

Attachment 2

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Thursday, June 5, 2025
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Grace Cho, Principal Transportation Planner, Metro
Ted Leybold, Transportation Policy Director
Jean Senechal Biggs, Resource Development Manager
Subject: 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Updates

Purpose: To provide 28-30 Regional Flexible Fund Allocation (RFFA) bond proposal (Step 1A.1) updates and information on:

- Revised revenue forecasting and total bond funds available
- Potential roles of the MPO and Metro Council in the RFFA bond program
- Need for federal to local fund exchange
- Proposed legislative materials, including draft conditions of approval
- Public comment period report

Background & Context Setting

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction in July 2024, JPACT and the Metro Council agreed to move forward to develop a new project bond proposal, referred to as Step 1A.1. Following activities to solicit and evaluate potential projects and establish an estimated range of funds, JPACT voted in March 2025 to forward for public comment a bond proposal totaling \$88.5 million for five regionally significant projects. (*See Table 1*) The public comment period ran from March 26 to April 30, 2025.

Table 1: Regional Flexible Fund Bond Proposal

Project	Amount
Tualatin Valley Highway Transit Project	\$28 million
82 nd Avenue Transit Project	\$28 million
Burnside Bridge Transit Access and Vehicle Priority Project	\$10 million
Montgomery Park Streetcar Extension	\$10 million
Sunrise Gateway Corridor Project	\$10 million + \$2.5 million
Total Bond Package	\$88.5 million

JPACT is scheduled to take action to approve projects for a new Regional Flexible Fund bond at its meeting on July 17, 2025, and the Metro Council is anticipated to act on that project approval at the July 31, 2025 Council meeting.

The June TPAC and JPACT meetings are an opportunity to discuss the bond proposal and identify any outstanding issues.

Discussion Questions

1. Are there any questions in need of resolution before taking action to recommend approval of projects for a new 28-30 Regional Flexible Fund bond proposal (Step 1A.1)?

RFFA Revised Revenue Forecast and Total Bond Funds Available

At the March 20th meeting, JPACT referred for public comment a set of five projects proposed for \$88.5 million in bond proceeds. The proposal adheres to the adopted Program Direction bond principles. During the meeting, JPACT members asked Metro staff to come back with an analysis of how the bond proposal would impact Step 2 revenues available for community scale projects.

Since the March JPACT meeting, Metro staff have reviewed the Regional Flexible Fund revenue forecast according to the most recent annual federal appropriations. The updated forecast shows a total estimate of Regional Flexible Funds for federal fiscal years 2028–2030 at approximately \$161 million. This is an increase of \$8 to \$11 million in Regional Flexible Funds over earlier estimates. This updated revenue estimate supports using higher revenues for bond repayment to meet the proposed \$88.5 million allocation.

Metro staff will continue to look for opportunities to reduce bond costs by using Regional Flexible Fund revenues in a “pay-as-you-go” manner for projects when working to match bond payments with project delivery schedules.

Roles of the MPO and Metro in the Regional Flexible Fund Bond

Moving forward with the new Regional Flexible Fund bond requires clarity on 1) overarching decision-making roles and functions; and 2) funding mechanisms to generate the total allocated proceeds.

Together, JPACT and the Metro Council function as the MPO board and decision-making body over the allocation of Regional Flexible Funds. Selecting projects to receive bond proceeds is within the shared purview of JPACT and the Metro Council. This is consistent with previous RFFA bonding decisions.

This bonding cycle includes a significant departure from previous Regional Flexible Funds bonding practices. Historically, TriMet served as the bonding entity for RFFA projects. In this new Regional Flexible Fund bond effort, Metro is requested to perform that role. However, it is important to highlight that Metro will serve as the bonding entity in its capacity as a public agency – *not* in its role as the MPO. This means that Metro exclusively would be the borrower and the entity holding liability of repayment of bond debt. As such, the Metro Council is the ultimate decision-maker with respect to bond actions – including the timing of bond execution and payment of bond revenues to projects. This is a new role for Metro.

As the board of the borrowing agency, the Metro Council would act as the oversight body for any Regional Flexible Fund bond. By contrast, since the project allocation decision is an MPO decision, the Metro Council does not have the ability to unilaterally change how much any project receives. Ultimately, the Metro Council is not obligated by the allocation decision to issue bonds. If the Council concludes the conditions of the RFFA allocation decision cannot be met – or for any reason it is not in the interest of the agency to issue bonds – the MPO would then need to decide how (or whether) to modify the funding allocation decision.

Metro staff will keep JPACT apprised of any issues that may arise and will return to JPACT for any needed MPO board action.

Federal to Local Fund Exchange

To enable transportation programs and projects to proceed faster and with less cost from the federal oversight process, Metro often exchanges Regional Flexible Funds – which come from the federal government – with local dollars. These exchanges occur across agencies, directing the less flexible federal funding toward already “federalized” projects and replacing it with more flexible local funds. Should Metro agree to be the borrower, this type of exchange would allow the agency to take out bonds on the local bond market. This would result in greater flexibility on eligible uses than bonding federal funds. In turn, the flexibility allows for more favorable repayment terms, better rates, and cost savings. Bonding locally would also reduce the number of separate federal bond programs that would otherwise be necessary.

A fund exchange is executed by agreement between the lead project agency – in this case Metro as the local bond borrowing agency – and the agency providing local funds. Programming the federal funding to a project led by the agency providing local funds would be approved by the MPO as an amendment to the MTIP.

Legislative Materials Preview and Draft Conditions of Approval

To prepare for the adoption process in July, a draft Resolution and illustrative funding tables are included as **Attachment 1** for TPAC and JPACT review. These materials are informational only at this point and may be revised before final adoption.

For projects receiving RFFA bond funds, conditions of approval will be incorporated as part of an exhibit to the legislation. The draft conditions of approval, included as **Attachment 2**, are organized under three different areas:

- 1) Legislative overarching bond conditions;
- 2) General legislative conditions applicable to all recipients; and
- 3) Project specific legislative conditions.

These draft conditions of approval are informational only and may be revised before final adoption.

Public Comment Period Results

Following the action at the March 2025 JPACT meeting, Metro held a five-week public comment period that opened on March 26th and closed on April 30th. Metro used an online open house format—available in both English and Spanish—to educate participants about funding for large capital transportation projects, the tradeoffs of bonding Regional Flexible Funds at this time, and the five projects proposed to receive bond proceeds.

Participants were invited to provide comments on any of the five projects proposed for the bond, as well as respond to two optional open-ended questions asking for additional comments to share with decision-makers. Table 2 outlines summary statistics of the public comments Metro received.

Themes to emerge from the Step 1A.1 public comments include: transportation safety concerns and safety for pedestrians and bicyclists, transportation infrastructure improvements for all users, leveraging funds while at the same time remaining fiscally responsible, the importance of economic and community development benefits from transportation investments, having the benefits of new and upgraded transportation infrastructure improve mobility for all people (with special consideration for the historically underserved), and supporting climate resilience and regional connectivity.

Table 2: Summary Statistics of Public Comments Received on Regional Flexible Fund Bond Proposal & Projects

	Online Open House Comments	Emails and Electronic Letters	Public Testimony
82 nd Avenue Transit Project	61	1	6
Tualatin Valley Highway Transit Project	50	1	5
Montgomery Park Streetcar Extension	39	2	3
Earthquake Ready Burnside Bridge	67	11	21
Sunrise Gateway Corridor Project	65	12	6
<i>Subtotal</i>	282	27	42
Comments on opportunities and challenges	139	N/A	N/A
General comments on bond proposal	100	2	1
Total	521	29	43

The Step 1A.1 Engagement Report, a summary of the approach and the results, is included as **Attachment 3**. The full text of comments is in the report appendices, which is included as **Attachment 4**.

The report and appendices can also be found on the Regional Flexible Fund New Project Bond webpage: <https://www.oregonmetro.gov/public-projects/2028-30-regional-flexible-funding-allocation/new-project-bond>

Next Steps

Table 3 outlines the near-term next steps in 28-30 Regional Flexible Fund bond proposal (Step 1A.1) process through adoption in July.

Activities related to initiating the new Regional Flexible Fund bond will occur after JPACT and Metro Council adoption of the entire 28-30 Regional Flexible Fund Allocation. If approved, this will include projects identified for funding from the new bond, along with allocations committed to previously existing high-capacity transit bond repayments (Step 1A), region-wide programs and planning (Step 1B), and awards to the local agency capital projects (Step 2). New bond-related next steps include: identification of bonding agency, securing funding exchanges with regional partners, developing project agreements with each lead agency, and execution of the revenue bonds.

Comments and questions brought forward at the June TPAC and JPACT meetings will inform the legislative materials for adoption, as well as work to initiate the bond and project agreements. Metro staff will return to JPACT and the Metro Council if issues arise or next steps need to be modified.

Table 3: Next Steps in the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Process

Activity	Date
Step 1A.1 Public Comment: <ul style="list-style-type: none"> Issue Step 1A.1 public comment report 	May 30, 2025
TPAC: Step 1A.1 bond proposal updates <ul style="list-style-type: none"> Opportunity to discuss public comment received Preview of draft legislation with draft conditions of approval Address miscellaneous items and next steps 	June 6, 2025
JPACT: Step 1A.1 bond proposal updates <ul style="list-style-type: none"> Opportunity to discuss public comment received Preview of draft legislation with draft conditions of approval Address miscellaneous items and next steps 	June 12, 2025
Metro Council Work Session: Updates on Step 1A.1 bond & Step 2 allocation package options	June 17, 2025
TPAC: Request TPAC recommendations to JPACT to approve the package of projects recommended for a 2028-2030 RFFA Step 1A.1 bond	July 11, 2025
JPACT: Request JPACT approve and recommend the 2028-2030 RFFA Step 1A.1 bond recommendations for Metro Council adoption	July 17, 2025
Metro Council: Adopt 2028-2030 RFFA Step 1A.1 project recommendations	July 31, 2025

Attachments

- 1) Step 1A.1 Bond: Draft Resolution
- 2) Step 1A.1 Bond: Draft Conditions of Approval and IGA Provisions
- 3) Step 1A.1 Engagement Report
- 4) Step 1A.1 Engagement Report: Appendices A - E

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN)
INCREASED MULTI-YEAR COMMITMENT OF)
REGIONAL FLEXIBLE FUNDS FOR THE)
YEARS 2028 THROUGH 2039, FUNDING THE)
82ND AVENUE TRANSIT CORRIDOR,)
TUALATIN VALLEY HIGHWAY TRANSIT)
CORRIDOR, MONTGOMERY PARK)
STREETCAR, SUNRISE CORRIDOR, AND)
BURNSIDE BRIDGE PROJECTS, AND)
AUTHORIZING EXECUTION OF)
INTERGOVERNMENTAL AGREEMENTS)

RESOLUTION NO. 25-XXXX

Introduced by Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson”

WHEREAS, Metro is the Metropolitan Planning Organization (MPO) for the Portland metropolitan region, authorized by the U.S. Department of Transportation to program federal transportation funds in the Portland region through the Metropolitan Transportation Improvement Program (MTIP);

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP for the Portland metropolitan region;

WHEREAS, on June 16, 2024, as recommended by JPACT, the Metro Council adopted Resolution No. 24-5414, “For the Purpose of Adopting the 2028-2030 Regional Flexible Funds Allocation Program Direction for the Portland Metropolitan Area,” which resolution and policy statement sets forth how the region will identify and select transportation projects to receive federal transportation funds, including CMAQ funds as a portion of the regional flexible funds (the “RFFA Program Direction”);

WHEREAS, the 2028-30 RFFA Program Direction documented support for the development of a new proposal for funding of projects utilizing bonding of future RFFA funds; and

WHEREAS, the 2028-30 RFFA Program Direction provided parameters for the development of the bond proposal and identified bond project purpose and principles; and

WHEREAS, preliminary funding analysis indicates a RFFA bond payment schedule as described in Table 1 of Exhibit A, is preliminarily forecast to provide bond proceeds to fund the projects in an amount consistent with Table 2 of Exhibit A; and

WHEREAS, Metro staff conducted an application process for potential bond funding and evaluated the project applications for performance relative to the bond project purpose and principles; and

WHEREAS, after consideration of the project evaluation, JPACT prioritized five projects as a potential bond package, consistent with the Program Direction parameters, for public and County Coordinating Committee and City of Portland comment of priorities; and

WHEREAS, JPACT has considered the Program Direction parameters for development of a bond package, the evaluation of bond candidate projects, public comments, County Coordinating Committee and City of Portland priorities, and

WHEREAS, on July 17, 2025 JPACT recommended approval of future RFFA funds in the amounts shown in Table 1 of Exhibit A for payment to fund administration and support of five projects in the amounts set forth in Table 2 of Exhibit A; and

WHEREAS, MPO staff will work with MPO affiliated agencies, including without limitation TriMet, Oregon Department of Transportation, Multnomah County, Clackamas County, and Metro, to determine the best approach for issuing revenue bonds secured by the commitment of federal transportation funds set forth in Exhibit A;

WHEREAS, the agencies will need to execute intergovernmental agreements to facilitate bond agreements; and

WHEREAS, if at the discretion of Metro and/or the MPO affiliated agencies, intergovernmental agreements and bonding are not executed from the payment schedule amounts in Table 1 of Exhibit A to provide project funding amounts to projects as shown in Table 2 of Exhibit A, MPO staff will return to JPACT and the Metro Council for alternative direction for the use of RFFA funds directed to bond purposes; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of intergovernmental agreements, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month] [insert year].

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 25-xxxx

Table 1

Commitment of Regional Flexible Funds to Bonding for Capital Projects

Year	Current Commitment	New Commitment	Total
2028	\$17,280,000	\$10,000,000 ¹	\$27,289,000
2029	\$17,260,000	\$5,000,000	\$22,260,000
2030	\$17,240,000	\$5,000,000	\$22,240,000
2031	\$17,220,000	\$5,000,000	\$22,220,000
2032	\$17,190,000	\$5,000,000	\$22,190,000
2033	\$17,170,000	\$5,000,000	\$22,170,000
2034	\$17,150,000	\$5,000,000	\$22,150,000
2035		\$19,000,000	\$19,000,000
2035		\$19,000,000	\$19,000,000
2037		\$19,000,000	\$19,000,000
2038		\$19,000,000	\$19,000,000
2039		\$19,000,000	\$19,000,000

Table 2

Project Allocations from Bonding

Project	Allocation Amount
82 nd Avenue BRT	\$28,000,000
Earthquake Ready Burnside Bridge	\$10,000,000
Montgomery Park Streetcar	\$10,000,000
Sunrise Corridor	\$12,500,000
Tualatin Valley Hwy BRT	\$28,000,000
Total Allocation	\$88,500,000

¹ Allocation of \$10 million in federal FY 2028 includes carryover of forecasted and unallocated funds from years prior to federal FY 2028. Portion of these funds may be programmed in federal fiscal years prior to 2028 to optimize payment structure to maximize bond revenue proceeds and meet project schedule needs.

28-30 Regional Flexible Funds – Step 1A.1 Bond Draft Conditions of Approval and IGA Provisions

As part of the 28-30 Regional Flexible Funds – Step 1A.1 process, Metro has been identified as a potential borrower for bond funds. Should Metro agree to be the borrower, the agency will include conditions on each commitment of project funding that address the circumstances and timing of issuing bonds. Conditions are needed to protect Metro from the liabilities of drawing forward revenues if situations at the federal level or project level change or for other extraordinary events. This is especially important due to the uncertain federal funding environment under the current administration and the need for large federal discretionary grants to deliver the proposed projects.

Project conditions may be set out as part of the legislative materials approving the Regional Flexible Fund bond proposal. However, these conditions do not imply a commitment to bonding. A final action on serving as a borrower for RFFA bonding will be at the sole discretion of the Metro Council. Metro may also delegate the borrower role to another agency willing to issue bonds consistent with this legislation. In such case, the board of that agency assumes the roles and responsibilities defined here for oversight of the bonding process. However, Metro may not delegate the Metro Council's role in approving projects as a part of the MPO Board decision making authority.

Legislative Overarching Bond Conditions

- Metro may choose not to pursue bonding of Regional Flexible Funds if the federal government decides to pause, eliminate, or significantly reduce federal transportation discretionary grant programs or formula funds.
- Metro may choose not to pursue bonding with Regional Flexible Funds should the necessary intergovernmental agreements not be in place to exchange federal Regional Flexible Funds for local dollars. Any fund exchange package must encompass a schedule to support long-term debt service that equates to \$88.5 million in bond revenues to support the advancement of all five projects.
- Should Metro agree to serve as the borrower, executed intergovernmental agreements between Metro, the lead agency of the bond recipient projects and (if necessary) the project delivery agency shall be in place prior to Metro bonding Regional Flexible Funds and disbursing proceeds to the projects.
- Should Metro as the local borrower decide not to issue bonds, MPO staff would return to JPACT and the Metro Council as the MPO board for new direction regarding the use of regional flexible funds initially identified for bond purposes.
- Should all necessary fund exchange actions, bond arrangements and project agreements proceed, Metro would seek to advance a first issuance of bonds when one or more of the FTA Capital Investment Grant (CIG)-eligible projects is ready to develop a formal request for a construction grant agreement.
 - If any one of the CIG projects has not submitted a formal request for a construction grant agreement by March 1, 2027, Metro staff will review the project schedules and work phases to be funded with RFFA bond proceeds of the Burnside Bridge and Sunrise Corridor projects and consider:
 - the viability of the package of five RFFA bond agreement projects still proceeding, and

- the cash flow timing and needs from the RFFA bond agreement for the Burnside Bridge and Sunrise Corridor projects to proceed, and
- options for alternative timing and methods of cash flow contributions to the five RFFA bond agreement projects that maximize purchasing power of RFFA funds while still supporting the agreed to contribution of RFFA funds to the bond package of projects.
- If all five projects remain viable within the timeframe of the federal fiscal year of 2028-30 RFFA funding, Metro will manage RFFA programming, bonding, and project cash flow consistent with the 2028-30 RFFA legislation and subsequent bond arrangements and project agreements.
- If a modification to the RFFA bond agreement package of five projects is needed because one or more projects is no longer viable within the FY2028-30 RFFA time frame, MPO staff, in consultation with TPAC, will return to JPACT and the Metro Council to seek new direction for the RFFA bond agreement.
- Should Metro take on the role of borrower, the Metro Council, as the board of the borrowing agency, would act as the oversight body for the Regional Flexible Fund bond, unless Metro has delegated the borrower agency to another agency. Metro staff will keep JPACT apprised of any issues that may arise.

General Conditions – Applicable to All Bond Projects

- Bond proceeds are awarded to the projects, not to the lead agency delivering the project.
- Bond proceeds must be utilized on activities pertaining to the delivery of the identified project in the adopting legislation. The lead agency does not have the discretion to change the use of bond proceeds. The Intergovernmental Agreement between the borrower and the lead agency will include change management procedures.
- The bond proceeds amount awarded to each project in the legislation approved by JPACT and Metro Council is the total amount of bond proceeds available to the project. The lead agency is expected to cover any cost overruns or unexpected costs to emerge. It is understood by the lead agency that Metro and the Regional Flexible Funds program does not have any further financial commitment or responsibility beyond providing the amount awarded.
- If a bond recipient project is determined to be unfeasible or is completed without expending all bond proceeds awarded, any remaining bond proceeds for that project shall be returned to Metro and any remaining bond program capacity shall revert back to the Regional Flexible Fund allocation process.
- The lead agency of the bond project must execute an Intergovernmental Agreement with Metro prior to receiving or incurring bond proceed funded expenditures.
- A bond recipient, as the project lead agency, will execute an IGA with Metro that includes the following:
 - A scope of work with defined milestones, deliverables, cost per milestone/deliverable, and outcomes for defining success for the project.
 - A detailed schedule for the delivery of the project according to the scope of work.

- An updated project cost estimate and budget that specifies the use of the Regional Flexible Funds bond proceeds. [Note: The cost estimate must include reasonable contingency based on current phase of project development.]
- Identification of roles and responsibilities among the project partners, including Metro.
 - If necessary, Metro may require a supplemental agreement such as a Memorandum of Understanding codifying the roles and responsibilities of project partners.
- A financial plan that defines all match sources and the details of how Regional Flexible Fund bond proceeds will be used, including how the Regional Flexible Funds bond-funded aspects of the project will be completed regardless of other funding constraints.
- A project funding contingency plan that outlines strategies for the project to move forward even in the event of an impact to the financial plan.
- Evidence of commitment of local matching funds, and all proposed project funds, to expend with the bond proceeds.
- Terms for determining how bond proceeds to the project may be withdrawn or disbursed based on the project circumstances and terms and procedures regarding any excess funds.
- Bond issuance will only take place if projects are ready to spend bond proceeds based on an approved project financial plan and when funding from other sources is secured or committed. If funding from other sources is contingent on the bond funds being committed, the project team will work with the bond agent to determine the necessary documentation to fulfill the stated requirement.
- All bond recipients are required to deliver the project scopes as written and described in the 2028-2030 Regional Flexible Fund adopting legislation and further defined and agreed upon in the Intergovernmental Agreement.
- All bond recipients are required to expend the local matching funds consistent with the 2028-2030 Regional Flexible Fund adopting legislation.
- The bond recipient project team is expected to carry out public involvement processes and document the engagement activities. Public involvement activities at a minimum need to meet Metro public engagement guidelines and federal Civil Rights requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement.
- All bond proceed projects will include Metro staff participation in the following project development and delivery activities. Further definition of the activities and Metro's participation are expected as part of the development of the project Intergovernmental Agreements. These include and are not limited to:
 - Participation in project coordination meetings and reviews.
 - Participation in completing project initiation activities, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Bond recipients will support the regional data repository of the transportation network maps by providing to Metro the relevant network data to be added or adjusted according to the project. Metro will provide guidelines on network data submissions upon request.

- If the bond project includes Intelligent Transportation Systems (ITS) elements in the project scope, those elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture.
 - This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist.
- Bond recipients implementing Transportation System Management and Operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes.
 - Metro will provide guidelines on how to provide TSMO data submissions.
- The bond proceed recipients shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read "Made possible with support from Metro." If marketing is done with audio only, spoken attribution language must be "This project is made possible with support from Metro." The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Bond recipient will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the bond recipient will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.

Project Specific Conditions: Large Capital Transit Projects with Federal Transit Administration Capital Investment Grant Funds

82nd Avenue Transit Project

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been provided and vetted by Metro.
 - The bond recipient will specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
- TriMet staff will coordinate with Metro staff on specific project delivery and monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including coordination activities with ODOT Region 1 leadership and the terminus property owner; and addressing questions raised by the Metro advisory committees.
- Should Metro serve as the borrower, TriMet must certify that the project has achieved the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro and TriMet staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements around bond funding.

Tualatin Valley Highway Transit Project

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been provided and vetted by Metro.
 - The bond recipient will specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
- TriMet staff will coordinate with Metro staff on specific project delivery and monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including right of way and coordination activities with ODOT Region 1, the Union Pacific Railroad, and the Portland Western Railroad, and addressing questions raised by the Metro advisory committees.
- Should Metro serve as the borrower, TriMet must certify that the project has achieved the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro and TriMet staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements around bond funding.

Portland Streetcar Montgomery Park Extension

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been provided and vetted by Metro.
 - The bond recipient will specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
- Should Metro serve as the borrower, PBOT and TriMet must certify that the project has achieved the milestones required to access bonded funds before Metro issues and dispenses bond proceeds to the project. Metro, TriMet and PBOT staff will identify the milestones and certification procedures during the development of Intergovernmental Agreements around bond funding.
- PBOT and TriMet staff will coordinate with Metro staff on specific project delivery and monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including right of way and coordination activities with adjacent property owners, and addressing questions raised by the Metro advisory committees.

Project Specific Conditions: Large Capital Transportation Project with Federal Funding

Earthquake Ready Burnside Bridge

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the remaining project shortfall has been provided and vetted by Metro.
- Metro staff will participate in the following specific project delivery & monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including the right of way negotiation and acquisition process, and addressing questions raised by the Metro advisory committees.
- An oversight protocol will be developed as part of the Intergovernmental Agreement development to ensure the necessary milestones have been met prior to issuing and dispensing bond proceeds to the project.

Project Specific Conditions: Large Corridor Planning and Project Development

Sunrise Gateway Corridor

- As part of the negotiations on the intergovernmental agreement (IGA), Metro, ODOT, and Clackamas County will establish a separate agreement which defines the roles and responsibilities of each agency and decision-making. The IGA will also address participation in the planning and project development work for public transit service providers that serve the corridor.
- ODOT and Clackamas County staff will coordinate with Metro staff on specific project delivery and monitoring activities.

Note: Metro staff will continue to work with Clackamas and ODOT staff on project specific conditions relevant to the proposed scope of work for inclusion in the July 2025 TPAC and JPACT materials.



Engagement report

Public comments on the Step 1A.1
2028-30 Regional Flexible Funds bond
proposal.

June 2025

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rffa

The preparation of this briefing book was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA).

Regional Flexible Funds comprise of two federal grant programs:

- Surface Transportation Block Grant funds may be used for projects to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- Congestion Mitigation/Air Quality Program funds may be used for surface transportation projects and other related efforts that reduce air pollution from transportation sources and provide congestion relief.

Metro is currently deciding how to invest an estimated \$150 to \$153 million in federal funding available in the federal fiscal years 2028 through 2030.

As the start of the 2028-30 Regional Flexible Funding Allocation process, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopt a Program Direction to set the objectives of the allocation of Regional Flexible Funds for the cycle. Two categories typically comprise a Regional Flexible Fund Allocation cycle where dollars are allocated among the categories and within the categories the funds are distributed by different policy and program objectives while adhering to the Program Direction. One of the categories – Step 1A – is a dedication of Regional Flexible Funds for debt servicing from previously issued bonds to build transportation projects.

Bonded Regional Flexible Funds have been used as required local matching funds to large federal grants to build out regionally significant transportation project that connect people throughout the three counties –Clackamas, Multnomah, and Washington. In particular, the region's had success with bonding Regional Flexible Funds to build the region's MAX light rail network, the WES commuter rail and, more recently, the Frequent Express FX2-Division high-capacity bus. This history of innovative local funding strategies that unlock federal funds and collaboration made the Portland metropolitan area unique among other metropolitan areas.

For the 2028-30 Regional Flexible Funds Allocation cycle, representatives from public agencies and community organizations saw an opportunity to develop a new transit-focused project bond to unlock much needed federal funding for the greater

Portland region. With several larger-scale transit projects in development, the timing and opportunity of a new Regional Flexible Fund bond aims to support the projects advancing to construction and unlocking matching federal funds.

With support from regional partners, JPACT and the Metro Council directed Metro staff to develop a new bonding proposal for the Regional Flexible Funds, referred to as Step 1A.1, as part of the adoption of the 2028-30 Regional Flexible Fund Allocation Program Direction in July 2024.

Since the adoption of the Program Direction, Metro staff have worked with regional partners to identify candidate projects for inclusion in a Regional Flexible Fund bond proposal. At their March 20th, 2025 meeting, JPACT took action refer a Regional Flexible Fund bond proposal for public comment.

The Step 1A.1 bond proposal comprises of five candidate project and allocating up to \$88.5 million dollars. Candidate projects will need additional funding beyond those available from the Regional Flexible Fund process. Decision-makers are scheduled to make a decision in July 2025.

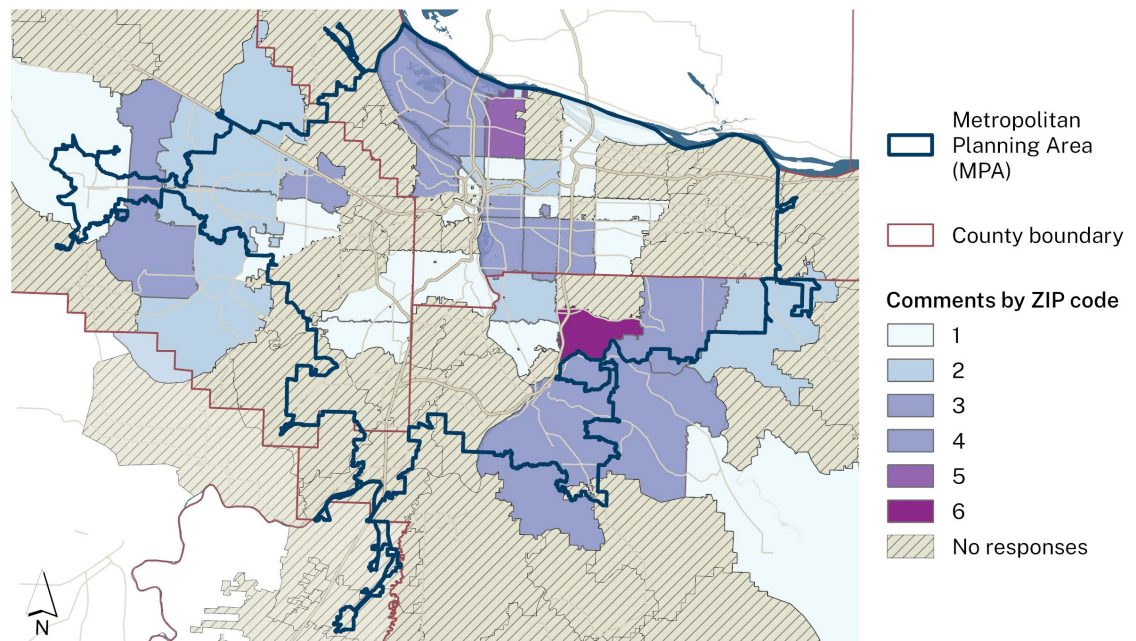
From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more equitable, safer, cleaner and more reliable.

During this public comment period, Metro received:

- 225 participants provided 282 project-specific comments through an online open house available in English and Spanish. In addition, 139 open ended comments were provided through the open house.
- 27 emails were received from members of the public, with two providing general, non-project specific comments and 25 providing project specific comments. Two of those 25 provided comments on more than one project. (See Appendix B)
- A total of 38 comments were received at JPACT. Of the 38 comments, 17 of those were via oral public testimony at the April 17th JPACT meeting and 21 were via email.
- In addition, two comments from public agencies were received via email, and four were received at JPACT as email or public testimony
- No phone calls or mailed letters were received.

Online participants from across the region:

Fig. 1. Project respondents by ZIP code



NOTICE AND INVITATION TO PARTICIPATE

The notice and invitation to participate were distributed through several channels:

- An email to Metro's transportation interested persons email list
- CORE members email
- Metro News (<https://www.oregonmetro.gov/news/public-notice-opportunity-comment-transportation-projects-submitted-2028-30-regional-flexible>)
- Metro's social media channels on Facebook and Instagram
- Email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation, Metro Policy Advisory Committee, Transportation Policy Alternatives Committee and Metro Technical Advisory Committee
- See Appendix A: Notices and invitations to participate

People were invited to learn about the projects via:

- The 2028-2030 Regional Flexible Funds web page (oregonmetro.gov/rffa)
- An online open house with the ability to submit feedback and comments, available in English and Spanish. The online open house introduced the Step 1A.1 bond and the proposed projects. Participants were able to learn more about the proposed projects by going directly to the project website via the project weblinks. Participants could comment on their projects of interest.

Comments were accepted through:

- the interactive online open house, linked from the Metro website
- by email to transportation@oregonmetro.gov or rffa@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804

The online open house was translated into Spanish. Social media content was offered in English and Spanish. Efforts reached a total of 72,247 people, 56,394 in English and 15,852 in Spanish. Of the total people reach via social media content, 1,457 people clicked on the ads. However, there were no Spanish survey responses. See Appendix A: Notices and invitations to participate.

SUMMARY OF COMMENTS

From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more equitable, safer, cleaner and more reliable.

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- Additionally emails were

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- No phone calls or mailed letters were received.

(For the full text of these comments, see Appendices B – E.)

The open house asked participants to leave a comment on any of the five projects proposed for Step 1A.1 bond and also asked two optional open-ended questions. The optional open-ended comments included:

1. What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
2. What else would you like decision-makers to know?

The majority of email comments were in support of the projects they were commenting on. Some of the comments about projects expressed support for a project concept but hedged with concern about project design. For example, some comments showed support for the concept of an Earthquake Ready Burnside Bridge, but concern about the fundamentals of the proposed design. Some comments did express overall concern about the project or indicated that the proposed project wasn't a priority.

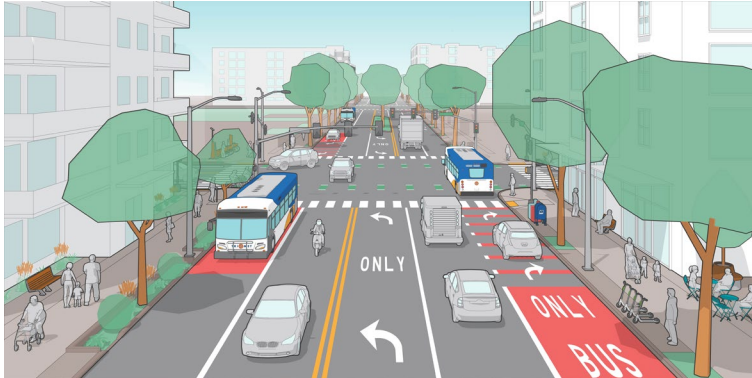
Table. 2: Number of Project Specific Comments Received by Project

Project	Comments
82nd Avenue Transit Project	61
Earthquake Ready Burnside Bridge Project	67
Sunrise Gateway Corridor/Highway 212 Project	65
Portland Streetcar Montgomery Park Extension Project	39
Tualatin Valley Highway Safety and Transit Project	50
TOTAL	282

PROJECT COMMENTS

The following section describes each of the five proposed projects and summarizes the comments Metro received about each project.

82nd Avenue Transit Project



Location: 82nd Avenue from Clackamas Town Center to Portland's Cully neighborhood

Transit Project Category: Capital Investment Grant

Bond Proceeds Support: Construction

Project Sponsor: TriMet

Description: The project will upgrade TriMet Line 72 bus service on 82nd Avenue to zero-emission FX Frequent Express service. This will bring more service reliability and faster travel times to the corridor along with safety and accessibility improvements. Investments include enhanced pedestrian crossings or traffic signals at all stations, and new, accessible stations with shelters/weather protection, lighting, seating and real time arrival information.

Comments summary: Online survey participants indicated that marginalized communities stand to benefit from investment. A theme of comments was concern about a lack of bicycle infrastructure.

- 61 web tool comments
- 1 email

Sample comments:

"The 82nd Avenue Transit Project is a vital investment in one of the region's highest ridership and most equity-sensitive corridors. Upgrading Line 72 to FX Frequent Express service with zero-emission buses will improve speed, reliability, and safety for thousands of daily riders—many of whom are transit-dependent and from underserved communities....This is a shovel-ready project that delivers immediate and lasting benefit, and it deserves strong funding consideration."

"I am a strong proponent for this project. As an Asian American, I am inspired by the work organizations like APANO have done to uplift the Jade District around 82nd Avenue, which is one of Portland's most diverse communities. Having better, safer access to public transportation and walkability/bikeability would breathe further life into the Jade District."

"Any improvements along 82nd Ave are greatly appreciated. This is a major corridor that is often overlooked..."

"Strongly support enhanced bus service on 82nd, but I'm concerned that buses will not have a dedicated lane for the length of the corridor. I'm also concerned that the project has no bike facilities on 82nd."

"Decent project in an area that needs it. Don't constrict the roadway just to try to get more people on the bus."

This will have a huge impact on 82nd Ave! I live a few blocks off 82nd and it is so dangerous. I am scared to walk anywhere on or cross that street because of all the cars.

"This would help me and many people I know who don't drive help take transit easier."

"The good people of east Portland deserve the respect that this project would show them. I live in Tigard and already feel the respect, but east Portland needs attention."

"Keep 82nd the way it is... don't slow traffic, just add more red light crossings and time them for efficiency."

"This is a critically important project for one of the busiest bus lines in the region. Not only that but east Portland has been asking for improvements for decades. Please help to make this a reality."

Earthquake Ready Burnside Bridge Project



Location: Burnside Bridge between Northwest 2nd Avenue and Southeast Martin Luther King, Jr. Boulevard

Transit Project Category: First/Last Mile; Transit Vehicle Priority

Bond Proceeds Support: Design and Construction

Project Sponsor: Multnomah County

Description: The project will replace the existing Burnside Bridge with a seismically resilient structure with enhanced transit, pedestrian and bicycle access. The project includes construction of an eastbound bus-only lane on the bridge to improve speed and reliability for TriMet Lines 20, 19 and 12. The project also includes the construction of an area for buses to pull over at the west end of the bridge, 17-foot-wide protected bike lanes and sidewalks on both sides, and modified traffic signals. Safe access to transit will be increased on the Burnside corridor, including new and reconstructed bus stops, pedestrian refuge islands, sidewalk reconstruction, bike lanes, and upgrades for accessibility.

Comments summary: Some survey respondents expressed concerns about the impact of construction on local businesses and traffic. The Earthquake Ready Burnside Bridge is frequently mentioned as a critical project for regional safety and resilience.

- 67 web tool comments
- 11 emails

Sample comments:

“Overall I love the project! I am excited for the protected ped and bike lanes especially. I think a critical element is connecting the bike paths with the eastside esplanade. It would be a shame to build a brand new bridge and not link it with that gem of a bikeway.”

“...The focus on transit and transit stops is so important in this project. I also appreciate maintaining the bus only lane, making bus travel time a high priority in this project.”

“This is so crucial to our region, and the bike, ped, and transit upgrades will benefit the central city immensely for decades. We must make sure these portions of the project remain fully funded...This would really enhance my everyday life and ensure that we have many ways of crossing the river if/when a large earthquake hits the region.”

“As far as I can tell, this funding would only close a small portion of the funding gap the project still has. While it is important as a regional lifeline route, it's not clear that this funding source is the most appropriate use of regional funding if it's not going to help ensure the project advances any time soon.”

“Anecdotally, it seems these improvements will ultimately be very disruptive. Consider how the alternatives will support the long-term closure of the bridge. Certainly a fan of seismically improving all needed facilities.”

“...While the total project cost is significant, this bond funding serves as a strategic contribution to a much larger, well-leveraged package. This is an investment not only in transit but in regional preparedness and long-term mobility.”

“I attended a Red Cross earthquake preparedness seminar a few years ago and was horrified to realize how cut off the east and west sides of Portland will be when “the big one” hits. Having an earthquake ready bridge is of utmost importance.”

“... We need one downtown river crossing to be operable after a big earthquake and transit should be an integral component of the project. This is a high priority.”

“...We need to connect our city and rebuild this bridge. It's no longer serving its purpose and needs to be addressed for the impending emergency that will destroy our city.”

“As someone who works downtown and lives on the east side... I think upgrading the Burnside Bridge should be a priority that will make Portland safer and more resilient in the event of a disaster.”

Portland Streetcar Montgomery Park 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 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 rental housing.

Comments summary: Support for the Portland Streetcar Montgomery Park Extension Project mentioned the benefits of historic preservation and neighborhood identity. Some survey respondents questioned regional significance in a neighborhood well served by transit. Many comments were supportive, while also raising questions about funding uncertainty and timing.

- 39 web tool comments
- 2 emails

Sample comments:

“This is an important project to help open up new economic development and housing opportunities near the central city of Portland and to leverage the existing streetcar network. Also leveraging federal and private funding to help get these benefits and to fix 23rd is another strong feature of this project.”

“The Montgomery Park Streetcar Extension supports transit-oriented development, housing, and climate goals by connecting a growing district to the regional transit network. It enhances access to jobs, services, and future housing—including affordable units—while improving pedestrian and stormwater infrastructure. However, compared to other projects in the bond package, it serves a more localized area and may offer less immediate regional mobility impact. If funded, clear commitments to ridership gains, equity outcomes, and private sector cost-sharing should be prioritized to justify the public investment.”

“Please, please please fund this project! extension of the streetcar to Montgomery Park is incredibly important for the revitalization of the entire neighborhood, in addition to being a catalyst for several thousand units of housing development. our region is hampered by a housing shortage, and not funding this project means more people will be on our streets for longer.”

“Montgomery Park is already well-served by multiple bus lines, and I don't see many benefits in extending streetcar to serve the area...”

“The streetcars already suffer from very low use, so I struggle to understand why we would want to fund yet another one...Enhanced TriMet connectivity funding would be much better spent in areas without any useful service, like South 82nd or the neighborhoods surrounding Hwy 224.”

“I work in NW Portland (York Street) and the plan to redevelop the area to include housing and shopping (instead of just warehouses) will be a huge improvement. The streetcar extension will mean fewer people will feel compelled to own private cars in what will be a densely packed area.”

“Portland Streetcar special to Portland city, proper and its residence. (sic) Successful and helping people move and get around the city without a car detrimental to the cities core. This Project is more than just from Montgomery Park and is important upgrade to the entire Streetcar system.”

Sunrise Gateway Corridor/Highway 212 Project



Location: Along Highway 212/224 between 135th Avenue and 152nd Avenue

Transit Project Category: First/Last Mile and Safe Access to Transit

Bond Proceeds Support: Project Development and Preliminary Design

Project Sponsor: Clackamas County

Description: The project will complete the next critical steps of project development to support transit access to the Clackamas Industrial Area. The project includes work to complete a National Environmental Policy Act (NEPA) re-evaluation for the Sunrise Gateway Concept and to develop 20% design plans for the proposed Sunrise Gateway Corridor connection between 122nd Avenue and 172nd Avenue. The project also includes work to prepare up to 100% design plans for the proposed Safety and Local Connections Project, a proposal to add urban arterials with complete street elements on Highway 212/224 between 135th Avenue and 152nd Avenue. Plans include a new roundabout, a new local roadway connection north of Highway 212/224, consolidated intersections, modifications to traffic signals, a grade-separated intersection at 142nd with a bicycle-pedestrian overpass, bus stop improvements and transit access elements to safely connect travelers to TriMet and the ClackCo Industrial Shuttle.

Comments summary: The Sunrise Corridor is seen as a strategic investment in regional prosperity, with benefits including economic growth and improved access to jobs. Some survey respondents expressed concern at the car centric nature of the proposed investment.

- 65 web tool comments
- 12 letters and emails

Sample comments:

“...By advancing this project, we unlock new possibilities—fueling growth that lifts families, empowers workers, attracts investment from developers, and strengthens local businesses. Together, we can build a foundation for lasting prosperity.”

“... The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time Metro helped the working folks of Clackamas County.”

“This is a planning project not a capital project. I would not like this funded and would rather shovel ready projects be funded. This area is not zoned for density and I would prefer that it be rezoned first and the planning complete before funding is given.”

“We have no connections to the city of Happy Valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about. People walk on highways, children cross the highway to get to school. We have population overflow with one road to even exit, causing serious congestion and safety issues for an emergency situation.”

“Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent.”

“...Building a new highway encourages driving and sprawl, saps funding for higher priority projects, and conflicts strongly with equity, safety, and climate goals...”

“This highway has become increasingly dangerous, we must create a safe environment for passengers, cyclist, and pedestrians.”

“The Sunrise Corridor is not only one of the fastest growing areas on Oregon, it's also likely to become the most congested and most dangerous if we don't plan and invest accordingly. Our children and families deserve the safety and security of multimodal transportation services outlined in the Sunrise Corridor proposal. Please consider supporting full funding of the project!”

“... the streets are congested during commute hours, often taking double or more the amount of time to get from point a to point b. We need to begin improvements on this roadway as only more development is planned.”

“...It's unsafe, congested, and not an efficiently designed road...I drive this route every day, and each year the traffic increases. This is a major route for the SE Portland suburbs as it connects to I-205, 224, and 99E. We deserve the upgrade.”

Tualatin Valley Highway Safety and 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.

Comments summary: There is mixed feedback on proposed improvements to TV Highway, with some online survey respondents advocating for significant changes and others opposing high costs. Themes of criticism focus on the interaction between different modes of transit. Increased access to transit is seen as extremely beneficial in connecting communities, supporting employment and engaging communities.

- 50 web tool comments
- 1 email

Sample comments:

"Bus rapid transit is an excellent idea for TV Hwy. We need to reduce congestion and improve transit travel times on this route. Pedestrian safety to access westbound stops is also critical between 209th and Murray where TV Hwy runs adjacent to the railroad with no sidewalks and signalized crossings are very far apart. This project could capitalize on recent work by ODOT to improve crossings here. This project will help more efficiently connect employment in Hillsboro, Central Beaverton, and transit connections to Portland with riders in Aloha, which has some of the most affordable housing in urbanized Washington County."

"This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit. Many jurisdictions are collaborating together to deliver this project which shows how supported this is across four cities. It checks all the boxes for a good project."

"...Enhancing the safety and reliability of accessing public transit would likely mean more riders. This helps relieve road congestion, helps improve air quality, and ultimately enhances the livability of the community..."

"TV Highway: more traffic car (sic) lanes needed and think cost effective."

"This project is a long corridor and will benefit many communities. The narrower stretches of the service lines will benefit from better location for stops and faster service so traffic can keep moving in those areas."

"This project is long overdue. The bus stops along Highway 8 have been a huge barrier for bus use since I moved to Washington County 16 years ago. The lack of safety from traffic and the weather has led many in the County to believe that public transit isn't a viable option for commuting. With safer, more attractive, bus stops (and increased service) I am hopeful that the use of the bus system will increase and help eliminate pedestrian injuries..."

"I'd like more details, but this seems like a good way to better connect west side communities. I love the FX2 between Gresham and Portland and want that type of service expanded across the region. It is a huge improvement."

"...It is shovel-ready, leverages significant federal and local funding, and directly aligns with equity and climate goals. This project deserves strong support and prioritization."

"We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic..."

OVERARCHING COMMENTS

Survey respondents were also asked two open-ended questions:

- What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
- What else would you like decision makers to know?

Fig. 2 Open Ended Comments Received

Project	Comments
Question 1 opportunities and challenges	139
Question 2 what else?	100

Themes of open-ended comments:

Safety Concerns. Many respondents expressed concerns about safety, particularly for pedestrians and cyclists. There is a strong call for safer pathways, Americans with Disabilities Act (ADA)compliant sidewalks, and bike lanes. Dangerous corridors like TV Highway and 82nd Avenue are frequently mentioned as needing significant safety improvements. Crashes and the need for better enforcement of traffic laws are also highlighted.

“Roads in Washington County were designed for cars, not for people walking, using a wheelchair or riding a bike. The side streets and pathways should be safe methods for travel for people of all ages and abilities.”

“Sidewalks are needed. Help kids get out and be safe.”

“I have seen many near misses of auto vs. pedestrians and heard first-hand stories of people having to dive into ditches to avoid being hit. Safety is a must for all populations, but even more so for vulnerable populations that make this a high ridership line that is spread through many communities.”

Transportation and Infrastructure Improvements. Comments suggest that roads should be designed for all users, not just cars. Maintenance issues such as fixing potholes were frequently mentioned, along with a need for better pedestrian and bike access. Respondents shared diverse opinions about the best design of proposed investments.

“I support improving our public transportation, it is important to work on car centric projects as well but improving public transportation FIRST to give people that option before widening or building new roads allows for more connected communities.”

“We need safe and reliable public transportation to decrease vehicles on the road and improve travel options for individuals who don't own and drive a vehicle. Safe public transportation begins at a rider's home. Sidewalks, good parking, clear and well-lit pathways and shelters make travel to access public transit safer and possible.”

Funding and Resource Allocation. Leveraging federal funds while they are available is seen as crucial, paired with concerns about future costs. Respondents shared a strong sentiment that money should be spent wisely, avoiding excessive debt and high-cost projects that do not provide significant benefits. Some comments express frustration with government spending and taxation.

“Some communities along this project have limited resources, so being able to partner with other, larger communities and receive bonding opportunities makes the improvement feasible for them.”

“Projects that secure funding from a variety of sources—including local dollars—are not only less risky but also more attractive to federal partners. Demonstrating broad financial support signals strong community commitment and significantly improves our chances of bringing more federal dollars into the region.”

“Please do not tie up our precious flexible federal funding with debt service on speculative mega-projects that do not have a good bang for the buck, are dubious in their benefits given the high costs, and depend on discretionary federal grants for funding. Interest rates are going to go up, and debt service is a bad idea. Just fund more of the Step 2 projects!”

Funding Concerns and Fiscal Responsibility. A recurring theme, with concerns about the long-term financial impact of bond issuances and calls for responsible spending. Respondents prefer funding construction-ready projects that will have immediate impact. Concerns center on uncertainty of federal funds and the ability of project sponsors to fund the unfunded portions of their projects.

“As decision-makers consider the Step 1A.1 bond proposal, I urge them to prioritize funding projects that best leverage federal matching opportunities, demonstrate clear readiness, and provide the broadest regional benefit across all three counties... I support strategic investment in foundational work such as Clackamas County’s Sunrise Gateway Corridor, recognizing that planning dollars now unlock construction dollars later. However, since it is still in early development, it may merit a slightly smaller share than more construction-ready projects unless paired with strong future funding assurances.”

“The Earthquake Ready Burnside Bridge has clear multi-modal and seismic resiliency value, but its total cost is so high that regional dollars should be seen as catalytic, not sustaining. The Montgomery Park Streetcar extension is innovative and supports land use and housing goals, but its return on transit investment must be weighed carefully against more urgent regional mobility needs.”

“If you're going to issue regional bonds the funds need to be used on projects that really benefit the whole region. Why would we issue a regional bond to fund early design costs of projects? Bonds are typically only issued to get construction done.”

Economic and Community Development. Comments stress the importance of projects that support job growth, housing development, and local businesses. Some participants shared an appreciation for projects that foster economic vitality and community engagement.

“These investments should advance mobility for all—especially historically underserved communities—and support climate resilience and regional connectivity. Transparency in project readiness and funding leverage will be key. Finally, ensure that smaller communities and suburban corridors remain part of the conversation—mobility needs don’t stop at city limits.”

“Investing in the Sunrise Corridor is an investment in the future economic vitality of our entire region. Without upgraded infrastructure, we risk missing out on transformative opportunities—opportunities to create jobs, attract private investment, grow local businesses, and improve quality of life for families and workers alike.”

Community Impact. Comments pressed that projects should advance mobility for all, especially historically underserved communities. Anti-displacement programs are seen as important to ensuring that residents can stay in their areas with the arrival of a major capital investment. The impact of construction on local businesses is a concern.

“Prioritize transportation options for the most vulnerable populations to get to/from destinations safely. Often public transportation is the only option to get where they need to go for work and shopping. When there is no option for a personal vehicle, safe and dependable public transportation, bicycle and pedestrian options are important.”

“It will help to support transportation options, job growth and access to housing options; investing in local community to help reduce commuting, keeping people within the communities where they can live and work.”

“Why would be spending all this regional attention and money on transit projects that only benefit a small percentage of the population? Instead use it to build roadway capacity that benefits the vast majority of us.”

Environmental Considerations. Comments stated that projects should support climate resilience and regional connectivity, with respondents advocating for projects that reduce vehicle emissions and address climate change.

“I'd love for some street trees to be installed near bus stops for enhanced the natural beauty of the areas. Tv highway is lacking alot of the common street scaping you see on newer roads. Personally, I think cherry blossoms up and down tv highway would really enhance the roadway and calm people. It'd also help with the road noise for nearby neighborhoods. You can hear the train for miles when it's crossing any street.”

“We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. We can build on our proud electric railway heritage freeing us of car chaos for transit justice instead!!”

“Rubber tire microplastics from fast cars and buses are harmful.”

NEXT STEPS

Decision-makers are scheduled to take action on the bond proposal in July 2025. The near-term next steps are listed in Table 1 below.

Table 1: Next Steps in the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Process

Activity	Date
TPAC: Step 1A.1 bond proposal updates <ul style="list-style-type: none">• Opportunity to discuss public comment received.• Preview of draft legislation with draft conditions of approval• Address miscellaneous items and next steps	June 6, 2025
JPACT: Step 1A.1 bond proposal updates <ul style="list-style-type: none">• Opportunity to discuss public comment received.• Preview of draft legislation with draft conditions of approval• Address miscellaneous items and next steps	June 12, 2025
Metro Council Work Session: Updates on Step 1A.1 bond & Step 2 allocation package options	June 17, 2025
TPAC: Request TPAC recommendations to JPACT to approve the 2028-2030 RFFA Step 1A.1 bond	July 11, 2025
JPACT: Request JPACT approve and recommend the 2028-2030 RFFA Step 1A.1 bond for Metro Council adoption	July 17, 2025
Metro Council: Adopt 2028-2030 RFFA Step 1A.1	July 31, 2025

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

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