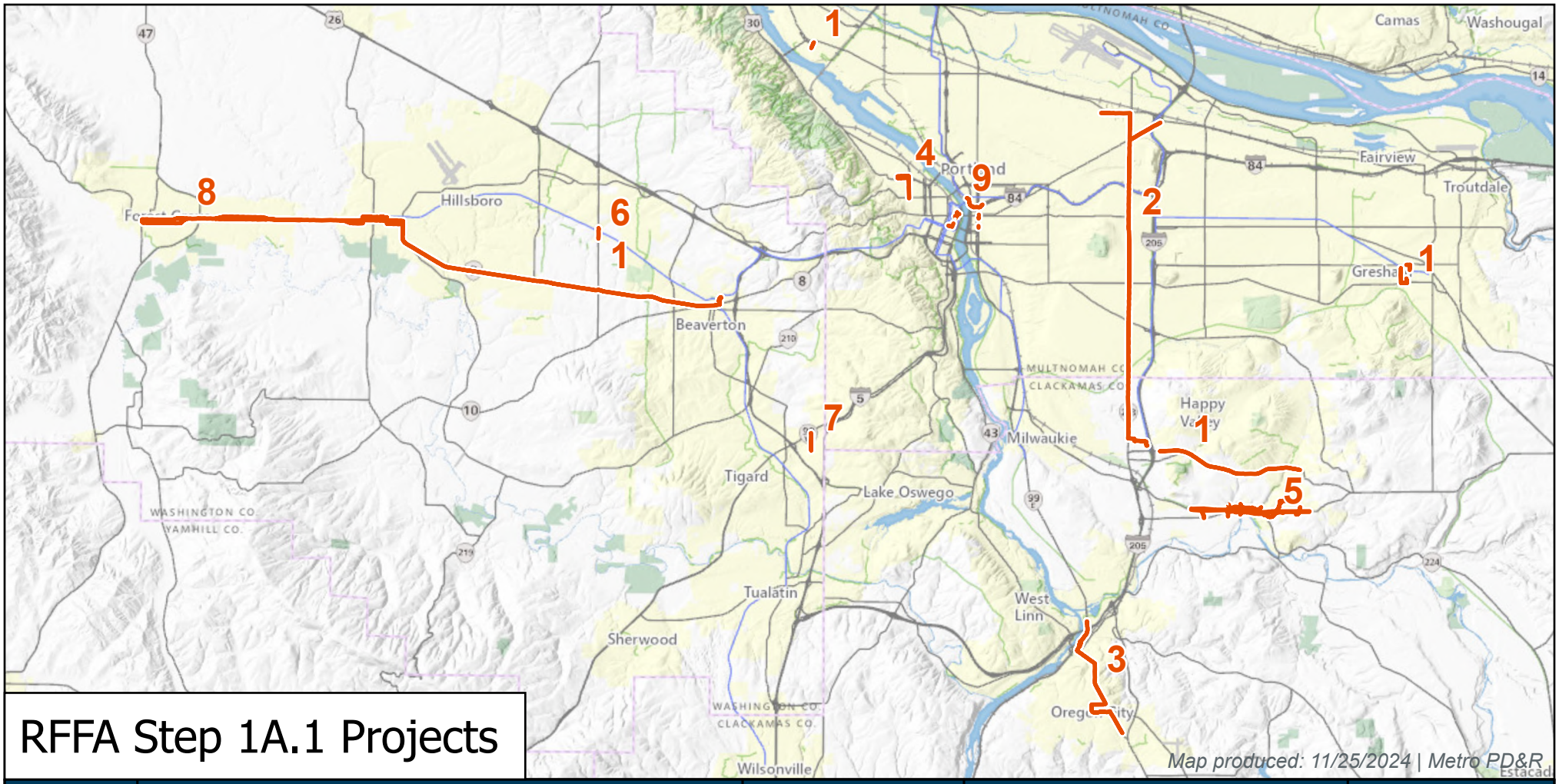


RFFA Step 1A.1 Projects

Map Label	Project Name	Applicant	Application Category	Funding Request
1	Better Bus Program [Representative projects]	Metro	Transit Vehicle Priority	$11,000,000.00
2	82nd Avenue Transit Project	TriMet	CIG	$30,000,000.00
3	OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements	City of Oregon City	First-Last Mile/Safe Access	$9,000,000.00
4	Portland Streetcar: Montgomery Park Extension	City of Portland	CIG	$20,000,000.00
5	Sunrise Gateway Corridor/Hwy 212	Clackamas County	First-Last Mile/Safe Access	$15,000,000.00
6	SW 185th Avenue MAX Overcrossing Project	City of Hillsboro	Transit Vehicle Priority	$12,618,499.00
7	72nd Ave. Phase 1 Tigard Triangle Corridor Improvements	City of Tigard	First-Last Mile/Safe Access	$15,904,000.00
8	Tualatin Valley Highway Transit Project	TriMet	CIG	$30,000,000.00
9	Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project	Multnomah County	Combined First-Last Mile and Transit	$25,000,000.00

2028-30 Regional Flexible Funds Allocation

Step 1A.1 – New Project Bond Nominations

Table of Contents

Portland Streetcar: Montgomery Park Extension

City of Portland - PBOT

Application Category
- Capital Investment Grant

Draft Cost Estimate
- $120 Million

Funding Request
- $20 Million

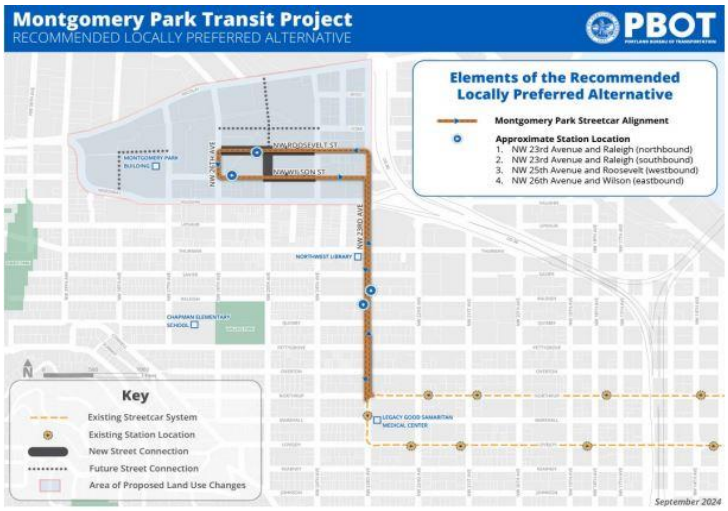
Timeline

Construction from 2028 - 2030

Description and Purpose

The Portland Streetcar Montgomery Park Extension will extend the Portland Streetcar North-South Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The Project will support a new transit-oriented mixed-use district west of Highway 30 between NW Nicolai and NW Vaughn streets, where underutilized industrial land is proposed to undergo land use changes to employment- and housing-supportive mixed uses.

Project Components
- Construct two-way streetcar tracks on NW 23rd Avenue (NW Wilson to NW Northrup) for future transit demand.
- Build one-way couplet tracks on NW Roosevelt St. (westbound) and NW Wilson St. (eastbound) and connect NW 26th Avenue (southbound).
- Extend NW Roosevelt and NW Wilson Streets to improve streetcar access, safety, and local connectivity.
- Add protected/buffered bike lanes on NW Roosevelt and NW Wilson Streets for safer cycling.
- Install four new streetcar stops, including a charging station at NW Wilson for off-wire streetcars.
- Rehabilitate NW 23rd Avenue (NW Vaughn to NW Lovejoy) with utility, stormwater, and accessibility upgrades.
- Repair/add sidewalks and ramps to enhance pedestrian safety and ADA compliance.
- Introduce wide furnishing zones with large trees to boost canopy and resilience.
- Upgrade or add signalized intersections for improved transit and multimodal safety.



Montgomery Street: Vicinity Map 1

Project Outcomes Advancing Regional Goals

Mobility Options
- Enhance multimodal travel and transit-oriented development to reduce vehicle miles traveled and improve connectivity.

Safe System
- Implement complete streets for safety and repair NW 23rd Avenue to improve conditions.

Equitable Transportation
- Expand equitable access to transit, jobs, and housing, supporting middle-wage job creation and industrial job access.

Thriving Economy
- Promote economic growth with neighborhood investment, freight connectivity, and integrated housing and job opportunities.

Climate Action and Resilience
- Support climate goals with green infrastructure, reduced urban heat, and a walkable, transit-focused community.

Sunrise Gateway Corridor / Hwy 212

Clackamas County

Application Category
- First-Last Mile and/or Safe Access to Transit

Draft Cost Estimate
- $142.7-162.3 Million

Funding Request
- $15 Million

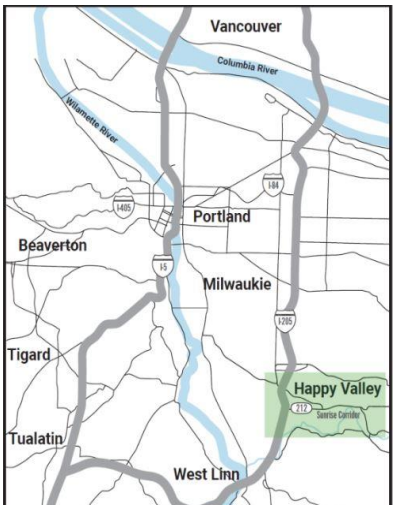
Timeline
- Construction from 2029-2031

Description and Purpose

The project will complete the next critical steps of project development necessary to make significant progress toward supporting overall transit access and first/last mile connections to the Clackamas Industrial area. The future improvements will provide key regional connections to support the implementation of the Clackamas to Columbia (C2C) corridor, design solutions to address the gaps in the pedestrian and bikeway facilities along Highway 212/224, and complete 100% design for the supporting infrastructure needed to address the safety and congestion problems created by the existing intersections along Hwy 212/224 between 135th and 152nd Ave.

Project Components

- Complete NEPA re-evaluation for the Sunrise Gateway Concept.
- Complete 100% design (PS&E) for the Safety and Local Connections elements of the Sunrise Gateway Corridor/Hwy 212 Phase 2, including LIDAR data collection. Key components:
  - Add urban arterials with Complete Streets elements on Hwy 212/224
  - Construct a roundabout, mobile home park access upgrades, and a south-side multi-use path.
  - Design transit readiness features, including a mobility hub for connections to TriMet and ClackCo Industrial Shuttle.
  - Add a grade-separated intersection at 142nd for congestion relief and safer pedestrian/bike crossings, simplifying 135th signal operations.
  - Develop 10% concept plans for Phase 2 for future ROW needs and project completion.
  - Initiate the right-of-way acquisition process.



Vicinity Map: Sunrise Gateway Corridor

Project Outcomes Advancing Regional Goals

Mobility Options
- Expand travel options by improving walking, biking, and transit access, filling network gaps, and increasing the efficiency of transit lines, boosting regional mobility as part of the Sunrise Community Vision.

Safe System
- Supports Vision Zero by addressing high-crash areas on Highway 212, incorporating safety measures, redesigning the corridor as a Complete Street, and enhancing pedestrian, bike, and transit facilities to reduce crashes.

Equitable Transportation
- Will improve access for underserved communities, create safer connections, provide alternative travel options like a multi-use path, and connect residents to jobs, schools, transit, and essential services.

Thriving Economy
- Improving regional connectivity, enhancing freight movement, increasing access to jobs, and promoting transportation and housing affordability through multimodal improvements and better access to key employment centers.

Climate Action and Resilience
- Promote a climate-friendly community, reduce drive-alone trips, enhance multimodal transit connections, and improve transportation infrastructure to withstand weather events and disasters while strengthening key seismic routes for emergency access.

SW 185th Avenue MAX Overcrossing Project

Hillsboro

Application Category
- Transit Vehicle Priority

Draft Cost Estimate
- $15,012,722

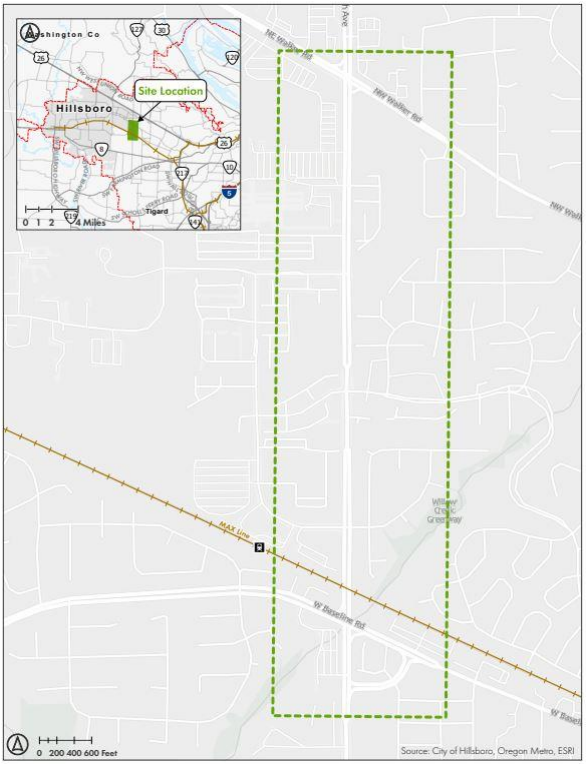
Funding Request
- $12,618,499

Timeline
- Construction from 20XX-20XX

Description and Purpose

The SW 185th Avenue MAX Overcrossing project will elevate MAX light rail trains over SW 185th Avenue to eliminate conflicts with vehicles, pedestrians, and bicyclists at this busy intersection. Identified in the 1994 Environmental Impact Statement and reaffirmed through updates in 2019 and 2022, the project addresses long-standing traffic challenges since the Westside MAX line opened. Led by the City of Hillsboro with Washington County and TriMet, the design is 15% complete, featuring a cost-effective solution included in regional transportation plans and supported by detailed risk assessments.

Project Components
- Will raise the MAX light rail trains above SW 185th Avenue to prevent conflicts with vehicles, pedestrians, and cyclists at this busy intersection.
- The project development phase consists of completing environmental work related to the National Environmental Policy Act (NEPA), preliminary engineering to 30% design, cost estimating and risk assessment, procurement strategy, and stakeholder agreements.
- The final design phase is engineering to 100%, final budget and schedule documents, refined project management plan, right-of-way preparations, and the final procurement plan.



SW 185th Avenue MAX Overcrossing: Vicinity Map

Project Outcomes Advancing Regional Goals

Mobility Options
- Eliminating delays and conflicts caused by train preemption, improving travel time reliability, and reducing delays by up to 75% for bicyclists and 67% for trucks, buses, and transit passengers by 2040

Safe System
- Reduce overall delays in the system, which would address behaviors such as jaywalking, bike lane violations, and gate-strike incidents.

Equitable Transportation
- Improves mobility for all modes of transportation, benefits the transit network, and addresses equity barriers in a historically disadvantaged community, enhancing access and reducing delays for underserved populations.

Thriving Economy
- Will enhance economic growth by improving reliable transportation for Hillsboro's industrial and technology hubs, saving $5.7 million in rush-hour delays and $65.5 million annually across all transportation modes.

Climate Action and Resilience
- Grade-separating the MAX tracks will reduce greenhouse gas emissions in the corridor by 41% during peak periods, cutting daily rush-hour pollutants by 18 kg of CO_2, 4 kg of NO_x, and 4 kg of VOCs, as calculated using VISSIM travel simulation software and MOVES2014a.

Better Bus Program
Metro

Application Category
- Transit Vehicle Priority

Draft Cost Estimate
- Program

Funding Request
- $11 Million

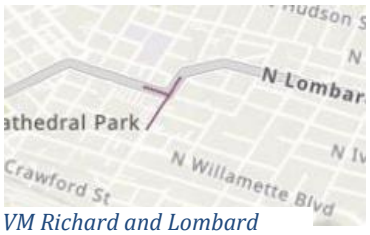
Timeline
- Construction from 2026-2029

Description and Purpose
The program consists of initial planning work, program administration, project development, and design and delivery of a select number of Better Bus projects. Investment will be focused on projects that help transit services operate more quickly and reliably. Projects that would advance through this grant could include those identified through the Better Bus program, FX planning, or other efforts.

Project Components

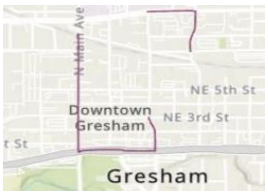
- 185th/Baseline
  - Convert a southbound right-turn lane into a Business Access Transit (BAT) lane to reduce bus delays by up to 44 seconds per trip while reconstructing a pedestrian island and upgrading ADA ramps for improved safety and mobility.
- Richmond and Lombard
  - Add a northbound bus-only left turn lane and adjust pavement markings and signal configurations to streamline bus access, saving up to 10 seconds per trip with minimal impact on vehicle traffic.
- Sunnyside Road
  - Implement transit signal priority at SE 101st St and SE 169th Ave, relocate bus stops to far-side locations, and improve efficiency at intersections including SE 105th, 117th, 132nd, 140th, 147th, 157th, 162nd, and Sunnybrook, reducing bus travel and wait times.
- Gresham Transit Center Circulation
  - Add a northbound left-turn lane, reconfigure traffic signals at Powell Blvd intersections, and explore rerouting Line 20, reducing bus delays by up to two minutes per trip with minimal vehicle impact.

VM: 185th/Baseline



VM Richard and Lombard

VM: Sunnyside Road



VM: Gresham Transit Center Circulation

Project Outcomes Advancing Regional Goals

Mobility Options
- Reduce transit delays and save time for riders while enhancing access through improved crossings and bike facilities.

Safe System
- Enhances transit safety and accessibility by improving speed, adding crosswalks, bike lanes, safer intersections, and features like right-turn restrictions and dedicated bike signals.

Equitable Transportation
- Focuses on Metro Equity Focus Areas, with 82% of initial projects benefiting 23% people of color and 28% low-income while improving travel times and reliability for all riders.

Thriving Economy
- Improving job access, reducing transit delays, and ensuring timely arrivals for workers reliant on transit.

Climate Action and Resilience
- Cut emissions by speeding transit, encouraging mode shift, and supporting CO2 reductions with improved biking and walking options.

Transit and Access-to-Transit Components of the Earthquake Ready Burnside Bridge (EQRB) Project

Multnomah County

Application Category
- Combined First-Last Mile and Transit Vehicle Priority

Draft Cost Estimate
- $447 Million

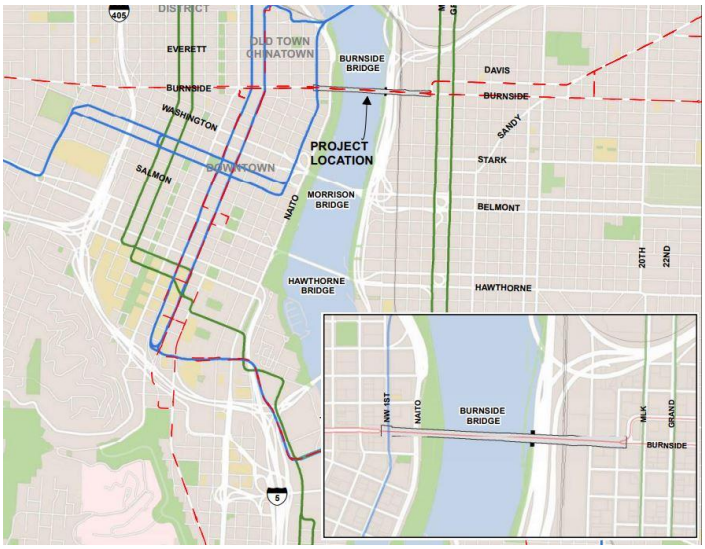
Funding Request
- $25 Million

Timeline
- Construction 2026-2031

Description and Purpose

The project will replace the existing Burnside Bridge with a seismically resilient structure, enhancing transit, pedestrian, and bicycle access. The project includes permanent transit improvements, such as new bus stops, protected bike lanes, and traffic calming measures. Future phases will accommodate high-capacity transit, including provisions for an eastbound bus-only lane, future streetcar alignment, and upgraded streetscapes around bus stops. These upgrades align with regional transportation plans and ensure the long-term functionality of Burnside Street as a key emergency route and transportation corridor.

Project Components
- Safe access to transit
  - Will reconstruct sidewalks and transit stops, install protected bike lanes, modify traffic signals, add pedestrian refuge islands, replace inaccessible infrastructure with ramps, and upgrade safety features on key routes and detour pathways to improve accessibility, safety, and reliability for pedestrians, cyclists, and transit users.
- Transit Vehicle Priority
  - Widening the Burnside Bridge for an eastbound bus-only lane, creating new bus-only lanes on key streets with signage and striping, modifying signals to prioritize bus turns, reconstructing a bus dwell area near NW 2nd Ave, and redesigning the NE Couch St curve to support future streetcar operations and improve cyclist safety



Vicinity Map: Burnside Bridge

Project Outcomes Advancing Regional Goals

Mobility Options
- Upgrade walking, biking, and transit access, complete regional networks, support future transit expansions, and ensure reliable mobility for people and goods, benefiting disadvantaged communities.

Safe System
- Improve safety by reducing crashes, enhancing pedestrian and bike access, speeding emergency responses, and replacing the aging bridge with a seismically resilient structure for the next 100 years.

Equitable Transportation
- Increase access, safety, and reliability for underserved communities by enhancing walking, biking, and transit facilities while supporting future transit expansions.

Thriving Economy
- Improves economic connectivity, job access, and resilience by enhancing transportation infrastructure, supporting workforce diversity, and ensuring disaster preparedness.

Climate Action and Resilience
- Reduces emissions, enhances transit, and improves resilience by replacing the aging Bridge with a seismically resilient structure.

OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements

Oregon City

Application Category
- Combined First-Last Mile and Transit Vehicle Priority

Draft Cost Estimate
- TBD

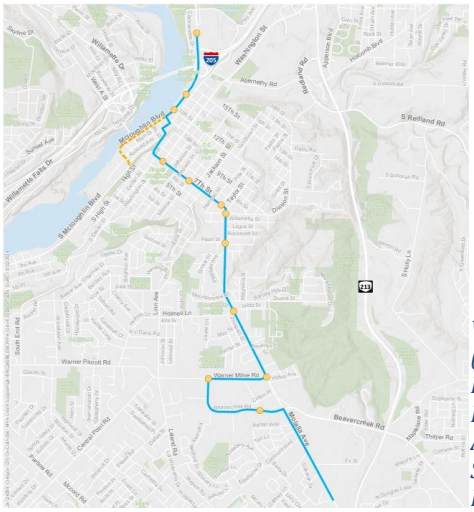
Funding Request
- $9 Million

Timeline
- Construction 2027-2028

Description and Purpose

This project aims to develop a shared-use path along McLoughlin Boulevard (OR99E), completing the third and final phase of the McLoughlin Boulevard Enhancement Plan. To provide safe and accessible connections for people walking, biking, and rolling, closing a critical gap in the region's active transportation network. The path will improve access to key destinations such as the future Willamette Falls Riverwalk and Tumwata Village, eliminating the need to mix with traffic. Additionally, the project includes streetscape enhancements along OR99E to encourage waterfront activity, support travel to downtown Oregon City, and strengthen the area's sense of place and community identity.

Project Components
- Transit Access:
  - It will enhance the new Line 33 route by reconstructing sidewalks and curb ramps, upgrading pedestrian crossings, and adding transit amenities like benches, lighting, and shelters to improve safety, accessibility, and user comfort.
- Streetscape enhancements:
  - It will improve pedestrian comfort and safety by reconstructing sidewalks, upgrading pedestrian crossings with better visibility and signal timing, constructing curb extensions, and improving sight distance at key driveway accesses along OR99E.
- Streetscape Enhancements (Refinement Stage)
  - It will transform parking areas into open spaces for pedestrian comfort and placemaking hubs along OR99E, including areas between 6th and 8th Streets and under the Historic Arch Bridge at 7th Street. These improvements may include landscaping, trees, and stormwater systems.



Vicinity Map: OR99E (McLoughlin Boulevard) First and Last Mile and Safe Access to Transit Streetscape Enhancements

Project Outcomes Advancing Regional Goals

Oregon City Transportation System Plan (2013)
- Links to the Oregon Transportation Plan through the improvements and transit signal priority on OR99E.

Clackamas County Transit Development Plan (2021)
- This plan outlines 20-year transit needs and recommends expanding service with upgrades to line 33 supporting this expansion

Metro Regional Transit Strategy (2023)
- Enhance transit access, frequency, and affordability through Oregon City High-Capacity Transit extension and OR99E streetscapes improvements, enhancing first/last-mile connectivity and supporting TriMet service upgrades.

Metro High-Capacity Transit (HCT) Strategy
- OR99E is a priority corridor in the Metro HCT Strategy, backed by strong community support.

Metro Get Moving 2020
- Three projects in this investment package aligned with First and Last Mile and Safe Access to Transit Streetscape Enhancements.

Metro Regional Transportation Safety Strategy (2018)
- OR99E enhancements improving safety on a high-injury corridor and prioritizing vulnerable users and safe speeds

Oregon Safety Action Plan (2021)
- This plan is aligned to the OR99E First and Last Mile and Safe Access to Transit Streetscape Enhancements package Policy 2.3

72nd Ave. Phase 1 Tigard Triangle Corridor Improvements

Tigard

Application Category
- First-Last Mile/ Safe Access

Draft Cost Estimate
- $19.88 Million

Funding Request
- $15.904 Million

Timeline
- Construction 2028-2029

Description and Purpose

This project will upgrade Tigard's 72nd Avenue into a complete street with separated cycle tracks, sidewalks, landscaped buffers, enhanced pedestrian crossings, integrated transit stops, and a new bridge over Red Rock Creek. Key features include protected intersections, on-street parking doubling as bus pull-outs, and stormwater management using Low Impact Design. These improvements enhance multimodal safety, connectivity, and accessibility while supporting active transportation and sustainable urban infrastructure.

Project Components

- Build a complete street on 72nd Avenue with separated cycle tracks, sidewalks, on-street parking, pedestrian crossings, curb extensions, and transit stops
- Construct a new bridge/culvert over Red Rock Creek and an enhanced crossing for the future Red Rock Creek Trail.
- Coordinate transit stops with pedestrian crossings for safe, continuous routes.
- Add a center turn lane, cycle tracks, sidewalks, street lighting, and on-street parking between Dartmouth and Baylor Streets.
- Widen the road from Red Rock Creek to Pacific Highway to continue cycle tracks, sidewalks, and pedestrian amenities.
- Install landscaping with street trees and stormwater management facilities (LIDA planters)
- Create a protected intersection at SW Dartmouth and SW 72nd Avenue for improved safety

VM: 72nd Ave. Phase 1 Tigard Triangle Corridor Improvements

Project Outcomes Alignment to RTP Goals

Mobility Options
- Improve pedestrian and bike facilities, better transit access, and transit priority tools for enhanced reliability.

Safe System
- Enhances safety for pedestrians and cyclists by implementing protected bike lanes, sidewalks, and crossings, aligning with Tigard's Complete Streets and Safe Systems initiatives to reduce traffic-related injuries and fatalities.

Equitable Transportation
- Improving mobility, access, and safety in Tigard's Historically Disadvantaged Community and reducing transportation-related pollution.

Thriving Economy
- Improves infrastructure, enhances walkability, and promotes affordable housing while leveraging urban renewal and development incentives to attract investment and create job opportunities.

Climate Action and Resilience
- Reduce pollution, support active transportation, and incorporate sustainable stormwater management to benefit underserved communities

Tualatin Valley Highway Transit Project

TriMet

Application Category
- Capital Investment Grant

Draft Cost Estimate
- $300 Million

Funding Request
- $30 Million

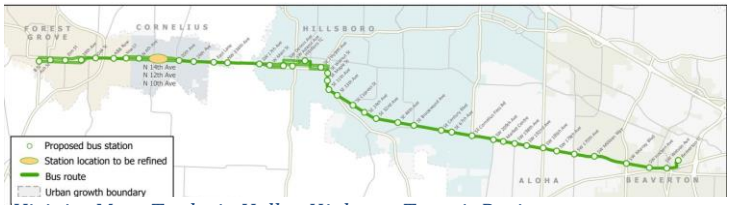
Timeline
- Construction 2028-2031

Description and Purpose

The TV Highway Safety and Transit Project aims to improve speed, reliability, accessibility, and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety when accessing transit and enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting, and seating, and have safer access to all stations with a signal or enhanced crosswalk.

Project Components

- Introduce a new Frequent Express (FX) bus line replacing Line 57 between Beaverton and Forest Grove.
- Construct ADA-accessible stations equipped with:
  - Shelters for weather protection.
  - Lighting for safety and visibility
  - Seating for rider comfort
- Improve pedestrian safety with enhanced crosswalks or traffic signals at all station access points.
- Enhance transit rider experience by:
  - Increasing bus speed and reliability.
  - Improving amenities at stops, including better access and safer waiting areas.
- Focus improvements on benefiting communities of color and low-income populations along the TV Highway corridor.



Vicinity Map: Tualatin Valley Highway Transit Project

Project Outcomes Advancing Regional Goals

Tualatin Valley Highway Transit Project was identified as a priority corridor for high-capacity transit (HCT) in the 2010 HCT System Plan. It was further emphasized in the 2018 Regional Transit Strategy and 2018 Regional Transportation Plan (RTP), which included an "enhanced transit concept" for the corridor. This approach focuses on improving transit speed and reliability through cost-effective, context-sensitive improvements. Subsequent planning was completed through Washington County's 2019 Moving Forward TV Highway Enhanced Transit and Access Plan and the 2020 regional transportation funding measure, with current efforts building on these previous analyses.

82nd Avenue Transit Project

TriMet

Application Category
- Capital Investment Grant

Draft Cost Estimate
- $300 Million

Funding Request
- $30 Million

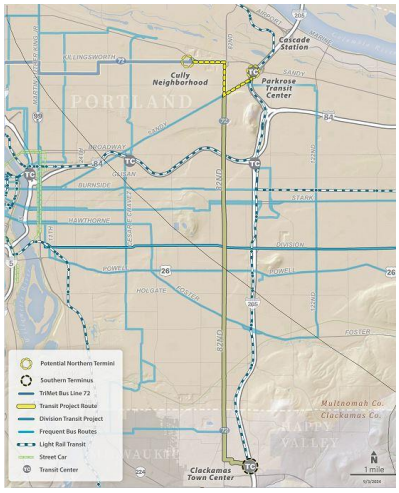
Timeline
- Construction 2027-2029

Description and Purpose

The 82nd Avenue Transit Project aims to improve transit service and access along the corridor, enhancing the movement of people and goods between key destinations in Clackamas County and Portland. The corridor, which serves TriMet's highest ridership bus line (Line 72), is vital for many residents, particularly those from BIPOC, limited English proficiency, low-income communities, zero-car households, or those with disabilities.

Project Components

- A 10-mile BRT route along 82nd Avenue between Clackamas Town Center and a northern terminus at Cully Triangle (preferred) or Parkrose Transit Center.
- About 65 new stations, spaced roughly every 1/3 mile, featuring shelters, real-time info, and FX branding.
- Purchase up to 15 FX-branded articulated vehicles, potentially with hydrogen propulsion.
- Transit signal priority, including fiber, signal, and intersection upgrades.
- Possible lane conversions or widening for transit priority, with specifics to be determined.
- Potential bicycle and pedestrian improvements, coordinated with Portland's 82nd Avenue Critical Fixes project, including street trees.
- Split of route 72, with local service extending to Parkrose and BRT service potentially upgraded to 10-minute frequencies.



Vicinity Map: 82nd Avenue Transit Project

Project Outcomes Advancing Regional Goals

The 82nd Corridor project supports regional goals from the High-Capacity Transit (HCT) System Plan, 2023 Regional Transportation Plan (RTP), and 2018 Regional Transit Strategy, prioritizing Bus Rapid Transit (BRT) and significant transit investments. It addresses long-standing transit challenges, improves access for underserved communities, and enhances efficiency with solutions like queue bypasses, BAT lanes, and transit signal priority. The project also promotes active transportation, safety, and equitable mobility, contributing to sustainability, reduced congestion, and improved quality of life.