways. Up to \$42 million is available in the competitive Step 2 phase.

[Step 2 survey \(English\)](#)

[Step 2 survey \(Spanish\)](#)

To request translation assistance or other accommodations, [email](#) or call 503-797-1890 or TDD/TTY 503-797-1804.

Visit:

<https://www.oregonmetro.gov/public-projects/2028-30-regional-flexible-funding-allocation/step-2>

Questions? Comments

Contact: Grace Cho

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oregonmetro.gov/rffa



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