2025-2027 Regional Flexible Funds Allocation (RFFA)

Presentation to EMCTC October 18, 2021

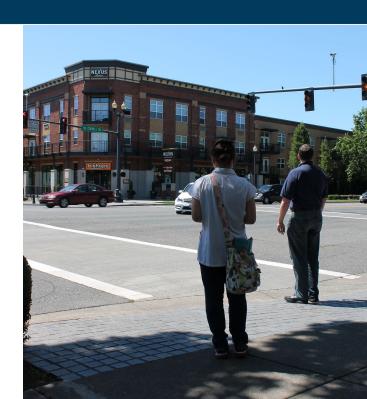


Regional Flexible Funds

Federal transportation dollars (STBG, CMAQ)

Broad eligibility, focus on making multi-modal improvements on regional system

~5% of all transportation funding in region





2025-27 RFFA Program Direction

Approved by JPACT, adopted by Metro Council resolution

Statement of intent to target regional funds to achieve RTP Priority Investment outcomes



2025-2027 Regional Flexible Funds Allocation Program Direction

(Resolution 21-5194)

RTP Investment Priorities & RFFA Criteria

Equity

- Increased accessibility
- Increased access to affordable travel options

Climate

- Reduced emissions from vehicles
- Reduced drive-alone trips

Safety

 Reduced fatal and serious injury crashes for all modes

Congestion Relief

- Increased reliability
- Increased travel efficiency
- Increased travel options
- Reduced drive-alone trips

RFFA + Trails Bond funding

Shared application, technical evaluation, risk assessment; separate decision processes

Not combining funding sources or selection processes; projects may receive funding from both sources

Streamlined process; one application for both funding sources, better coordination of regional dollars



Projected available funding: \$61,249,814

Trails bond: \$20,000,000

RFFA: \$41,249,814

Funding differences

| | Trails bond \$20 million | RFFA \$41.25 million |
|------------------|-----------------------------|--------------------------------------|
| Source: | Local | Federal |
| Delivery agency: | Local | ODOT (if local agency not certified) |
| Match: | (Varies) | 10.27% |

Consistency with regional plans

| | Trails Bond | RFFA |
|---|----------------|----------|
| Regional transportation plan project list | N/A | Required |
| Regional trails system plan map | Required | N/A |

Eligible active transportation facilities

| | Trails Bond | RFFA |
|-------------------------------|----------------|------|
| On-street bike/ped facilities | Yes | Yes |
| Off-street paved trails | Yes | Yes |
| Natural surface trails | Yes | No |
| Water trail improvements | Yes | No |

Eligible project phases

| | Trails Bond | RFFA |
|--------------------------------|----------------|------|
| Project development | Yes | Yes |
| ROW/Construction | Yes | Yes |
| ADA/accessibility improvements | Yes | Yes |
| Capital maintenance | Yes | No |

Typical funding awards

| | Trails Bond | RFFA |
|---------------------|-------------|------------|
| Project development | Up to \$1M | Up to \$1M |
| ROW/Construction | \$500K-6M | \$2-6M |



Competitive proposals should include:

- Strong alignment with regional priorities
- Clear and complete project scope, budget and plan

Competitive proposals should include:

- Stakeholder support: public, other agencies
- Ability to leverage other investments or resources



Evaluation and input

Outcomes evaluation: technical analysis of project outcomes relative to criteria and RTP investment priorities

Risk assessment: identifying any potential changes to scope, timeline or budget

Public comment: gathering stakeholder input and opinions

Coordinating committees: indicating which projects are their priorities (RFFA funding only)

Deliberation and decision

TPAC and JPACT work together to consider different approaches to selecting a package of projects

TPAC makes a <u>recommendation</u> to JPACT

JPACT considers TPAC recommendation, approves a final list for Council action to adopt



Call for projects - soon!

Application materials will be available on 11/22/21

Proposers' workshop: Early December (date TBD)

Proposals due: 2/25/22

Schedule

Project Solicitation

Project call: November 2021

Proposer's workshop:
December 2021

Proposals due: February 2022

Evaluation & Input

Technical Analysis, Risk Assessment: March, April 2022

Public Comment: May 2022

Coord. Comm.: Summer 2022

Deliberation & Decision

RFFA: TPAC, JPACT

Trails bond: Bond Committee

Metro Council to adopt separately:
October 2022

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