

Tualatin Valley Highway Transit Project

Location: Tualatin Valley Highway between the Beaverton Transit Center and downtown Forest Grove

Transit project category: Capital Investment Grant

Bond proceeds support: Construction

Project sponsor: TriMet

Description: The project aims to make transit access safer, to enhance rider experience, and to improve speed and reliability along the Tualatin Valley Highway. A new TriMet FX Frequent Express bus would replace the existing Line 57 with improved frequency from every 15 minutes to every 12 minutes, daily. Investments include all stations being paired with an existing or a new enhanced pedestrian crossing or traffic signal. All stations will be accessible and include shelters/weather protection, lighting, seating and real time arrival information.

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total project cost:** Approximately \$300 million
- **Proposed regional flexible funding bond allocation:** \$28 million

Capital Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
Regional Carbon Reduction Program Funds	\$6,000,000**	Budgeted	7/2025	Project Development
Jurisdictional Partners	\$26,000,000**	Planned	2025-2027	Project Development & Construction
TriMet	\$40,000,000**	Planned	2025-2027	Project Development & Construction
Regional Flexible Funds	\$28,000,000			Construction
State Funds (State Legislative Request)	\$50,000,000	Planned	Expected to know more by 7/2025	Construction
FTA CIG Small Starts	\$150,000,000	Planned	Early 2028	Construction
Estimated Total	\$300,000,000			

*If not committed, anticipated date of commitment

** \$25 M of local and regional contributions for funding Project Development is in the process of being committed through IGAs between TriMet and each partner (anticipated by late June/July 2025) and available for spend beginning FY26.

Level of commitment*

	Percentage of total project cost
Committed	/ = %
Budgeted	6,000,000/300,000,000 = 2%
Planned	266,000,000/300,000,000 = 89%*
Uncertain	/ = %
Unspecified	/ = %

*TriMet, Metro and Partners are working together to commit \$25 M for Project Development starting July 1, 2025 (FY26) through IGAs between TriMet and each partner (anticipated by late June/July 2025).

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	FY 30/31	FY 31/32	Total
<i>Project Development*</i>								
Carbon Reduction Program Funds	\$5,000,000	\$500,000	\$500,000					\$6,000,000
TriMet General Fund	\$500,000	\$4,500,000	\$3,900,000					\$8,900,000
Jurisdictional Partners	\$4,875,000	\$5,350,000						\$10,225,000
<i>Construction</i>								
TriMet General Fund			\$1,400,000	\$9,500,000	10,200,000	\$10,000,000		\$31,100,000
Jurisdictional Partners				\$7,000,000	\$7,900,000	925,000		\$14,825,000
RFFA Bonds					\$9,800,000	\$10,000,000	\$8,200,000	\$28,000,000
State Funds (State Legislative Request)		\$6,500,000****	\$5,800,000	\$6,300,000	\$23,800,000	\$7,600,000		\$50,000,000
FTA CIG Small Starts			\$9,000,000	\$47,600,000	\$51,400,000	\$28,900,000	\$13,100,000	\$150,000,000
Totals								\$300,000,000

* \$25 M of local and regional contributions for funding Project Development is in the process of being committed through IGAs between TriMet and each partner (anticipated by late June/July 2025) and available for spend beginning FY26.

**An additional \$20 M will need to be committed July 2026 in order for the project to apply for an FTA project rating.

***All match funds for the CIG grant will need to be committed by July 2027, when the project gets recommended for federal funding under the Small Starts Program. We anticipate that we could receive the Small Starts Grant Agreement as soon as early 2028.

****Assumes pre-award authority is granted for spending funds on preliminary right of way and utility work. Contingent on federal authorization.

Proposed Programming Notes:

- Expiration date of funds - 2035
- Anticipated Small Starts Grant Agreement Date – early 2028
- Preferred Regional Flexible Fund Bond Programming at \$28M below.
 - 2030 - \$9,800,000
 - 2031 – \$10,000,000
 - 2032 - \$8,200,000
- All non-CIG funds need to be committed (no further action required) by June/July 2027. RFFA funding will be used for construction. Construction is anticipated to start in spring 2028.

Anticipated Project Schedule by Phase (subject to change)

Project Phases	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY31/32	Anticipated Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X	X					Apply to enter PD - 06/25 30% design – spring 2026 60% design – late 2026 90% design –spring/summer 2027 100% design – fall 2027
Right-of-Way				X	X			Right-of-way acquisition would require NEPA be completed and pre-award authority granted from the FTA be in place.
Utilities Relocation				X				An Advanced Utility Package could trigger some earlier pre-construction work than spring 2028 but that would require that NEPA be complete and pre-award authority granted from the FTA be in place
Construction				X	X	X	X	Construction – spring 2028 Revenue service - fall 2030 Closeout – 2031/2032
Other								

