

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, May 22, 2025

7:30 AM

<https://zoom.us/j/91720995437> (Webinar
ID: 917 2099 5437) or +1 669 444 9171 (toll
free)

**This is a special JPACT meeting to discuss Regional Flexible Fund Allocation (RFFA)
candidate projects.**

Please be advised that this is a special meeting of the Joint Policy Advisory Committee on Transportation. There will be no committee deliberation and no public comment. If you would like to provide public comment to JPACT, you may do so at the following JPACT meeting on June 12. You may also submit comment to legislativecoordinator@oregonmetro.gov.

1. **Call To Order, Declaration of a Quorum & Introductions (7:30 A.M.)**
2. **Regional Flexible Fund Allocation Step 1A.1 Bond Candidate Projects (7:35 A.M.)**

[COM](#)
[25-0928](#)

Attachments: [JPACT Worksheet](#)

7:35 A.M.

- 2.1 Earthquake Ready Burnside Bridge Project Presentation

[COM](#)
[25-0923](#)

Presenter(s): Margi Bradway, Multnomah County
Megan Neill, Multnomah County

Attachments: [Burnside Bridge Factsheet](#)
[Burnside Bridge Step 1A.1 Financial Plan](#)

7:50 A.M.

- 2.2 Sunrise Gateway Corridor Project Presentation

[COM](#)
[25-0924](#)

Presenter(s): Jamie Stasny, Transportation and Land Use Policy Manager,
Clackamas County

Attachments: [Sunrise Gateway Corridor Factsheet](#)
[Sunrise Gateway Corridor Step 1A.1 Financial Plan](#)

8:05 A.M.

- 2.3 Portland Streetcar Montgomery Park Extension Project [COM](#)
Presentation [25-0925](#)
- Presenter(s): Mauricio Leclerc, Supervising Planner of Area Planning and
Project Development Section, PBOT
Brian Ames, Project Partner
- Attachments: [Portland Streetcar Montgomery Park Extension Factsheet](#)
[Portland Streetcar Montgomery Park Step 1A.1 Financial Plan](#)

8:20 A.M.

- 2.4 Tualatin Valley Highway Transit Project Presentation [COM](#)
[25-0926](#)
- Presenter(s): Dave Aulwes, Capital Planning Manager, TriMet.
- Attachments: [TV Highway Transit Project Factsheet](#)
[TV Highway Transit Project Step 1A.1 Financial Plan](#)

8:35 A.M.

- 2.5 82nd Avenue Transit Project Presentation [COM](#)
[25-0927](#)
- Presenter(s): Michael Kiser, 82nd Avenue Transit Project Director, TriMet
- Attachments: [82nd Avenue Transit Project Fact Sheet](#)
[82nd Avenue Transit Project Step 1A.1 Financial Plan](#)

3. Adjourn (8:50 A.M.)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិក) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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2025 JPACT Work Program

As of 5/13/25

Items in italics are tentative

<p><u>May 15, 2025- in person</u></p> <ul style="list-style-type: none"> Resolution no. 25-5493 For the Purpose of Adding of Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements (consent) Consideration of the April 17, 2025 JPACT Minutes (consent) Federal Surface Transportation Reauthorization regional priorities (action) Regional Flexible Funds Allocation: Step 2 (Grace Cho, Metro; 30 min) TV Highway LPA Update (Jess Zdeb, Metro; 20 min) Montgomery Park LPA Update (Alex Oreschak, Metro; 20 min) Community Connector Transit Study (Ally Holmqvist, Metro; 20 min) 	<p><u>Special JPACT workshop May 22, 2025- online</u></p> <ul style="list-style-type: none"> RFFA Step 1A.1 Bond: Candidate project presentations (90 min) <ul style="list-style-type: none"> Burnside Bridge Sunrise Montgomery Park TV Highway 82nd Avenue
<p><u>June 12, 2025- in person</u></p> <ul style="list-style-type: none"> 82nd Avenue LPA adoption (action) TV Highway LPA adoption (action) RFFA Step 1A: Bond discussion 30 min US DOT Certification of MPO: Findings (Tom Kloster and Ted Leybold & Federal staff; 40 min) 	<p><u>June 26, 2025- in person (additional JPACT meeting)</u></p> <ul style="list-style-type: none"> Annual Transit Budget updates (comment) Montgomery Park LPA adoption (action) State Legislative Update (Anneliese Koehler, 20 min) IBR MTIP Amendment (Zoie Wesenberg, ODOT; 15 min)
<p><u>July 17, 2025- in person</u></p> <ul style="list-style-type: none"> JPACT Trip update (Comment from the chair) Title VI Plan Adoption (consent) RFFA Step 1A Bond (action) RFFA Step 2 (action) IBR MTIP Amendment (action) 	<p><u>August- cancelled</u></p>

<u>September 18, 2025- online</u> <ul style="list-style-type: none"> • MTIP update (20 min) • Regional Emergency Transportation Routes (RETR) update (20 min) • RTP amendment bundles for corridor projects • Cooling Corridors • HOLD for Sunrise Acceptance of Action Plan 	<u>October 16, 2025- in person</u> <ul style="list-style-type: none"> • JPACT trip report back • Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min) • CCT Study: Priorities • HOLD for IBR LUFO <p>MPACT- October 25th</p>
<u>November 20, 2025- online</u> <ul style="list-style-type: none"> - MTIP Information Update/Timeline (Blake Perez, Metro; 20 min) 	<u>December 18, 2025- in person</u> <ul style="list-style-type: none"> • SS4A Annual update •

Holding Tank:

- Better Bus Program update



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Agenda #:

File #: COM 25-0928

Agenda Date:5/22/2025

28-30 Regional Flexible Fund Step 1A.1 New Project Bond: Candidate Project Overviews

JPACT Worksheet

Agenda Item Title: 28-30 Regional Flexible Fund Step 1A.1 New Project Bond: Candidate Project Overviews

Presenters: Various

Contact for this worksheet/presentation: Jaye Cromwell jaye.cromwell@oregonmetro.gov

Purpose/Objective: To provide JPACT members the opportunity to learn and ask questions about the five candidate projects in consideration to receive Regional Flexible Funds bond proceeds beginning with the 2028-2030 cycle.

Outcome: JPACT members feel better informed about the scope and funding plans for each of the Regional Flexible Funds bond proceeds candidates.

What has changed since JPACT last considered this issue/item?

The 28-30 Regional Flexible Fund Step 1A.1 New Project Bond was last at JPACT in March 2025, where Metro staff requested JPACT approval to release a bond proposal for public comment. A five week public comment closed on April 30th and a public comment report is scheduled to be released on May 30th. Metro staff anticipate bringing forward discussion items on the Regional Flexible Fund bond proposal at the June committee meetings prior to requesting JPACT action in July 2025.

What packet material do you plan to include?

Project Fact Sheets

Project Finance Overview Sheets



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Agenda #: 2.1

File #: COM 25-0923

Agenda Date: 5/22/2025

Earthquake Ready Burnside Bridge Project Presentation

Margi Bradway, Multnomah County

Megan Neill, Multnomah County

The Earthquake Ready Burnside Bridge Project will replace the existing Burnside Bridge with one that is seismically resilient, and has improved transit, pedestrian, and bicycle access.

The Burnside Bridge is located along a regional High Injury Corridor in a regionally designated Equity Focus Area where people of color and people experiencing persistent poverty live. The west end of the bridge is home to one of the region's highest concentrations of social service providers. By improving transit access in this area and to essential services, the project will advance transportation equity outcomes for its most vulnerable community members.

With RFFA funds, Multnomah County can kick off early construction of the permanent safety improvements along transit, pedestrian, and bicycle detour routes that will be utilized during the construction of the new bridge, and after, increasing mobility resiliency and safety long term.

Major project benefits include:



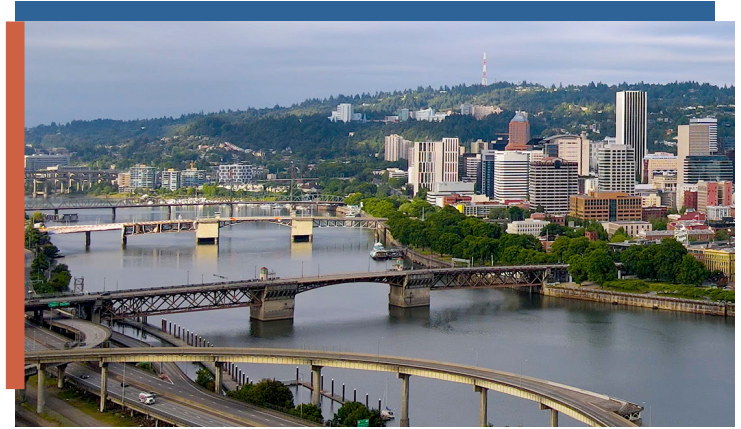
Safe Access to Transit

The project will add new and reconstructed bus stops for improved ADA accessibility, safety and transit reliability. Pedestrian detour route improvements include sidewalk reconstruction, pedestrian refuge islands, and the upgrading of a non-accessible staircase to ADA accessibility. Bicycle detour route improvements include the addition of bike boxes, the extension of bike lanes and creating a new protected bike lane, bike signals, and signing and striping for improved bike safety and access.



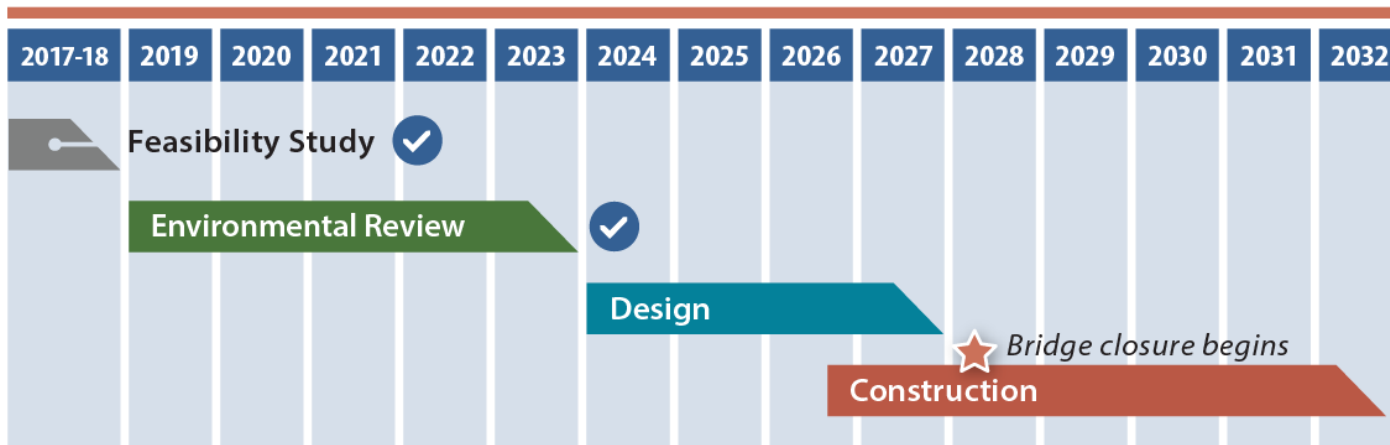
Transit Vehicle Priority

The new bridge's eastbound bus-only lane will enjoy an additional one-foot of bridge width, improving transit speed, reliability and reducing crossing delay for the three bus lines that serve almost seven million riders each year. Additional transit priority improvements include construction of a bus dwell area on the west bridge approach enhancing transit operations and reliability, and new signage, striping and signal modifications for new bus-only lanes, improving safety and reliability.



The project is already over a third funded through the Multnomah County Vehicle Registration Fee, a federal RAISE planning grant and congressional appropriations. This regional project presents a great opportunity to leverage federal funds. The project will utilize the RFFA funds to advance construction of the transit improvements in Portland's downtown core.

The EQRB Project is poised to start construction in 2026. The Planning and Preliminary Engineering Phase is complete. National Environmental Policy Act (NEPA) review concluded in January 2024, and the Project is in the Final Design Phase.



How the Project Meets Regional Goals:



Resiliency

None of the downtown vehicular Willamette River bridges are expected to withstand a major earthquake. A new, immediately usable Burnside Bridge will be instrumental in post-earthquake emergency response, as well as the economic recovery of the region and state.



Safety

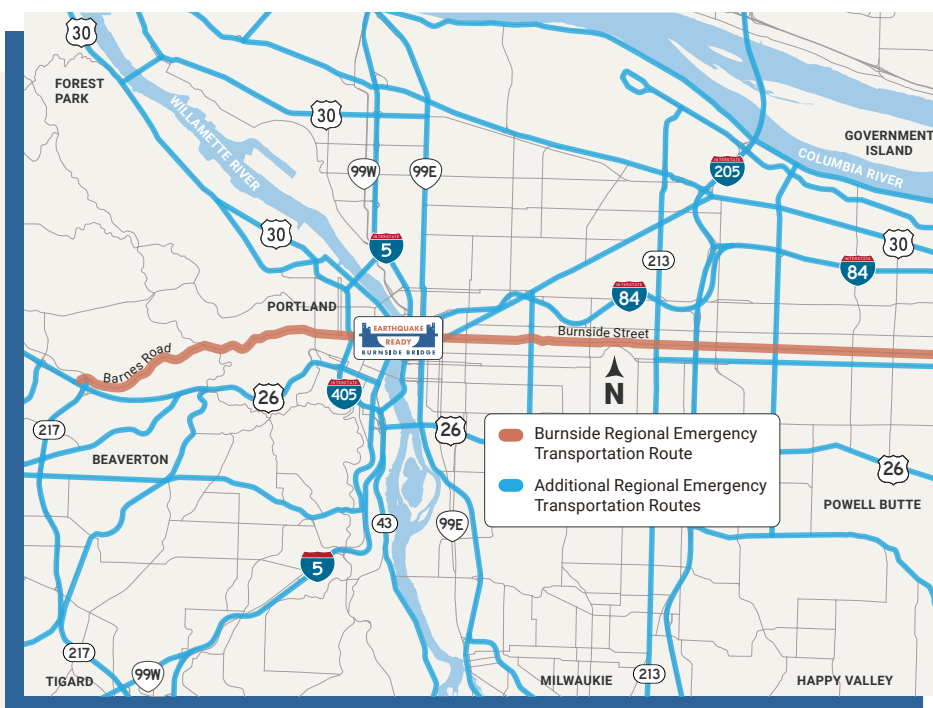
The Burnside Bridge is within a High Injury Corridor (HIC), which ranks in the 4th percentile of all regional HICs on the west side of the bridge and in the 12th percentile on the east side of the bridge. The Project will improve safety by reducing average vehicle speeds (from 30 to 25 mph) and separating modes. The Project is expected to decrease crashes overall by 8%. The on-bridge barrier between vehicles and other users will eliminate all vehicle/bicycle crashes on the length of the bridge and reduce the number of bicycle-specific crashes within the overall Project limits by 63%.



Thriving Economy

The Project enhances transit reliability and the ability of the region to implement bus rapid transit, which create better access to jobs, markets and community places. The existing bus-only lane on the Burnside Bridge reduces crossing delay by 35%. The new transit island bus stops on the west side of the bridge will further improve transit reliability and reduce crossing delay for the three bus lines. The Project will ensure the continued safe and efficient movement of both people and goods, supporting commerce within the most economically dynamic areas of Portland.

During construction, the project will provide thousands of jobs to the community and pump \$600 million into the local, regional and state economies. At a minimum, 25% of the workforce will be made up of women and minorities and at least 20% of the workforce will be from the tri-county area.



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: 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.

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total project cost:** \$895 million
- **Proposed regional flexible funding bond allocation:** \$10 million

Capital Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
State and Federal grants	\$310,000,000	Planned	*2026-2032	Construction
Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	\$298,000,000	Budgeted	*07/2026	Construction
Multnomah County Vehicle Registration Fees (VRF)	\$250,000,000	Committed	12/2019	Project Development & Construction
Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	\$5,000,000	Committed	01/2025	Project Development
Federal Congressionally Directed Spending grant	\$2,000,000	Committed	08/2024	Project Development
State Lottery Bonds	\$20,000,000	Committed	06/2023	Project Development
Regional Flexible Fund Bonds	\$10,000,000			Construction
Total	\$895,000,000			

*If not committed, anticipated date of commitment

Level of commitment

	Percentage of total project cost
Committed	\$277M / \$895M = 31%
Budgeted	\$298M / \$895M = 33%
Planned	\$310M / \$895M = 35%
Uncertain	-
Unspecified	-

Funding Level of Commitment definitions

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

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

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

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

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

Proposed Programming

Sources, type of funds	FY23-FY25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Total
PROJECT DEVELOPMENT										
Multnomah County Vehicle Registration Fees (VRF)	\$60,000,000	\$9,500,000	\$46,400,000	\$700,000						\$116,600,000
Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	\$5,000,000									\$5,000,000
Federal Congressionally Directed Spending grant	\$2,000,000									\$2,000,000
State Lottery Bonds		\$20,000,000								\$20,000,000
SUBTOTAL	\$67,000,000	\$29,500,000	\$46,400,000	\$700,000						\$143,600,000
CONSTRUCTION										
Multnomah County Vehicle Registration Fees (VRF)			\$16,600,000	\$88,700,000	\$28,100,000					\$133,400,000
RFFA Bonds			\$10,000,000							\$10,000,000
State and Federal grants							\$164,600,000	\$129,800,000	\$15,600,000	\$310,000,000
Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan					\$140,000,000	\$158,000,000				\$298,000,000
SUBTOTAL			\$26,600,000	\$88,700,000	\$168,100,000	\$158,000,000	\$164,600,000	\$129,800,000	\$15,600,000	\$751,400,000
Totals	\$67,000,000	\$29,500,000	\$73,000,000	\$89,400,000	\$168,100,000	\$158,000,000	\$164,600,000	\$129,800,000	\$15,600,000	\$895,000,000

Schedule by Phase

EWP = Early Work Package

EWP A = Detour Route Safety Improvements

EWP B = Bridge Demo and Foundation Package

Main Package = Main Bridge Construction

Project Phases	FY23-FY5	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X	X	X						100% EWP A = 01/27 100% EWP B = 08/27 100% Main = 06/28
Right-of-Way		X	X	X						ROW Certification = 06/28
Utilities Relocation			X	X						Utility Certification = 01/28
Construction			X	X	X	X	X	X	X	EWP A = 4/27 to 12/27 EWP B = 11/27 to 6/33 Main = 10/28 to 6/33
Other										



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Agenda #: 2.2

File #: COM 25-0924

Agenda Date: 5/22/2025

Sunrise Gateway Corridor Project Presentation

Jamie Stasny, Transportation and Land Use Policy Manager, Clackamas County



Conceptual Construction Staging Plan – Safety and Local Connections Project shown in Yellow

Project Need

The Sunrise Gateway Corridor is a vital connector in Clackamas County, linking I-205 with the Clackamas Industrial Area and future housing and employment centers within and beyond Happy Valley. However, the transportation infrastructure within this five-square-mile area, home to 7,600 residents and 700 businesses with 14,000 jobs, is failing under the weight of increasing congestion, inadequate transit access, unsafe crossings, and outdated infrastructure. Without targeted investment, conditions on Highway 212/224 will continue to degrade, hindering transit reliability, job access, and regional mobility.

Proposed Solution

Clackamas County's proposal will build on community momentum to complete critical next steps in the Sunrise Gateway Corridor project, including:

- Completion of the next step in NEPA – Re-evaluation
- Advance design for the entire project from SE 122nd to SE 172nd Avenue
- Advance the Safety and Local Connections project to Design Acceptance Package

These investments will support major progress toward improved safety, improved access to transit, reduced congestion, and improved efficiency. This investment will also support the creation of 17,000 new homes and 14,000 jobs, and will improve access for historically underserved communities.

These investments will also serve as a catalyst to invite more state and local investment in the corridor. Clackamas County has submitted a request for 30\$ Million Dollars of lottery funds to support construction of the next phase of the project.

Why Now?

Since receiving \$4 million from the Oregon Legislature in 2021, the Sunrise Corridor Community Visioning project has led an inclusive, multi-year engagement effort to co-create a long-range vision for the Sunrise Corridor. Clackamas County is now ready to support the community vision by moving towards the next step for NEPA and design; RFFA Bond support will:

- Demonstrate regional investment and support
- Elevate competitiveness for federal construction grants
- Set the stage to reduce congestion and create safe crossings for all road users
- Set the stage for increased access to transit and growth in ridership

THE SUNRISE GATEWAY CORRIDOR NEEDS & CHANGE

An essential local and regional connection

The Sunrise Corridor is a vital route connecting Portland and Central Oregon. Currently, the area is unsafe and congested due to a lack of a complete network. Freight drivers, existing and future residents, the Clackamas Industrial Area, the Rock Creek Employment Center, transit operators, and people traveling to the beautiful Clackamas River and Mt. Hood National Forest all rely on a corridor unequipped to handle future growth.

If we fail to act, five key intersections will be over capacity, in the next 2-3 years, constraining economic development within the corridor and further compromising safety.



6 FATALITIES
24 SERIOUS INJURIES
BETWEEN 2018 AND 2022



32%
OF THE CORRIDOR IS AN EQUITY
FOCUS AREA



\$50M
WORTH OF FREIGHT MOVES
THROUGH THE CORRIDOR YEARLY



7-8 AM & 5-6 PM
PEAK TRAFFIC HOURS



Who relies on the Sunrise Gateway Corridor today?

7,500
RESIDENTS

800
BUSINESSES

14,000
EMPLOYEES

40,000
VEHICLES
DAILY

2,500
DAILY FREIGHT
TRIPS

Future Implementation of the Safety and Local Connections Project will:

- Realign Highway 212-224 to the north with a raised center median and construct multi-use paths along both sides
- Remove the north leg of SE 135th Ave. and develop northbound dual right-turn lanes
- Construct new local connection between SE 135th Ave. to SE 152nd Ave. and a new signal at SE 142nd Ave.
- Provide access to transit and transit readiness elements such as sidewalks, bike lanes, shared-use paths, bus stops, and potential micromobility hubs along new and existing facilities
- Remove SE 142nd Ave. signal and construct grade-separated access to Highway 212-224
- Construct multi-lane roundabout and access to Riverbend Mobile Home Park

For more information, contact Jamie Stasny, Clackamas County Department of Transportation and Development, at jstasny@clackamas.us or 971-678-6406.

Sunrise 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 in the Sunrise Corridor and Clackamas Industrial Area. The project includes work to complete a National Environmental Policy Act (NEPA) re-evaluation for the Sunrise Gateway Concept and to advance design for the full proposed Sunrise Gateway Corridor project between 122nd Avenue and 172nd Avenue. The project also includes work to advance the proposed Safety and Local Connections Project to reach Design Acceptance Package. This community supported approach will include a mix of local circulation roadway reconfigurations such as a new roundabout, a new local roadway connection north of Highway 212/224 to allow for consolidation of intersections and signal modifications, and a grade separated intersection at 142nd with a bicycle-pedestrian overpass. It will also integrate transit readiness elements. [Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total Project Cost:** \$14 million
- **Proposed regional flexible funding bond allocation:** \$12.5 million

Project Development and Preliminary Design Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
Clackamas County Road Fund	\$1,500,000	Committed	04/25	Project Development
Regional Flexible Fund Bonds	\$12,500,000			Project Development
Total	\$14,000,000			

*If not committed, anticipated date of commitment

- *Note: This RFFA Bond request is for Project Development only (including Preliminary Design). Funding for project construction will be identified in a future project financial plan. Total project cost for the Highway 212 Safety and Local Connections Project is estimated between \$163 million and \$176 million and does not include the cost to construct remaining Sunrise Gateway Corridor Project phases 2 – 4. Clackamas County has submitted a request for 30\$ Million Dollars of lottery funds to support construction of the next phase of the project.*

Level of commitment

	Percentage of total project cost
Committed	1.5 Million/14 Million = 10.7%
Budgeted	-
Planned	-
Uncertain	-
Unspecified	-

Funding Level of Commitment definitions

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

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

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

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

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

Proposed Programming

Sources, type of funds	FY25/26 & earlier	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
<i>Project Development and Preliminary Design</i>							
Clackamas County Road Fund		\$209,508	\$645,000	\$645,492			\$1,500,000
RFFA Bonds		\$4,012,500	\$3,537,000	\$2,450,000			\$12,500,000
Totals							\$14,000,000

Proposed Programming Notes:

- *Note: This RFFA Bond request is for Project Development and Preliminary Design funding only. Funding for project construction will be identified in a future project financial plan. Total project cost for the Highway 212 Safety and Local Connections Project is estimated between \$163 million and \$176 million and does not include the remaining Sunrise Gateway Corridor Project phases 2 – 4. Clackamas County has submitted a request for 30\$ Million Dollars of lottery funds to support construction of the next phase of the project.*

Proposed Schedule by Phase

Project Phases	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY31/32	Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X					NEPA re-evaluation late FY27/28
Preliminary Design			X	X			Design Acceptance Package by FY 29/30



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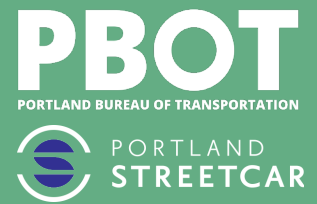
Portland Streetcar Montgomery Park Extension Project Presentation

Mauricio Leclerc, Supervising Planner of Area Planning and Project Development Section,
PBOT

Brian Ames, Project Partner

Portland Streetcar Montgomery Park Extension

Transit Project



Project overview

The Portland Bureau of Transportation (PBOT) is developing a .65-mile one-way route extension of the Portland Streetcar NS Line along NW 23rd Avenue to Montgomery Park in Northwest Portland. Paired with recently-adopted land use changes, this project will support the development of a new, equitable housing- and employment-focused transit-oriented district west of US-30.

The project includes a complete rehabilitation of NW 23rd Avenue in the project area, including stormwater and accessibility upgrades. Multimodal extensions of area streets will improve connections for pedestrians, people bicycling, and people driving in the new district. Also included is the purchase of up to 12 off-wire capable streetcars, to ensure seamless operations along the extended NS Line.



Visit the project website to learn more and sign up for updates:
Portland.gov/MPstreetcar

What's happening now?

In December 2024, Portland City Council unanimously adopted land use changes, the Locally Preferred Alternative (LPA) for the streetcar extension, and a related public benefits agreement for the Montgomery Park Area. Combined, these elements will help the area to transition into a dense, climate-friendly district served by high capacity streetcar transit.

In January 2025, the streetcar extension entered the Project Development phase with the Federal Transit Administration. During Project Development, the project team will advance engineering and design, conduct environmental review, continue community engagement, and finalize a funding strategy for the project.

2025

Intergovernmental Agreements
Adoption of LPA into RTP
Advance Design and Engineering

2026

Design and Engineering
Environmental Review
Completion of Rating Materials

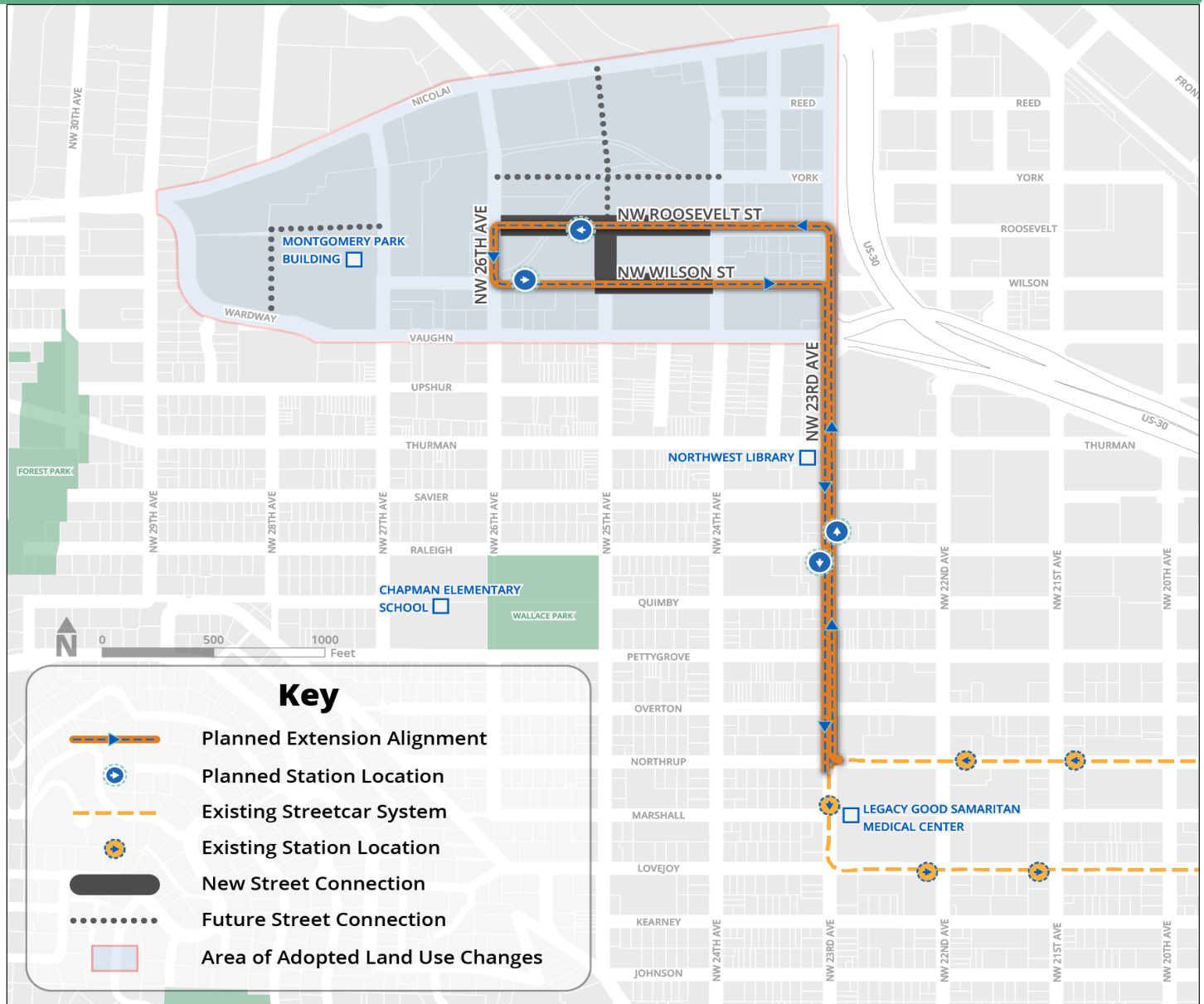
2027-2028

Final Design
Apply for Federal Funding
Begin Construction

2029-2030

Complete Construction
Project Testing
Start of Revenue Service (2030)

Project map



The opportunity

- **Support the development of thousands of new housing units and hundreds of new jobs**, including 200+ affordable housing units and 400+ new middle-wage jobs in a high-opportunity area
- **Connect more people via transit to critical destinations**, including work, healthcare, parks, schools, and services in Northwest Portland, Downtown, and throughout the region
- **Offer mobility options** for people to meet their daily needs via multiple modes
- **Expand streetcar access to diverse riders** who rely on transit to get where they need to go

Questions?

Contact the project team at MPstreetcar@portlandoregon.gov



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Montgomery Park Streetcar Extension Project

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

Transit project category: Capital Investment Grant

Bond proceeds support: Construction

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

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

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

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

Capital Funding Sources

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

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

*If not committed, anticipated date of commitment

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

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

Level of commitment

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

Funding Level of Commitment definitions

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

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Proposed Programming

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

*Project Development includes Preliminary Engineering and Design

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

Proposed Programming Notes:

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

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

Project Schedule by Phase

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



Metro

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Agenda Date: 5/22/2025

Tualatin Valley Highway Transit Project Presentation

Dave Aulwes, Capital Planning Manager, TriMet.

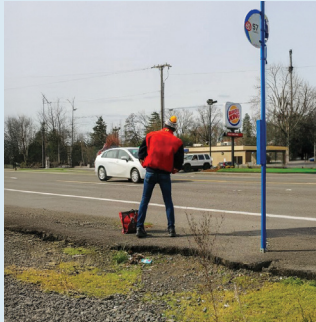
Tualatin Valley Highway Bus Rapid Transit Project

TV Highway Transit Project: A Critical Solution



Safety

The corridor's fatal crash rate is nearly twice the regional average. Over half of the fatalities from 2017 to 2021 involved pedestrians, many near transit stops.



Inadequate Bus Stop Infrastructure

Many stops sit close to the road and a nearby freight rail line. Over half have no shelters, and many lack seating and lighting.

Slow Bus Travel

Buses take nearly twice as long as driving. The trip from 185th Avenue to Hillsboro Civic Center takes 31 minutes by bus versus 18 minutes by car.

High Ridership

Line 57 has the highest ridership per revenue service hour in the system and the most daily boardings in Washington County. It has also rebounded to about 90 percent of pre-pandemic ridership.

Densely-Utilized Route Meeting the Community's Demand

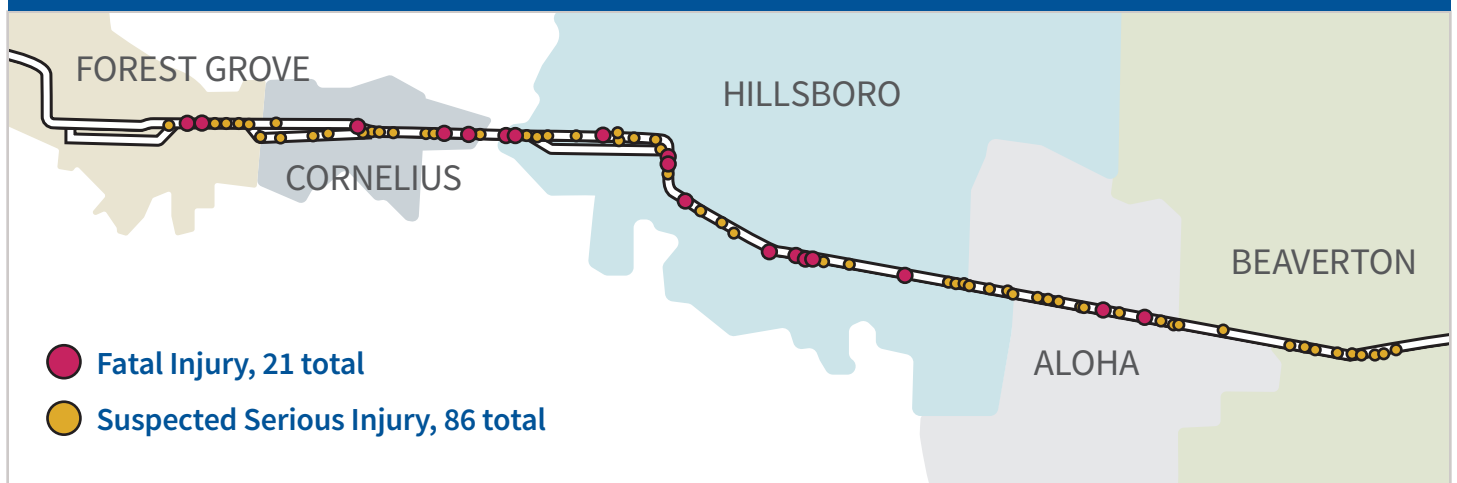
Tualatin Valley Highway (Oregon Highway 8) is a major transportation corridor in Washington County, linking key centers in Beaverton, Aloha, Hillsboro, Cornelius and Forest Grove. It is served by TriMet's Line 57, one of the system's highest ridership routes.



Project Funding Overview

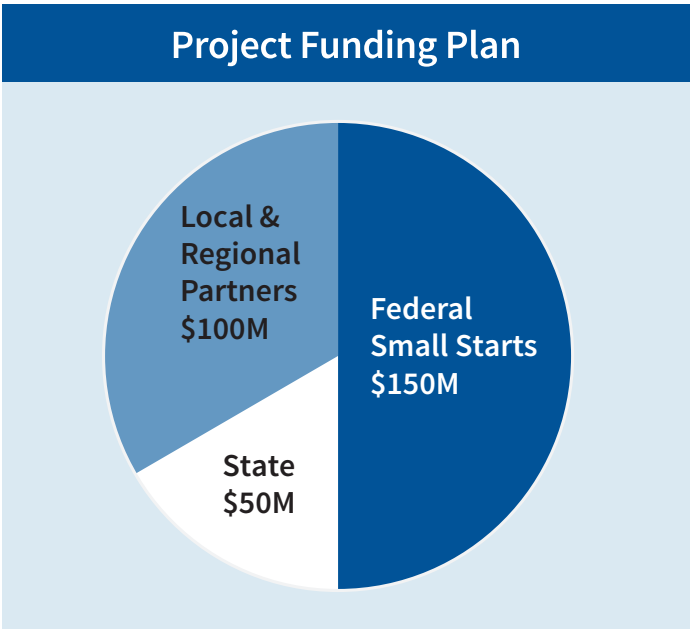
The TV Highway Coalition is seeking \$50 million in lottery bond funding to meet local match requirements for federal dollars. This state investment, just 17 percent of the \$300 million total project cost, is essential to unlocking \$150 million in federal construction funds.

Crash Type and Incident 2017-2021





TriMet FX shelters improve safety with lighting, weather protection, clear sightlines and accessible platforms.



TV Highway Project Impact

The project will deliver essential upgrades to transit, infrastructure, and pedestrian safety along the corridor. It will make access safer, improve riders’ comfort, and increase service speed and reliability.

- ✓ **More Frequent Service** Buses every 12 minutes
- ✓ **Improved Safety** A crossing at every station and four major intersections rebuilt
- ✓ **Upgraded Stations** Covered shelters, lighting, and boarding platforms at 41 station pairs
- ✓ **Faster, More Reliable Trips** 59 signal upgrades to support transit signal priority
- ✓ **Clean Transit Investments** 15 zero-emission buses, new chargers, and a facility upgrade

Supporting Organizations

The TV Highway Steering Committee has met since 2022 to develop a community led and supported project, and the TV Highway Equity Coalition was established by Unite Oregon to inform the planning process.



Tualatin Valley Highway Transit Project

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

Transit project category: Capital Investment Grant

Bond proceeds support: Construction

Project sponsor: TriMet

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

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

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

Capital Funding Sources

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

*If not committed, anticipated date of commitment

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

Level of commitment*

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

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

Funding Level of Commitment definitions

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

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

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

Proposed Programming

Sources, type of funds	FY 25/26	FY 26/27**	FY 27/28***	FY 28/29	FY 29/30	FY 30/31	FY 31/32	Total
<i>Project Development*</i>								
Carbon Reduction Program Funds	\$5,000,000	\$500,000	\$500,000					\$6,000,000
TriMet General Fund	\$500,000	\$4,500,000	\$3,900,000					\$8,900,000
Jurisdictional Partners		\$4,875,000	\$5,350,000					\$10,225,000
<i>Construction</i>								
TriMet General Fund			\$1,400,000	\$9,500,000	10,200,000	\$10,000,000		\$31,100,000
Jurisdictional Partners				\$7,000,000	\$7,900,000	925,000		\$14,825,000
RFFA Bonds					\$9,800,000	\$10,000,000	\$8,200,000	\$28,000,000
State Funds (State Legislative Request)		\$6,500,000****	\$5,800,000	\$6,300,000	\$23,800,000	\$7,600,000		\$50,000,000
FTA CIG Small Starts			\$9,000,000	\$47,600,000	\$51,400,000	\$28,900,000	\$13,100,000	\$150,000,000
Totals								\$300,000,000

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

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

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

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

Proposed Programming Notes:

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

Anticipated Project Schedule by Phase (subject to change)

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



Metro

600 NE Grand Ave.
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Agenda #: 2.5

File #: COM 25-0927

Agenda Date: 5/22/2025

82nd Avenue Transit Project Presentation

Michael Kiser, 82nd Avenue Transit Project Director, TriMet

PROJECT OVERVIEW & STATUS

82nd Avenue Transit Project Station Locations



The 82nd Avenue Transit Project will run between Clackamas Town Center in Clackamas County along 82nd Avenue to a northern terminus in the Cully neighborhood. The alignment is approximately 10 miles in length with 68 station platforms located approximately every 1/3 of a mile.

A Need For Better Transit Service

Line 72 is the region's highest-ridership bus line, serving many transit-dependent riders and functioning as a vital transportation corridor. It connects with more than 20 other bus lines, the MAX Blue, Green, and Red Lines, and provides access to key destinations along 82nd Avenue. Since the pandemic, ridership on Line 72 has rebounded more quickly than on other TriMet routes, highlighting its continued importance to the community. Despite its critical role, Line 72 experiences the highest passenger travel delays across the TriMet system. Additionally, bus stops often lack basic amenities such as shelters, seating, crosswalks, and adequate lighting.

Transit Project Investment

The 82nd Avenue Transit Project will improve travel time and reliability with a range of transit priority tools associated with TriMet's new planned FX service. Upgrades include advanced signal priority, in-lane stops, dedicated bus lanes where feasible, station platforms with near level boarding, and high-capacity articulated buses. Each platform will be paired with enhanced pedestrian crossings, and have consistent weather protection, seating, real-time arrival information, and improved lighting. These improvements leverage broader safety and accessibility improvements by the City of Portland, the State of Oregon, and regional partners to enhance transit and pedestrian infrastructure along this high-crash corridor.

Preliminary Locally Preferred Alternative (LPA)

- On January 16th, the Project's Steering Committee unanimously approved the final Locally Preferred Alternative (LPA), confirming the project mode (BRT), general station locations, and alignment
- The LPA approval adoption process is underway by partner agencies with full adoption on track for June 2025

Design & Cost

- Project is in 30% design with completion planned in August 2025
- At the start of 30% design, the total project cost was estimated to be approximately \$351M (YOE)
- At completion of 30% design, a scope will be identified that aligns with project budget

Budget & Funding

- The total estimated project budget is approximately \$342 million. Of this, approximately \$192 million is estimated from local, non-CIG funding; just under \$150 million will be requested from federal CIG funding.
- Project partners—TriMet, Metro, and PBOT—successfully secured funding for the Project Development phase in 2024.

Grant Awards

- In early May, USDOT recently confirmed approval of approximately \$24 million FTA Low or No Emission Grant towards (14) hydrogen fuel buses
- Project Team is finalizing details of the \$48M grant awarded from the Portland Clean Energy Community Benefits Fund (PCEF) to support project elements including stations/station amenities, street trees and landscaping, pedestrian improvements, and buses/bus infrastructure

Community Engagement

- Community engagement is ongoing, focusing on key project elements and transit priority measures, including transit lane dedication.
- Outreach efforts include a variety of strategies, such as mailings, on-board surveys, business outreach, and communication through email and social media channels.

Federal Transit Administration Coordination

- TriMet holds regular coordination meetings with the FTA to discuss and track progress of key aspects of the project
- TriMet and project partners recently submitted Small Starts Rating Materials to FTA



*82nd Avenue Transit Project Community Open House
– April 23, 2025*

Upcoming & Major Milestones

- Award contract for Construction Manager/General Contractor Services – *August 2025*
- Finalize adoption of LPA by local partners/agencies – *Late Spring 2025*
- Completion of 30% design phase – *Summer 2025*
- 100% Design Complete & Start of Construction– *Spring 2027*
- Construction (Substantial Completion) – *Spring/Summer 2029*
- Start of Revenue Service – *Summer 2029*

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.

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total project cost:** Approximately \$342 million
- **Proposed regional flexible funding bond allocation:** \$28 million

Capital Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
Areas of Persistent Poverty	\$630,000	Committed	06/24	Project Development
Regional Carbon Reduction Program flexed to 5307	\$6,000,000	Committed	02/24	Project Development
City of Portland Carbon Reduction Program/Highway Safety Improvement Program	\$5,000,000	Committed	02/25	Project Development
TriMet General Funds	\$19,600,000	Committed	03/24	Project Development
Portland Clean Energy Fund	\$48,000,000	Committed	12/24	Construction
FTA Low or No-Emission Grant Program	\$23,797,200	Committed	05/25	Construction
TriMet General Funds	\$45,400,000	Budgeted	07/26	Construction
Regional Flexible Fund Bonds	\$28,000,000			Construction
City of Portland funding from Jurisdiction Transfer	\$16,000,000	Budgeted	07/26	Construction
FTA CIG - 5309 Small Starts	\$149,999,999	Planned	01/27	Construction
Total	\$342,427,199			

*If not committed, anticipated date of commitment

Funding Level of Commitment

	Percentage of total project cost
Committed	30%
Budgeted	18 %
Planned	44%
Uncertain	0 %
Unspecified	0 %

Funding Level of Commitment definitions

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

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

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

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

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

Proposed Programming

Sources, type of funds	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	Total
<i>Project Development</i>									
Areas of Persistent Poverty	\$630,000								\$630,000
Carbon Reduction Program	\$3,000,000	\$3,000,000							\$6,000,000
City of Portland CRP/HSIP funding	\$2,000,000	\$3,000,000							\$5,000,000
TriMet General Fund	\$3,021,074	\$8,358,990	\$8,219,936						\$19,600,000
<i>Construction</i>									
Portland Clean Energy Fund		\$1,636,219	\$8,451,613	\$13,295,941	\$22,256,227	\$2,000,000	\$360,000		\$48,000,000
FTA Low or No-Emission Grant Program			\$469,001	\$2,716,093	\$20,612,106				\$23,797,200
TriMet General Fund			\$365,143	\$10,813,676	\$24,813,988	\$9,407,193			\$45,400,000
Regional Flexible Fund Bonds			\$2,165,860	10,916,130	\$14,918,010				\$28,000,000
City of Portland funding from Jurisdiction Transfer			\$1,804,884	\$10,763,441	\$3,431,675				\$16,000,000
FTA CIG Small Starts			\$30,719,534	\$52,553,767	\$63,130,622	\$3,596,076			\$149,999,999
Totals	\$8,651,074	\$15,995,209	\$52,195,971	\$101,059,048	\$149,162,628	\$15,003,269	\$360,000		\$342,427,199

Proposed Programming Notes:

- Anticipated Small Starts Grant Agreement Date: January 2027
- Preferred Regional Flexible Fund Bond Programming at \$28M.
 - 2027 - \$2,165,860
 - 2028 – \$10,916,130
 - 2029 - \$14,918,010
- All non-CIG funds need to be committed (no further action required) by August 2026. And the RFFA funding will be used for construction. Construction starts March 2027.

Project Schedule by Phase

Project Phases	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY31/32	Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X	X					30% (09/25), 60%(03/26), 90% (09/26), 100% (03/27)
Right-of-Way			X	X	X			
Bus Procurement		X	X	X				NTP (12/25), Pilot Bus Delivery (06/27), Full Fleet Delivery Completion (05/28)
Construction		X	X	X	X	X	X	Start of Construction (03/27), Start of Revenue Service (06/29)
Other								

