

Montgomery Park Streetcar Extension Project

Location: Northwest 23rd Avenue at Northwest Lovejoy Street to Montgomery Park

Transit project category: Capital Investment Grant

Bond proceeds support: Construction

Project sponsor: City of Portland Bureau of Transportation (PBOT)

Description: The project will extend streetcar to Montgomery Park in Northwest Portland through an extension of the North-South (NS) line along Northwest 23rd Avenue to a new parallel one-way couplet along Northwest Roosevelt and Northwest Wilson streets. The project includes stormwater, accessibility and transit stop upgrades, as well as the rehabilitation of Northwest 23rd Avenue between Northwest Lovejoy Vaughn and Northwest Vaughn Streets. The project will connect more people via transit to critical destinations and support the development of a new mixed-use district in Northwest Portland with thousands of new housing units, including new required affordable housing and middle-wage jobs onsite.

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total project cost:** \$195,000,000
 - PBOT has added the purchase of up to 12 hybrid off-wire capable vehicles to the project in order to double our purchasing ability (through the FTA CIG Small Starts program) with a vehicle grant received from Portland Clean Energy Fund (PCEF). The vehicles add \$76,000,000 to the cost estimate
 - The \$120,000,000 total project cost shared previously in the RFFA Step 1A.1 Bond Open House was rounded up from \$119,000,000.
- **Proposed regional flexible funding bond allocation:** \$10 million

Capital Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
FTA CIG - 5309 Small Starts**	\$97,500,000	Planned	02/2028	Utility Relocation, Right-of-Way, Construction
Private Sector Contributions***	\$30,500,000	Planned	08/2026	Utility Relocation, Right-of-Way, Construction
Portland Clean Energy Fund (PCEF) Grant for vehicles	\$30,000,000	Committed	02/2024	Other
Streetcar Reserve Funds	\$8,000,000	Committed	02/2024	Preliminary Engineering, Design
Regional Flexible Fund Bonds	\$10,000,000			Construction
General Transportation Revenue FY26-29 (Savings from State Transportation Improvement Fund allocations)	\$5,500,000	Planned	08/2026	Other

Transportation System Development Charges	\$5,000,000	Budgeted	12/2025	Construction
General Transportation Revenue FY25 (Savings from State Transportation Improvement Fund allocations)	\$3,000,000	Committed	12/2024	Preliminary Engineering, Design
Northwest Parking District NW 23 rd Ave Rehabilitation Set-Aside	\$1,000,000	Committed	04/2025	Preliminary Engineering, Design
Additional Local Sources	\$4,500,000	Unspecified	08/2026	Construction
Total	\$195,000,000			

*If not committed, anticipated date of commitment

**Federal share is typically a minimum of 50% of total project costs through this program. Dollar amount has increased from \$59.5M previously shared due to the decision to include vehicle purchases in the project.

*** Private Sector Contributions reflect updated assumptions regarding project cost.

Level of commitment

	Percentage of total project cost
Committed	\$42,000,000 = 21.5%
Budgeted	\$5,000,000 = 2.6%
Planned	\$133,500,000 = 68.5%
Uncertain	-
Unspecified	\$4,500,000 = 2.3%

Funding Level of Commitment definitions

Committed: Committed sources are programmed capital funds that have all the necessary approvals (legislative or referendum) to be used to fund, and finance, the proposed project without any additional action. These capital funds have been formally programmed in the MPO's TIP and/or any related local, regional, or state CIP or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the transit agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project, but remain uncommitted, i.e., the funds have not yet received statutory or municipal approval. Examples include debt financing in an agency-adopted CIP that has yet to receive final legislative approval, or state capital grants that have been included in the state budget, but are still awaiting legislative approval. These funds are almost certain to be committed in the near future.

Planned: This category is for funds that are identified and have a reasonable chance of being committed, and are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, reasonable requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Uncertain: This category is applied when it is unclear from the agency's submission whether or not a funding source is committed, budgeted, or unavailable. Instances where the plan to secure committed funds is deemed to be unreasonable may be classified as uncertain. This category applies to funding sources that the agency describes as committed or budgeted but for which no supporting documentation is provided. Also, funding proposals that have repeatedly failed (more than once), such as failed local referendums or repeated denial of state grants, will be classified as uncertain.

Unspecified: This category is applied when the proposed non-federal funding sources are not sufficient to cover the proposed local share or have not been clearly identified

Proposed Programming

Sources, type of funds	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
<i>Project Development*</i>						
Streetcar Reserve	\$3,500,000	\$3,500,000	\$1,000,000			\$8,000,000
General Transportation Revenue (Savings from STIF)	\$1,500,000	\$1,500,000				\$3,000,000
NW Parking District	\$500,000	\$500,000				\$1,000,000
<i>Construction**</i>						
Private Sector Contributions			\$10,000,000	\$10,000,000	\$10,500,000	\$30,500,000
RFFA Bonds				\$5,000,000	\$5,000,000	\$10,000,000
Transportation System Development Charges					\$5,000,000	\$5,000,000
FTA CIG - 5309 Small Starts				\$48,750,000	\$48,750,000	\$97,500,000
Additional Local Sources				\$4,500,000		\$4,500,000
<i>Other</i>						
PCEF Grant for Vehicles				\$15,000,000	\$15,000,000	\$30,000,000
General Transportation Revenue (Savings from STIF) for Vehicles				\$3,000,000	\$2,500,000	\$5,500,000
Totals	\$5,500,000	\$5,500,000	\$11,000,000	\$86,250,000	\$86,750,000	\$195,000,000

*Project Development includes Preliminary Engineering and Design

**Construction Phase Includes ROW, Utility Relocation, and Construction

Proposed Programming Notes:

- Right-of-Way dedication and additional private contributions assured through Public Benefits Agreement, adopted 12/2024 and signed 03/2025
- Anticipated Small Starts Grant Agreement Date: Q1 2028
- Preferred Regional Flexible Fund Bond Programming Notes (at \$10M) below:
 - FY 28/29 - \$5,000,000
 - FY 29/30 – \$5,000,000
 - OR
 - FY 28/29 - \$10,000,000
- All non-CIG funds will be committed by August 2026. RFFA funding will be used for construction. Construction starts early 2028.

Cash flow for General Transportation Revenue (GTR) includes continued assumed GTR reductions due to funding outlook, based upon cash flow analysis for streetcar vehicle replacement (streetcar purchase has been added to project).

Project Schedule by Phase

Project Phases	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY31/32	Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X	X					Entered Project Development phase with Federal Transit Administration on in January 2025; RFP for design/engineering and NEPA services to be released late spring or early summer 2025
Right-of-Way			X					Most necessary right-of-way to be dedicated by large-share property owner in area, expected late 2027 or early 2028
Utilities Relocation			X	X	X			Utility relocation and upgrading will occur in phases as the project is constructed in segments; construction plan and schedule to be developed
Construction			X	X	X			Construction anticipated for early 2028; start of revenue service expected for mid-2030
Other				X	X			Vehicle RFP to be released for vehicles in late spring or early summer 2025