Intertwine Alliance Current Priorities

Guided by our 2019-2024 strategic plan and in line with current capacity, priorities through June 2022 are:

- **Intertwine Summit 2021**

- **Continuing Equity & Inclusion Cohorts**

- **Advocacy, regional convening, regional identity**

- **Monthly partner coffees**

THE INTER TWINE

Intertwine Summit 2021

Wed, Nov. 10

1:30 to 5 p.m.

With a social hour from noon to 1 p.m.

Virtual

Tickets $20-$25

REGISTER by Oct. 20 for early bird pricing

Designed by committee of 17 Intertwine Alliance partners

What does it mean to be a coalition advancing nature in 2021?

We'll explore this question with a **keynote speaker and interactive sessions on four learning tracks.**

Summit Learning Tracks

Designed by Alliance partners to meet partner needs:

- **Houselessness & the environment** - including a workshop to create ongoing houselessness working group

- **Regional climate adaptation**

- **Park and nature access for all**

- **Investing in nature**

For full agenda and evolving list of speakers, panelists: https://bit.ly/Summit-agenda

We see ALL of these sessions as being relevant to the trails community.

THE INTER TWINE

Advocacy, Regional Convening, Regional Vision

- Engagement about Metro parks & nature bond implementation

- Steph Noll, Oregon Trails Coalition, has joined The Intertwine Alliance Policy & Strategy Committee.

- Collaboration of Regional Trails Initiatives (CRTI)

- Quarterly regional park directors meetings

- Regional conservation working groups

THE
INTER
TWINE

How It Started

Mission & Values

What We Offer

How To Contact Us

BIKEPOCPNW

How It Started

White Dominated Online Community

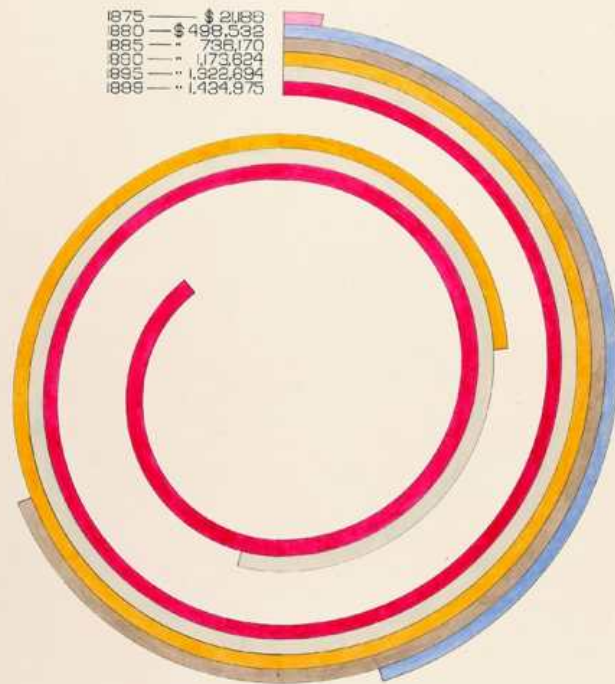Awakening/Reckoning For BIPOC Cyclists

Organizing The First Ride

Catering To The Group Needs

Anti-Asian Hate Solidarity Ride

W. E. B. Du Bois's Data Portraits

Visualizing Black America

THE COLOR LINE AT THE TURN OF THE TWENTIETH CENTURY

1875 —— $ 2,188
1880 —$498,532
1885 —" 736,170
1890 —" 1,173,624
1895 —" 1,322,694
1899 —" 1,434,975

WHITNEY BATTLE-BAPTISTE *and* BRITT RUSERT, *editors*

BIKEPOC PNW

How It Started

Mission & Values

Brave & Healing Space

- Self-Accountability
- Centering WTFNB BIPOC Folks
- Believe Survivors of Abuse & All Harm
- Acknowledge Stolen Lands
- Participation is a Privilege
- Intent Does Not Equal Impact

Mission & Values

What We Offer

ADVENTURE
- Mixed-Surface
- 25-50 miles
- Exploring!

CHINGONA
- WTFNB BIPOC
- 8-15 miles
- Community!

PARTY PACE
- Pavement
- 8-15 miles
- Accessible!

MOUNTAIN BIKE
- Off-Road
- 8-20 miles
- Taking Space!

What We Offer

How To Contact Us

Coordination: Google Groups & **Slack**

Instagram: **@BikePOCPNW** & @ChingonasOutside

Route Library: Ride With GPS – search 'BikePOCPNW'

My Personal Email: will.cortez.23@gmail.com

How To Contact Us
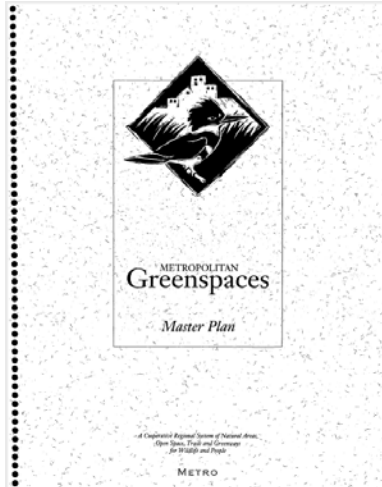
1992 - Metropolitan Greenspaces Master Plan

A Metro government goal is included in the Regional Greenspaces Master Plan supporting the concept of a "water trail" on the Tualatin River with a facility for camping.

# 1995 & 2006 - Natural Areas bond measures

Metro purchased five Washington County properties including the Gotter and Munger Farms, land at the intersection of River Road and Hwy 210, the Morand Natural Area, and the Borland Yard.

2010 - Tualatin Riverkeepers Access Campaign

TRK launches a campaign to build four access points, one every five to 10 miles, along the lower 40 miles by 2020.

Locations - Farmington Bridge, Munger Lane, Schamburg Bridge, and Stafford/Wankers Corner.
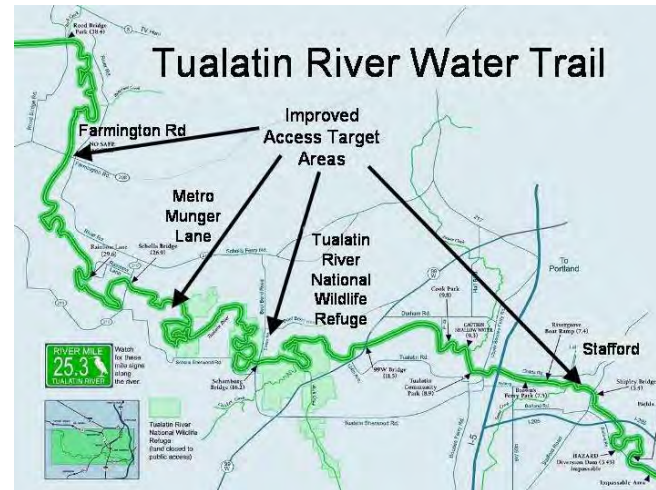
2011 - Tualatin River Water Trail

Metro Council provides funding to begin the first phase of an effort to plan and design the **Tualatin River Water Trail** with boat launches spaced every five to seven miles along the river.

2012 - Tualatin River Light Watercraft Access Study

A group of over a dozen agencies, organizations and individuals identify **Farmington** and **River's Bend** as the best Metro owned locations for the development of paddle launches; conceptual site layouts were developed for each.

2014 – Signs, Trail Markers, Maps

TRK received a grant from the Washington County Visitors Association (WCVA) in 2014 for way-finding signs, trail markers and river trail map signs at public access facilities along the Tualatin River. WCVA also worked with TRK to produce, publish, and distribute a printed map of the Tualatin River Water Trail.

2020 – National Recreation Trail Designation

The Department of the Interior designated a 38 mile stretch of the Tualatin River Water Trail a National Recreation Trail.

2021 – Current Status of the Trail

- Formal Developed Public Launches – 10
- Informal Public Access – 10 locations
- Proposed New Formal Launches – 6
- Strategic Conceptual Additions – 2

Launch Location and Condition

- 6 launches are within 5 miles of one another below RM 11.5
- 3 launches are on the 27 miles of river above that
- 1 launch is equipped with hardware facilitating accessibility
- 3 launches have deteriorated to a point that it affects their safe use.

West Linn – Willamette Park
Formal - RM 0.0

The launch area's concrete ramp has significantly eroded. The associated parking area is not well delineated. The City has initiated a planning process for improvements to the launch.
Phase 1 - Improvements to the parking area along Volpp street.
Phase 2 - ADA access to the beach area, a new ramp, and potentially a dock.

West Linn – Fields Bridge
Informal - RM 1.6

The launch area is an unimproved riverbank in need of stabilization. A formal launch has been proposed. The City requires any access be ADA.

Lake Oswego – Lake Oswego Corp. Diversion Dam
## No access, Informal passage - RM 3.4

Paddlers bypass the dam on its south end over a low retaining wall. Passage around the dam would dramatically improve opportunities for whitewater paddling during high winter flows. The Lake Oswego Corp is supportive of a formal bypass and launch but does not want the responsibility for its maintenance or liability for it.

Federal Highway Administration - I-205 Bridge Crossing
Proposed - RM 4.9

A launch has been proposed as part of the I-205 Project Seismic upgrades and widening.
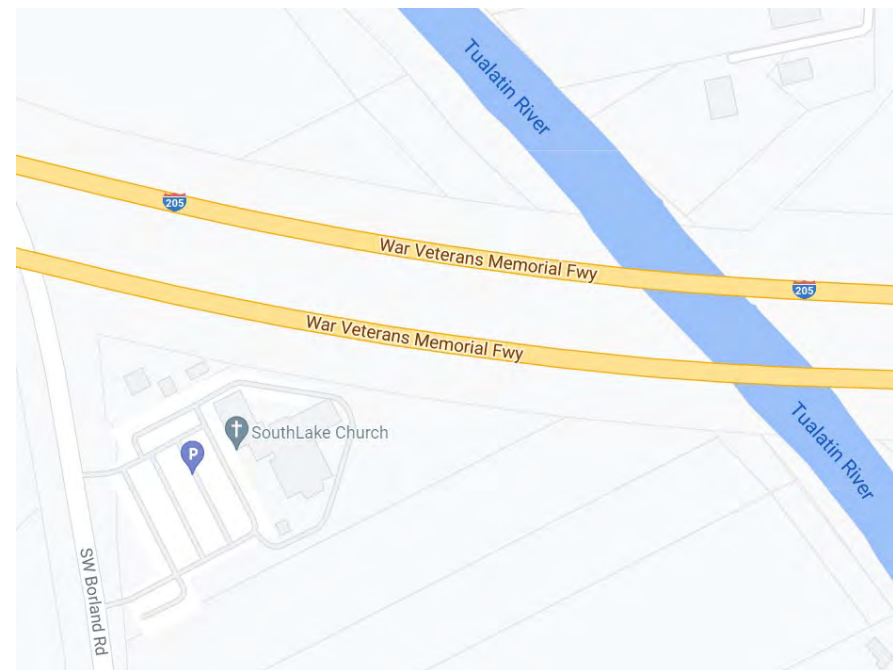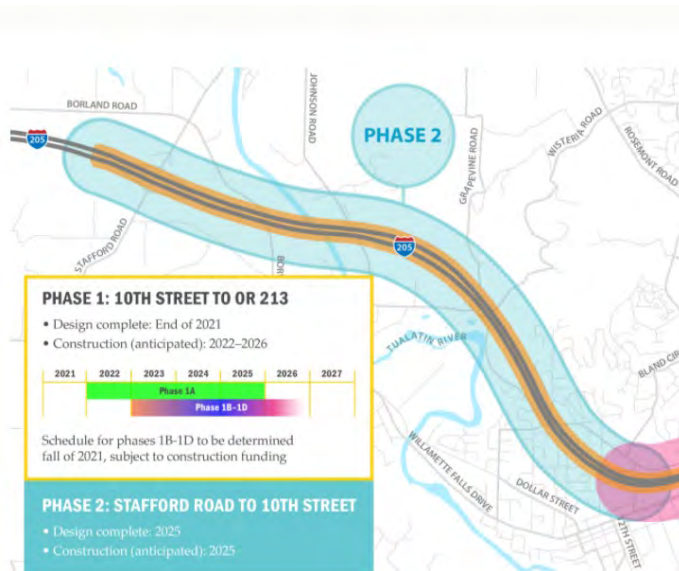
Clackamas County – Shipley Bridge
Informal - RM 5.4

Signs were installed in 2020 delineating where launch users can park. Parking on the gravel road shoulder could be improved along with better signage. The path and launch area below the culvert could be stabilized and improved.

Metro Native Plant Center – Stafford Road
Formal - RM 5.5

The launch can be used only through a Special Use Permit request. A new floating dock was installed in 2020, replacing the one damaged by flood waters. A new access was proposed with separate parking to the east of the current launch utilizing an easement off Stafford Road.

City of Rivergrove – Stark Boat Ramp
Formal - RM 7

The City is currently considering eliminating parking on the south side of SW Dogwood Dr. The OSMB has received complaints from paddlers about harassment by neighbors. Local residents have suggested developing a new launch at either Heritage Park or the end of Canal Rd.
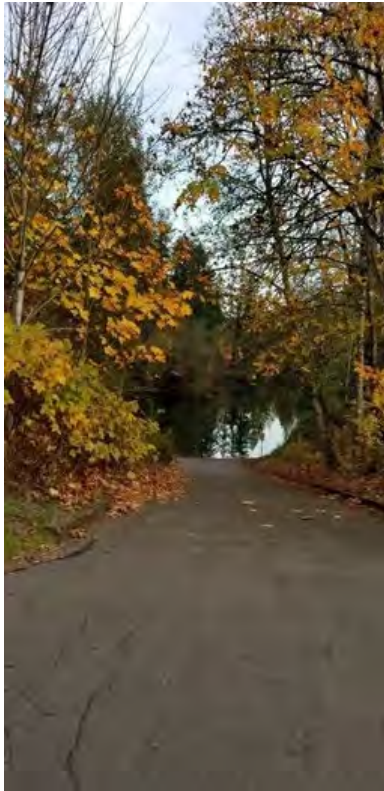
City of Tualatin – Tualatin Community Park
Formal - RM 8.9

The City will soon begin work on a new master plan for its park system that will include improvements to river access. Parking is 200' from the river.

City of Tigard – Cook Park
Formal - RM 9.8

The city plans to replace the aging dock, retain the existing pylons, and add hardware to assist paddlers with physical disabilities to launch boats. A second launch area east of the existing ramp for nonpowered watercraft would significantly ease congestion.

City of King City – King City Community Park
Informal, Proposed - RM 12

The path and dock is maintained in the powerline corridor informally by area residents. King City is interested in developing a formal launch off the end of an easement/access they own from the end of SW 131st Ave. to a parcel of land owned by Washington County on the river.

Washington County - Schamberg Bridge
Informal, Proposed - RM 16.5

The Amstad Family Revocable Trust owns what was know as Elsner Park on the northeast end of the Bridge; Metro's Beef Bend Natural Area is adjacent to the east. Tualatin River National Wildlife Refuge owns the land southeast and northwest of the bridge. The purchase of the Amstad property for a future launch should be considered, since it also a crossing point for 2 other regional trails.

National Wildlife Refuges

Waterfowl Production Areas

National Wildlife Refuges, easement

National Wildlife Refuges, lease

Wetland Management Districts

Agreement

Secondary to other federal agency

Partial Interest

City of Tigard – Lasich Lane
Proposed - RM 19

A future city park is planned on the Tualatin River at a point approximately halfway along an 18 mile stretch of river without formal public access. The City plans to request an OSMB Waterway Access Grant to help fund the planning and permitting of a non-motorized watercraft launch.

Metro - River's Bend, (Munger Natural Area)
Informal, Planned - RM 24

The informal launch can be used only through a Special Use Permit request. Plans have been developed for a launch, parking, and visitor amenities. It could also function as a camping opportunity for paddlers. It could be a potential project to receive 2019 Natural Area Bond funds.

Munger Lane

Walker Macy
Metro | Making a great place
Tualatin River Light Water Craft Access Study

Washington County - Eagle Landing
Formal - RM 29.6

The steel staircase that provided access to the launch area was damaged and removed during winter storms in early 2017. The County has a prioritized concept plan to replace it with a ramp and floating dock on pylons.
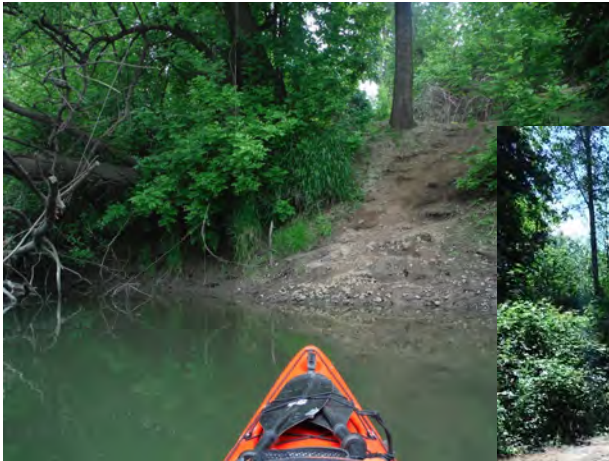
Metro - Farmington Paddle Launch
Formal - RM 33.3

The launch area is an eroding steep bank in need of stabilization and improvement. It could be a potential project to receive 2019 Natural Area Bond funds, or possibly the same funding source that replaced the dock at the Native Plant Nursery launch.

City of Hillsboro - Rood Bridge Park
Formal - RM 38.4

A ramp and dock upgrade was completed in 2017 with funding assistance from the Oregon Parks and Recreation Department, the Land and Water Conservation Fund, and Metro.

Licorice Lane Farms – Irrigation Wier Dam
Informal Passage - RM 39

The irrigation dam just upstream from the Rood Bridge Park launch blocks paddling passage further upstream for much of the year. The dam was built to maintain a pool of water for irrigation draw prior to the construction of the Scoggins Dam. Passage around the dam would open up over 6 miles of navigable river to paddlers.

Clean Water Services – Tualatin River Farm
Proposed - RM 41.5

CWS has expressed interest in developing launch here as they develop their new facility.

City of Hillsboro - Jackson Bottom Wetlands
Proposed - RM 45

The City is investigating a land purchase for a new launch site on the west side of Hwy 210 and has expressed interest in collaborating with the City of Cornelius.
A launch here would allow paddlers to access a 6 mile stretch of navigable river to Rood Bridge Park.
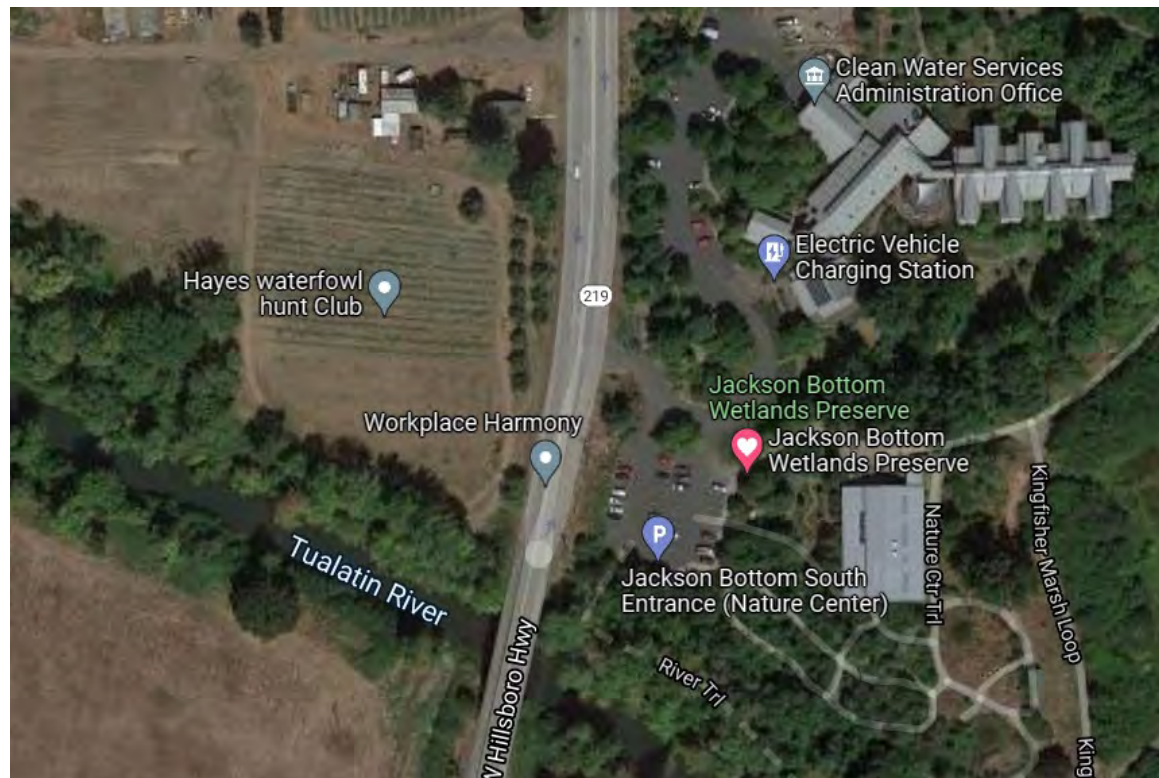
City of Cornelius – Alderwood Addition
Proposed - RM 50

City of Cornelius – Steamboat Park
Informal, Proposed - RM 49

Informal access exists just east of the Park's parking lot down a steep bank. A large perennial logjam blocks navigation 1/3 of a mile upstream. The river is seasonally navigable downstream 5 miles to another large perennial log jam, just upstream from its confluence with Dairy Creek.

Developing a non-motorized boat launch" is included in the Cornelius Parks (10 year) Master Plan.
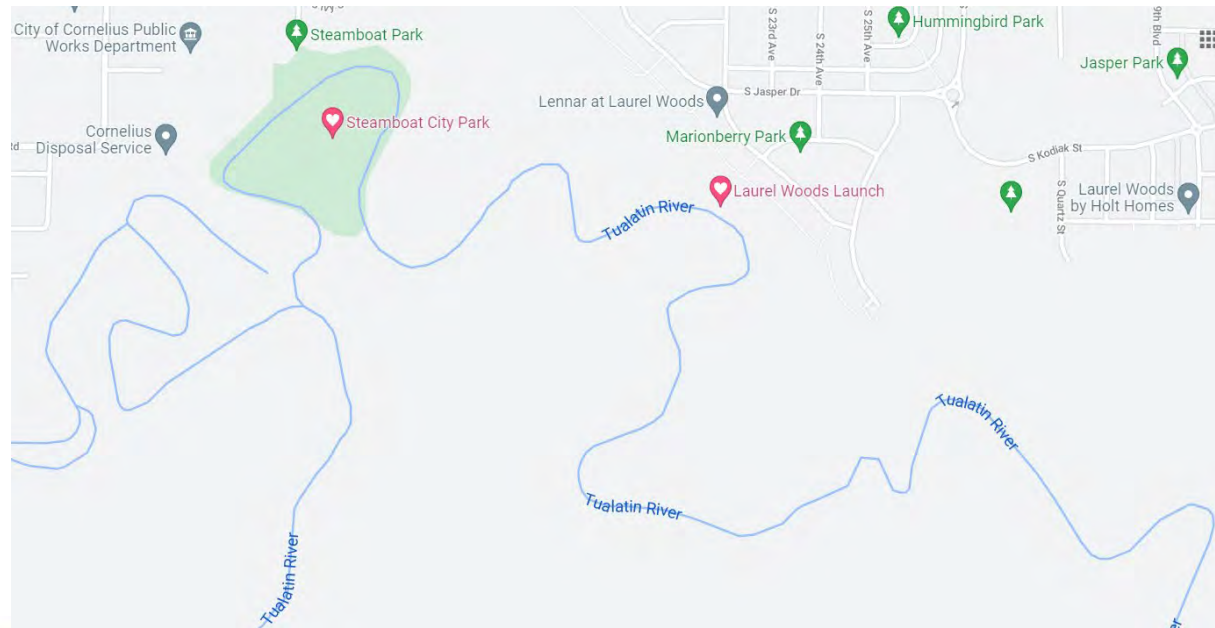
Development Priorities

18 Mile stretch of river between Eagle Landing (RM 29.6) and Highway 99W (RM 11.5)

- Metro River's Bend – Planned Launch RM 24
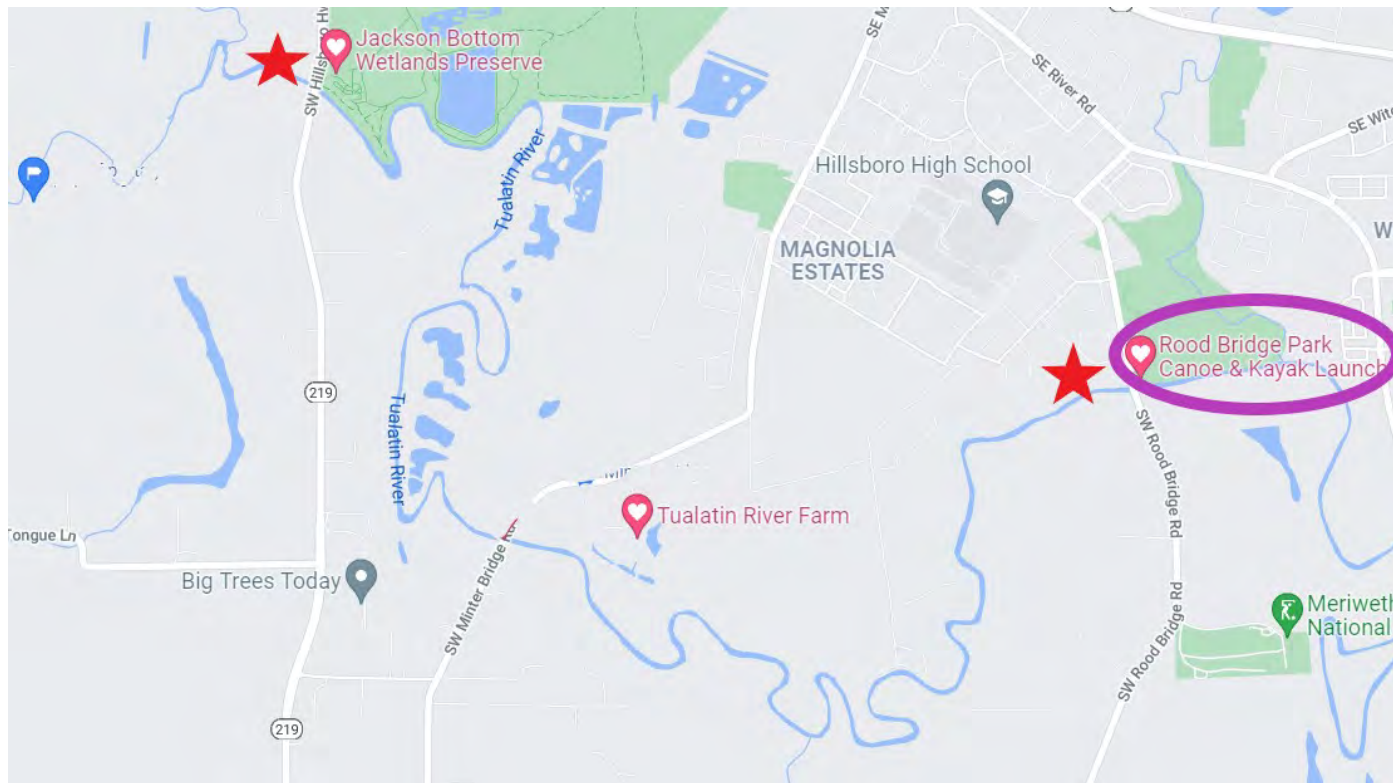- City of Tigard Lasich Lane - Planned Launch RM 19

Development Priorities

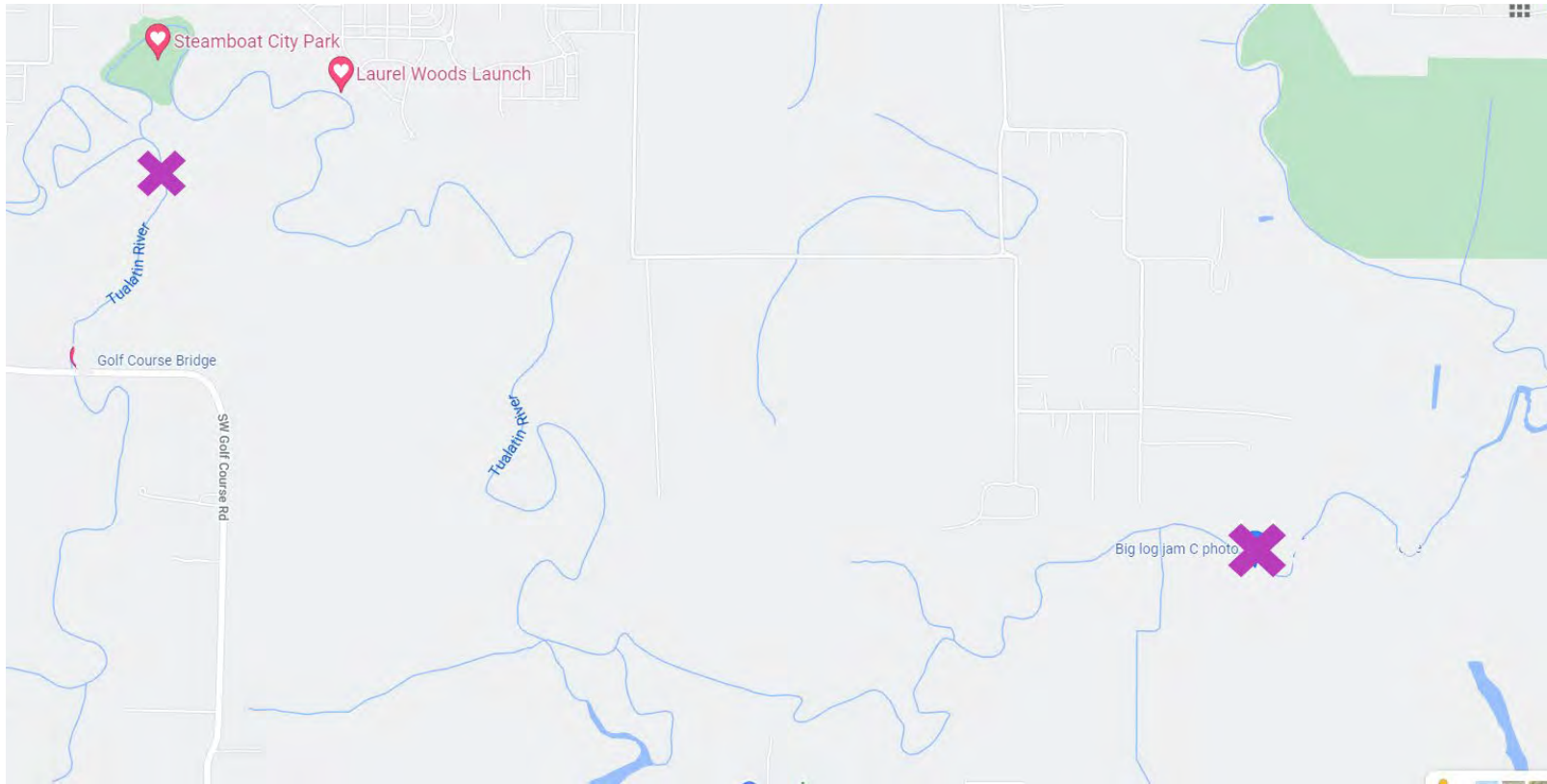**6 Mile stretch of river above Rood Bridge Park (RM 38.4)**

- Licorice Farms Dam – Proposed passage RM 39
- City of Hillsboro Jackson Bottom Wetlands - Proposed Launch RM 45

Development Priorities

5 Mile stretch of river below Steamboat Park (Cornelius) (RM 50)

- City of Cornelius Steamboat Park – Proposed Launch
- City of Cornelius – Alderwood Addition – Proposed Launch

Development Priorities

5.5 Mile stretch of river below Metro Native Plant Center (RM 5.5)

- Clackamas County – Shipley Bridge RM 5.4 - improvements
- Federal Highway Administration - I-205 Bridge Crossing RM 4.9 - Proposed Launch
- Lake Oswego Corp. Diversion Dam RM 3.4 – Proposed Formal Bypass

Oregon Parks and Recreation Department Recreation Grant Programs

Photo credit Katie Sox

Historic Columbia River Highway State Trail: The Journey To Reconnection

- **Remember –** The historical, recreational and economic significance of the Historic Highway

- **Restore –** Decades long effort to restore the entire highway, close to nearing completion

- **Reconnect –** Update on progress, and ways you can help make this vision a reality.

- **Revive –** How this unique route is already and will continue to boost local economies.

YOU can help us get to the finish line!

The Journey to Reconnection
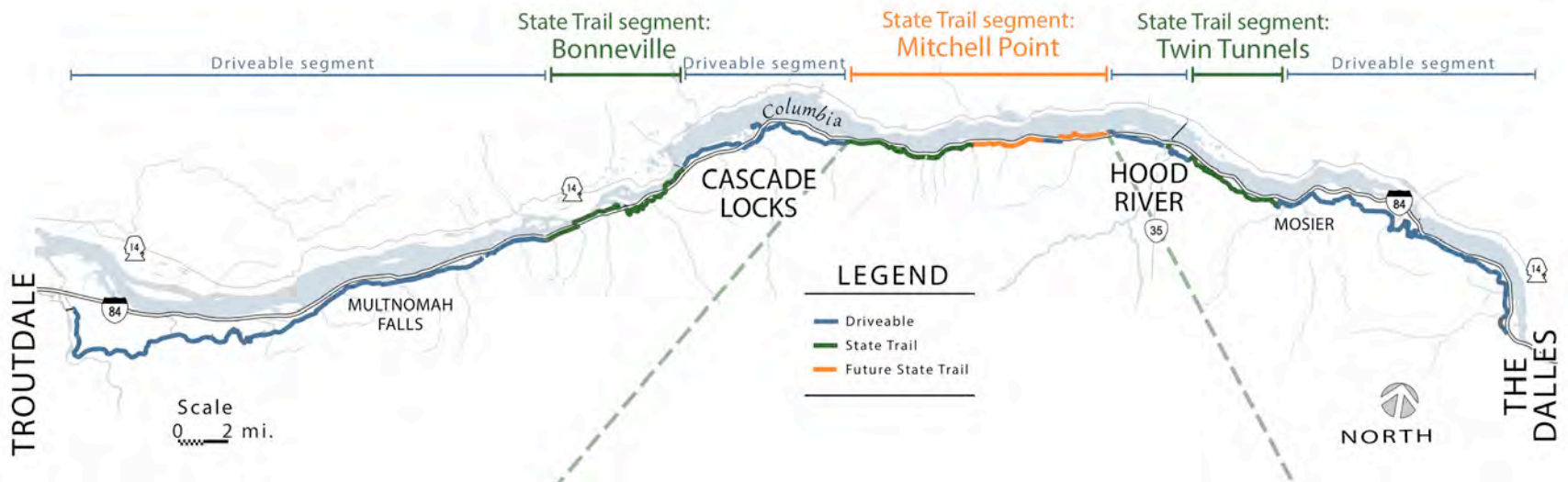
REMEMBER

"**Men from all climes will wonder at its wild grandeur when once it is made accessible by this great highway"**

Samuel C. Lancaster, *highway engineer*

RESTORE

A changing landscape,
a changing economy,
a consistent view.

RECONNECT

Remaining Segments
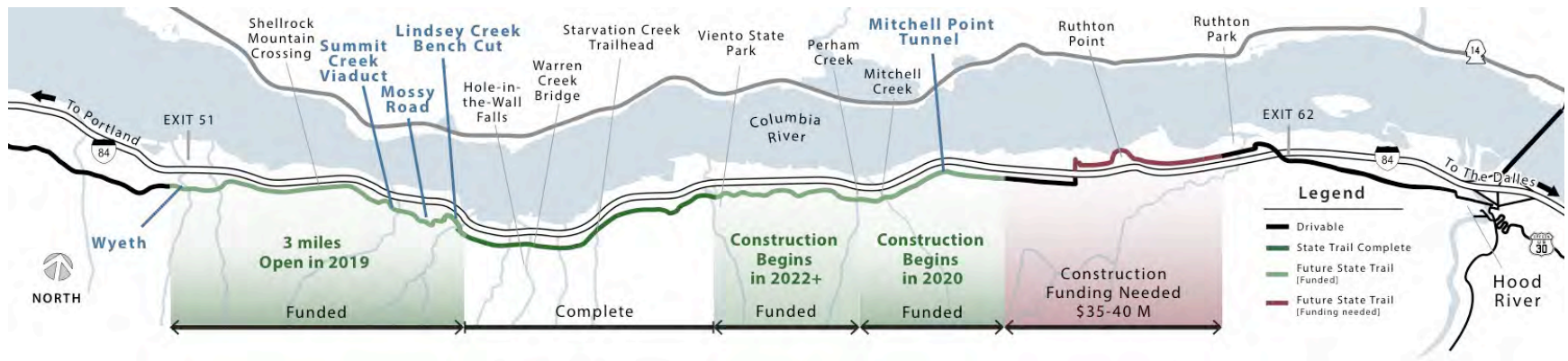
REVIVE

Support the Historic Highway State Trail! Here's how you can help:

- Follow us on Facebook.

- Attend an Advisory Committee meeting.

- Return to your community and share this progress.

- Follow our progress at www.historichighway.org.

- Sign up for our e-newsletter updates.

- Book this presentation at your club.

Historic Columbia River Highway State Trail: The Journey to Reconnection

- Thank you for your time!

- Presenter contact name and info

- www.HistoricHighway.org

HISTORIC COLUMBIA RIVER HIGHWAY
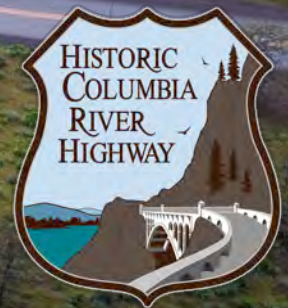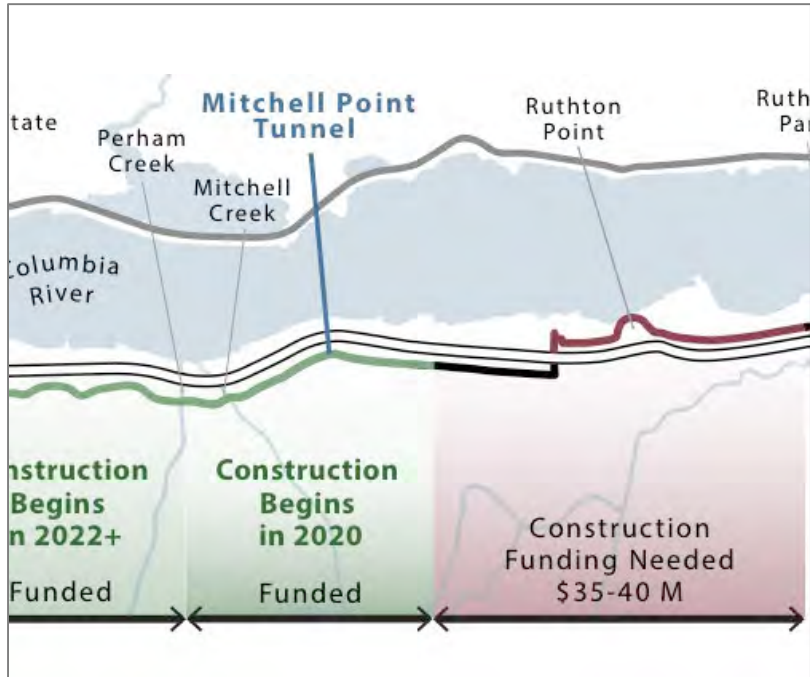
Mitchell Point Tunnel

- Construction Underway

- Completion Date July 2023

Plan View
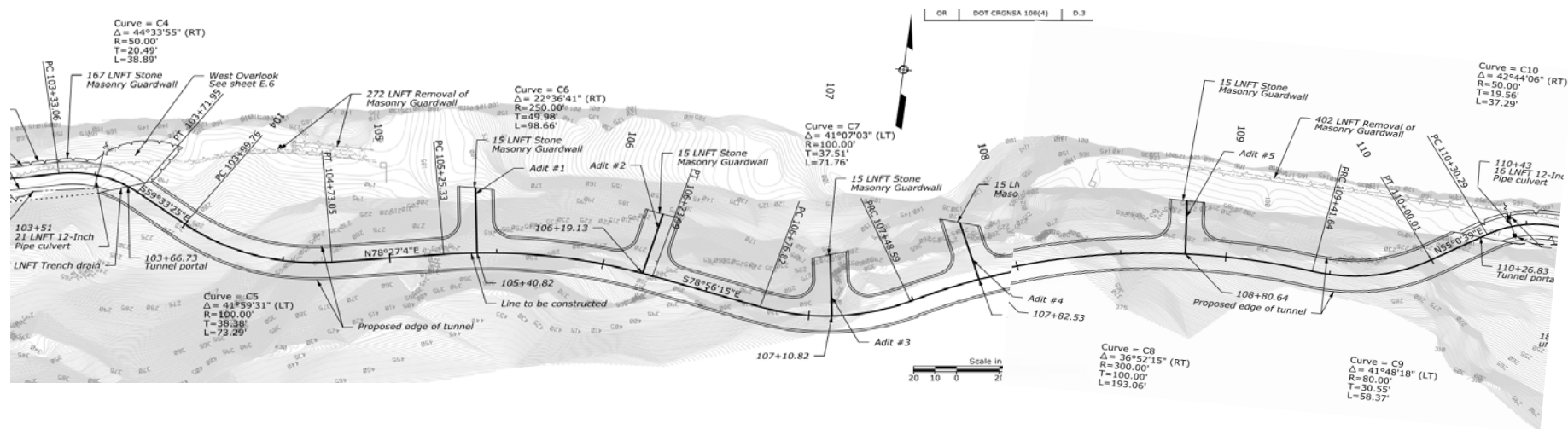
Rockfall Mitigation
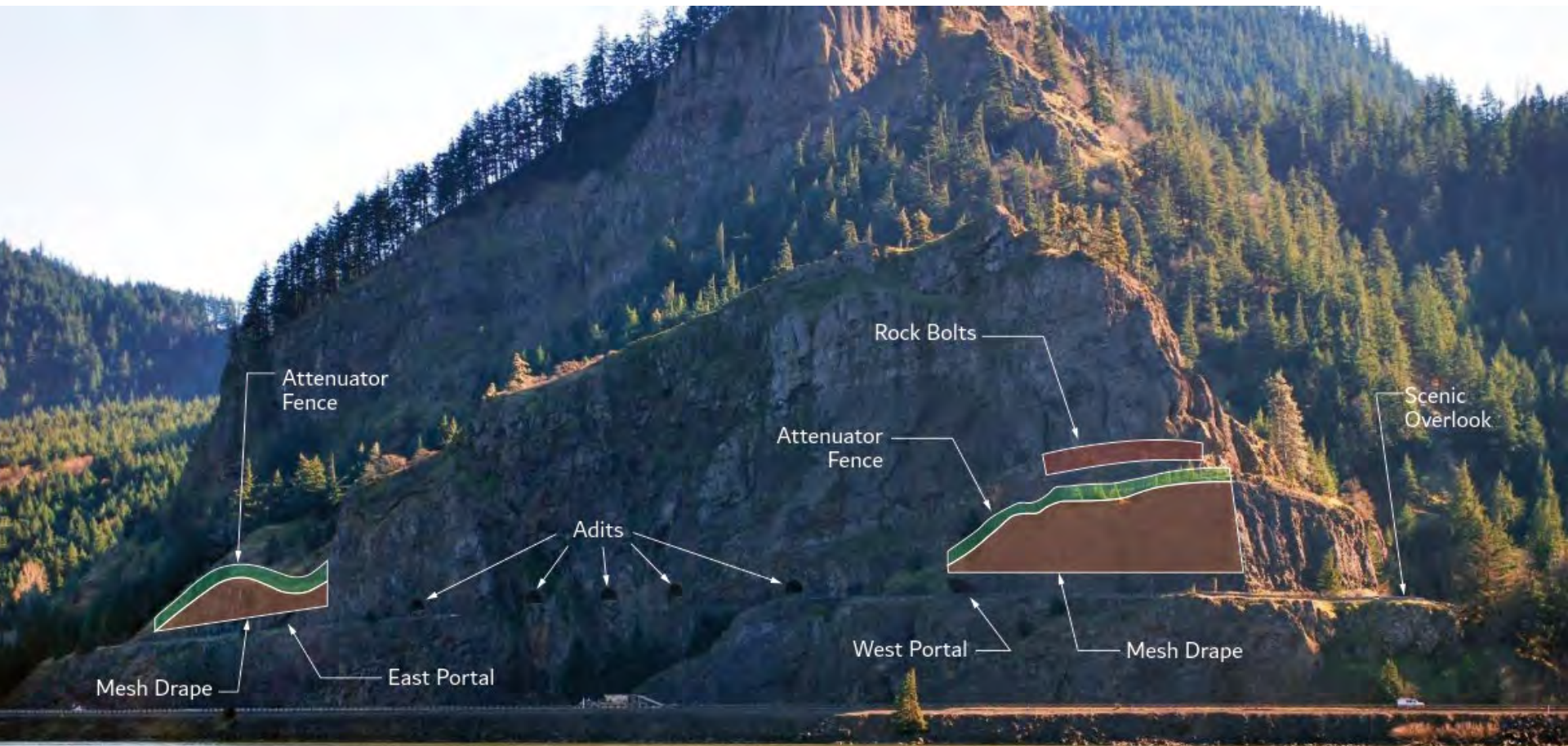
West Portal Simulation

East Portal Simulation

Current Construction Updates

East Portal

West Portal

Video
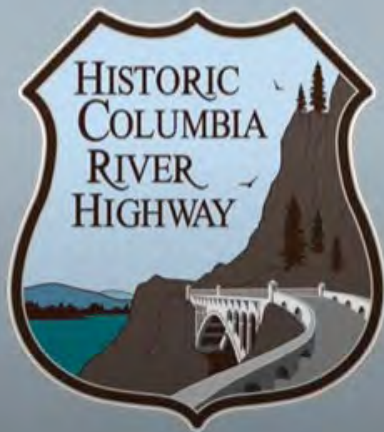
OPRD Recreation Grant Programs

Recreational Trails Program (RTP)

- Staff contact: Jodi Bellefeuille

Land & Water Conservation Fund (LWCF)

- Nohemi Enciso

Local Government Grant Program (LGGP)

- Mark Cowan

All Terrain Vehicle (ATV) Grant Program

- Ian Caldwell, Mike Law

County Opportunity Grant Program (COG)

- Mark Cowan

https://Oregon.gov/OPRD/GRA
Detailed program information

City of John Day, credit Tanni Wenger Photography Studios
Trail development supported by RTP

Upcoming Grant Cycles

OPRD awards grants to communities across Oregon to acquire, develop, improve, and maintain public recreation facilities. Over $13 million of grant funding is awarded each year to support recreation on public lands.

RTP: opens September 1, 2022 ($1.5M avail.)

LGGP: opens January 1, 2022 ($5.5M avail.)

LWCF: open now! Applications due October 29 ($4M avail.)
- next cycle opens fall 2022 (date TBA)
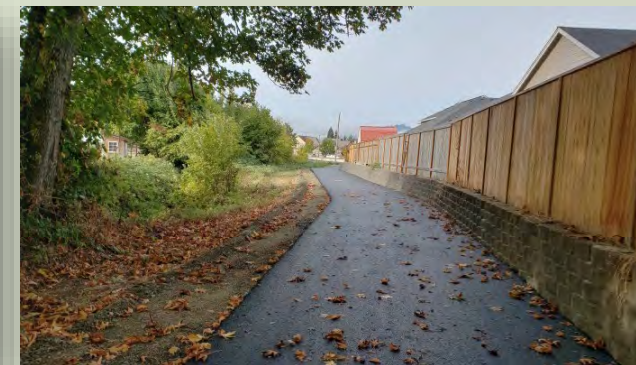
Heritage Grants

OPRD's Heritage division awards grants that conserve, develop, or interpret Oregon's heritage.

Eight grant programs, some with the potential to overlap with or enhance recreation projects

https://www.oregon.gov/oprd/GRA/pages/GRA-overview.aspx

Travel, Tourism, & Outdoor Recreation
Economic Development Administration (EDA)
American Rescue Plan funding

INVESTING IN AMERICA'S COMMUNITIES

Webinar Notes

➢ Recordings of EDA webinars, Frequently Asked Questions, and more are available EDA's ARPA website

➢ This is an program overview presentation; please connect with your state's Economic Development Representative with specific project or eligibility questions

Visit www.eda.gov/arpa to learn more about EDA's American Rescue Plan programs.

EDA's Mission

To lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy.

- ➢ Increase America's global **ECONOMIC COMPETITIVENESS**

- ➢ Support **COMMUNITY-LED ECONOMIC DEVELOPMENT**

- ➢ Help communities develop **RESILIENT AND AGILE** local economies

EDA
U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

EDA Supports Local and Regional Economies

REGIONAL & LOCAL ECONOMIC PLANNING

- Incubators
- Accelerators
- Access to capital

- Transportation
- Utilities

- Universities and community colleges
- Workforce development
- R&D
- Access to capital

- Broadband
- Cellular
- Wireless

RESILIENT REGION

INNOVATION ENGINES

BUSINESS SUPPORT

TECHNOLOGY INFRASTRUCTURE AND BUSINESS MODERNIZATION

BASIC INFRASTRUCTURE

EDA
U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

- ➢ EDA provides competitive, merit-based grants and technical assistance to
  - ➢ District Organization of an EDA-designated Economic Development District (EDD);
  - ➢ (ii) Indian Tribe or a consortium of Indian Tribes;
  - ➢ (iii) State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions;
  - ➢ (iv) institution of higher education or a consortium of institutions of higher education;
  - ➢ (v) public or private non-profit organization or association acting in *cooperation with officials of a general purpose political subdivision of a State.*
- ➢ EDA does not provide investments to for-profit entities nor does it allow pass through of grant funds to private, for-profit companies.
- ➢ EDA's grant investments require match.
- ➢ EDA grantees must demonstrate how grants will create/retain private-sector jobs and increase private investment.

EDA's Investment Priorities

- **Equity***
- **Recovery & Resilience**
- **Workforce Development**
- **Manufacturing**
- **Technology-Based Economic Development**
- **Environmentally-Sustainable Development**
- **Exports & Foreign Direct Investment**

Each ARPA Application must explain how they are going to benefit underserved communities

Each ARPA Application must address Recovery and Resilience

To learn more about EDA's Investment Priorities, visit:

https://eda.gov/about/investment-priorities/

*Each Application must explain how the project is going to 1)Benefit all communities in your project area including underserved communities; 2)Barriers those communities might face in accessing the benefit of the project; 3)Contemplated outreach efforts to reach those communities; 4)Steps to address Barriers. (On Form ED-900 Section B.8)

$3 billion in American Rescue Act funding to Invest in America's Communities

This **historic investment** will support bottom-up economic development focused on advancing equity, creating good-paying jobs, helping workers to develop in-demand skills, building economic resilience, and accelerating the economic recovery for the industries and communities hit hardest by the coronavirus pandemic.

EDA investments made under the American Rescue Plan will support the Biden-Harris Administration's commitment to **build the American economy back better and stronger**.

NOFOs		Description	Total American Rescue Plan funding: $3B

1 Statewide Planning, Research, & Networks — $90M — Invest in economic plans, research to assess the effectiveness of EDA's programs, and support for stakeholder communities around key EDA initiatives

2 Build Back Better Regional Challenge — $1B — Transform 20-30 economically distressed regions through substantial investment through groups of 3-8 projects, totaling ~$25-75M per region; open to proposals up to $100M

3 Travel, Tourism, & Outdoor Recreation — $750M / $57.8M — Accelerate communities impacted by COVID-related travel and tourism decline through state grants ($510M) and competitive grants ($240M)

4 Economic Adjustment Assistance — $500M / $59.4M — Invest in infrastructure, technical assistance, planning, and revolving loan programs through competitive grants available to every community

5 Indigenous Communities — $100M / $43.8M — Additional Economic Adjustment Assistance funds to specifically support Indigenous communities

6 Good Jobs Challenge — $500M — Establish or strengthen regional systems to train workers with in-demand skills through employer-driven training, supporting participants with wrap-around services and employer commitments to hire

$3 billion in American Rescue Plan funding to invest in:

Jobs for Today	Communities Built for All	Regions for the Future

Good Jobs Challenge

Travel, Tourism, & Outdoor Recreation

Economic Adjustment Assistance

Indigenous Communities

Coal Communities Commitment

Build Back Better Regional Challenge

Statewide Planning, Research, & Networks

$750 million for Travel & Tourism

Assist communities that have suffered economic injury because of job losses in the travel, tourism, or outdoor recreation sectors.

$510M for State Tourism Grants

Direct allocations to States and Territories funded at 100% federal share

$240M for EDA Competitive Tourism Grants

Competitive grants to fund in regions most adversely affected by damage to the travel, tourism, and outdoor recreation sectors from the coronavirus pandemic.

The 25% of American Rescue Plan funding is dedicated to supporting travel, tourism, and outdoor recreation

EDA expects to fund at least 80% of project costs and may increase the federal share up to 100%

State Tourism Grants: $510 million

Assist communities that have suffered economic injury because of job losses in the travel, tourism, or outdoor recreation sectors

- Direct award allocations to States and Territories, driven by leisure and hospitality economic indicators

- EDA sent letters to the Governor (or equivalent) of each State, DC, and Territory inviting them to apply

- Governors (or equivalent) are required to apply within 60 days of invitation; may designate a State agency or eligible entity to receive grant

- States can spend awards themselves and/or competitively subaward funds

Competitive Tourism Grants: $240 million

Competitive tourism grants will fund travel, tourism, and outdoor recreation projects that include non-construction and construction activities

Intended to fund projects that:

- Support the development and implementation of a community's economic development strategy for travel, tourism, and outdoor recreation pandemic recovery

- Are in regions most adversely affected by damage to the travel, tourism, and outdoor recreation sectors from the coronavirus pandemic
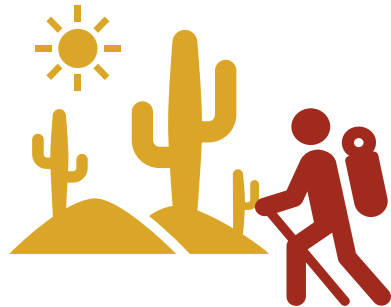
- Applicants must clearly notify EDA in the application if seeking or receiving any other funding for the project, including funding from a State Tourism Grant

- EDA will use a regular IRC process to evaluate project applications.

11

Competitive Tourism Grants: Eligible Applicants

Eligible applicants include a(n):

- District Organization of an EDA-designated Economic Development District (EDD);
- Indian Tribe or a consortium of Indian Tribes;
- State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions;
- Institution of higher education or a consortium of institutions of higher education; or
- Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State.

EDA is <u>not</u> authorized to provide direct financial assistance to individuals, small businesses, or for-profit entities.

Competitive Tourism Grants: Timeline

July 23, 2021 — Competitive grant applications open

Rolling competitive grant applications and awards

Sept 30, 2022 — All funds obligated

May 31, 2027 — Award period of performance ends

Competitive Tourism Grants: Eligible Uses

Strategy development for travel, tourism, and outdoor recreation pandemic recovery

Recovery project implementation, including construction projects for:
- Cultural, arts and tourism facilities
- Zoos and aquariums *(policy change)*
- New outdoor recreation and trail infrastructure and public access enhancements
- Nature-based infrastructure projects to improve access to recreation
- Non-construction activities, including **country-wide or multi-state** travel, tourism, or outdoor recreation promotion
  - *State and local-level tourism promotion and marketing projects are only eligible under state tourism grants*

Diversification projects
(EDA prefers projects that support the travel, tourism, and outdoor recreation sectors)

Local and regional tourism marketing and promotion are only eligible under state tourism non-competitive grants

Tourism Projects – What's not eligible

- Projects that are primarily residential in nature,
- Projects to create community amenities that are not specific to regional tourism (e.g., swimming pools, golf courses),
- Projects that directly support casinos or gaming,
- Projects that support general governmental or public safety functions,
- Requests for funding to supplement operating budgets or replace lost revenue (including lost tax revenue),
- Projects that are primarily directed at public health responses to the coronavirus pandemic,
- Projects that establish or recapitalize a revolving loan fund (RLF),
- Projects that design or construct a business incubator.

How to apply

- <mark>REACH OUT TO YOUR EDR TO DISCUSS THE PROJECT FIRST</mark>
- Apply through Grants.gov
- Funding Opportunity Number – EDA-2021-ARPATOURISM
- READ the NOFO
- Utilizes EDA Regular Application Forms
- Application Checklists can be found in the NOFO – identify which forms you need - you must submit a complete application
- READ the NOFO – (this is not a typo; it is very important)

Next Steps to Apply

1. Read the **Notice of Funding Opportunity (NOFO)** and Eligibility Requirements: https://www.grants.gov/web/grants/view-opportunity.html?oppId=334748

2. Find your **Economic Development District** for planning support and technical assistance: https://eda.gov/resources/directory/

3. Connect with your state's **Economic Development Representative** with questions: https://eda.gov/contact

4. **Email your questions** about EDA's Travel, Tourism, and Outdoor Recreation opportunities to TravelandTourism@eda.gov.

Seattle:
American Samoa
Guam
Federated States of Micronesia
Palau
Marshall Islands
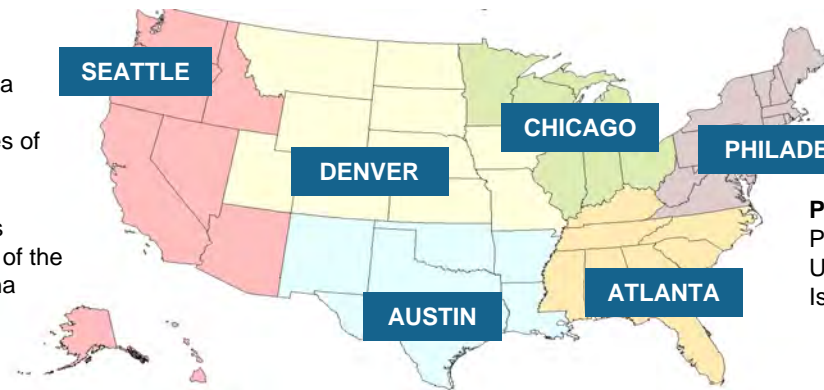Commonwealth of the Northern Mariana Islands

SEATTLE

CHICAGO

DENVER

PHILADELPHIA

Philadelphia:
Puerto Rico
U.S. Virgin Islands

ATLANTA

AUSTIN

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Mailing:

EDA – Seattle Regional Office

915 2nd Ave, Room 1890

Seattle WA 98174

Visit the following EDA web pages for additional information:

- EDA Programs: https://www.eda.gov/programs/eda-programs/
- EDA Funding Opportunities: https://www.eda.gov/funding-opportunities/
- Latest EDA Grant Awards: https://www.eda.gov/grants/
- Success Stories: https://www.eda.gov/success-stories/
- Disaster Recovery: https://www.eda.gov/disaster-recovery/
- Innovation and Entrepreneurship: https://www.eda.gov/oie/
- Economic Development Integration: https://www.eda.gov/edi/

Questions?

- Can grant money can be spent on federal land infrastructure projects? The NOFO mentions National Parks, but not USFS, BLM, etc.

- What are matching fund requirements?

- How long beyond receiving the funding will entities have to spend it?

- Are there NEPA and NHPA compliance requirements, and if so, will costs associated with that compliance be eligible through these grants?

- Will long-term program and management planning efforts be eligible for funding?

- Will land acquisition be allowable?

- Will these grants pay for increased staff needed to operate new areas that are opening up to alleviate the crowded conditions due to increase in tourism and visitation at parks and recreation areas?

Questions?

Visit https://eda.gov/arpa/ to learn more about the American Rescue Plan programs and contact information.

Regional Trails Project Funding – RFFA & Trails Bond

Quarterly Trails Forum

October 13, 2021

Call for projects - soon!

Application materials will be available on 11/22/21

Proposers' workshop: Early December (date TBD)

Proposals due: 2/25/22

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Combined application: Bond and Regional Flexible Funds

Sharing application, technical evaluation, risk assessment with RFFA

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

Investment priorities

Trails bond	RFFA
Racial Equity	Equity
Climate Resilience	Safety
Community Engagement	Climate
	Congestion Relief

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%

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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

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Typical funding requests

	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

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Competitive proposals should include:

- Stakeholder support: public, other agencies

- Ability to leverage other investments or resources

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

Deliberation & Decision

- RFFA: TPAC, JPACT
- Trails bond: Bond Committee
- Metro Council to adopt separately: October 2022