


**Metro**

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Date: February 28, 2025  
 To: Mayor Joe Buck  
 From: Ted Leybold, Transportation Policy Director  
 Subject: History of RFFA Bond Allocations

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In response to your inquiry regarding the history of prior RFFA bond funding allocations, I have provided this historic summary. Please let me know if you have any questions regarding this summary or the projects that were funded.

Bonding of Regional Flexible Funds Allocation (RFFA) funds began in the late 1990's to support the expansion of the rail transit system after construction of the Westside light rail line to Hillsboro. At that time, the Federal Transit Administration had begun reducing the share of federal funding that would be awarded to transit capital projects and additional revenue sources were needed to fill the funding gap created by this reduction. The largest source of local transportation revenue - the state generated gas tax, weight mile tax and vehicle registration fees, were not eligible to be used for transit capital projects. Therefore, the region needed to be innovative in finding revenue sources that could provide the match to leverage the federal transit grants and build the next priority projects.

A series of RFFA bonding decisions, coordinated with decisions on sequencing the next transit capital projects for the region, were made after the original RFFA bond decision in 1996, with the most recent decision made in 2017. In the most recent decision, RFFA bond funding support was extended to the region's first Bus Rapid Transit project (also an eligible project for FTA Capital Improvement Grants like the prior supported rail transit projects), a new Better Bus program that funds development and construction of spot bus priority treatments, a contribution to support development of the arterial and active transportation elements connecting to three ODOT led highway expansion projects (I-5 Rose Quarter, I-205, and Highway 217), and project planning for a slate of active transportation projects across the region.

**Table 1 – RFFA Bond Funded Projects**

<b>Project</b>	<b>Bond Allocation</b>
Interstate LRT	\$32.9 million
I-205/Transit Mall LRT	\$48.5 million
South Waterfront Streetcar	\$10.0 million
Commuter Rail (WES)	\$23.3 million
Milwaukie LRT	\$99.9 million
Lake Oswego Streetcar	\$6.0 million
Southwest Corridor LRT	\$66.0 million
Division FX Bus	\$25.0 million
Arterial/Highway Corridor Project Planning	
I-5 Rose Quarter	\$5.0 million
I-205: Abernethy Bridge to Stafford	\$2.5 million
Highway 217: B-H Hwy to Hwy 99W	\$2.5 million
Better Bus Program	\$5.0 million
Active Transportation Project Planning	\$2.0 million

The region also made a similar allocation of funding to transit corridor projects when a new federal funding source; the Carbon Reduction Program, was created by the Bipartisan Infrastructure Law. These funding allocations are summarized in Table 2 below.

**Table 2 – Carbon Reduction Program Transit Corridor Allocations**

<b>Project</b>	<b>Fund Allocation</b>
82 <sup>nd</sup> Avenue Transit Corridor	\$5.0 million
Tualatin Valley Highway Corridor	\$5.0 million
TriMet Line 33 / McLoughlin transit signal priority	\$4.0 million

The region is again considering whether to bond future RFFA revenues to support a new slate of project expenditures. This decision is guided by the recently adopted 2028-30 RFFA Program Direction and a decision on whether to bond is expected in the Summer of 2025.