



600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, June 12, 2025

7:30 AM

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

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

This meeting will be held electronically and in person at the Metro Regional Center. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91720995437> or by calling +1 669 444 9171 (toll free)

2. Public Communication on Agenda Items (7:32 AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Updates from the JPACT Chair (7:35 AM)

4. Consent Agenda (7:40 AM)

4.1 Consideration of the May 15, 2025 JPACT Meeting Minutes [25-6281](#)

Attachments: [051525 JPACT Minutes](#)

4.2 Consideration of the May 22, 2025 JPACT Meeting Minutes [25-6294](#)

Attachments: [052225 JPACT Minutes](#)

5. Action Items (7:45AM)

- 5.1 Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project [COM](#)
[25-0919](#)

Presenter(s): Melissa Ashbaugh, Metro

Attachments: [JPACT Worksheet](#)
[Resolution No. 25-5495](#)
[Exhibit A](#)
[Staff Report](#)
[Attachments 1a - 1f](#)

7:55 AM

- 5.2 Resolution No. 25-5504 For the Purpose of Endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project [COM](#)
[25-0933](#)

Presenter(s): Kate Hawkins, Metro

Attachments: [JPACT Worksheet](#)
[Resolution No. 25-5504](#)
[Exhibit A- Language and Map](#)
[Staff Report for Resolution no. 25-5504](#)
[Attachments 1a to 1g](#)

6. Information/Discussion Items (8:05 AM)

- 6.1 RFFA Step 1A: Bond Discussion [COM](#)
[25-0934](#)

Presenter(s): Grace Cho, Metro

Attachments: [JPACT Worksheet](#)
[JPACT Updates Memo](#)
[Attachment 1 - Draft Resolution and exhibit 1](#)
[Attachment 2 -Draft Conditions of Approval and IGA Provisions](#)
[Attachment 3 - RFFA Step 1A.1 Engagement Report](#)

8:35 AM

6.2 US DOT Certification Review of the Portland Area MPO

[COM](#)
[25-0935](#)

Presenter(s): Ted Leybold, Metro

Attachments: [JPACT Worksheet](#)
[2025 Metro and RTC TMA Certification Review Letter and Report](#)
[Transit Representation on JPACT](#)
[Certification Action Plan Summary](#)
[Certification JPACT Cover Memo](#)

7. Updates from JPACT Members (9:25 AM)

8. Adjourn (9:30 AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda #: 4.1

File #: 25-6281

Agenda Date: 6/12/2025

Consideration of the May 15, 2025 JPACT Meeting Minutes

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

May 15, 2025

MEMBERS PRESENT

Shannon Singleton
Nafisa Fai
Paul Savas
Travis Stovall
Jef Dalin
Joe Buck
Rian Windsheimer
Sam Desue
Ali Mirzakhali
Anne McEnery-Ogle
Juan Carlos Gonzalez
Ashton Simpson
Christine Lewis
Dan Eisenbeis

MEMBERS EXCUSED

Keith Wilson
Carley Francis
Leann Caver

ALTERNATES PRESENT

Heidi Lueb
Brett Sherman
Chris Ford
JC Vanatta

GUEST

Priya Dhanapal

AFFILIATION

Multnomah County
Washington County
Clackamas County
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Oregon Department of Environmental Quality
City of Vancouver
Metro Council
Metro Council
Metro Council
Port of Portland

AFFILIATION

City of Portland
Washington State Department of Transportation
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AFFILIATION

Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet

City of Portland

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Juan Carlos Gonzalez (he/him) called the meeting to order at 7:30 a.m. Chair Gonzalez called the roll and declared a quorum.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Metro staff Ramona Perrault read aloud the instructions for providing public testimony. There was none.

3. UPDATES FROM THE CHAIR

Metro staff Ted Leybold provided the update on fatal traffic accidents.

Chair Gonzalez noted the video of a car/motorcycle collision that went viral. Jef Dalin and Paul Savas related their personal stories about riding motorcycles and shared how dangerous it can be with drivers of cars who don't see them or who target motorcycle riders.

Metro staff Ally Holmqvist gave the Transit Minute report.

Chair Gonzalez provided the following updates:

- Reminder of the upcoming special JPACT meeting on May 22
- Interstate Bridge Replacement MTIP amendment in July
- Handed the floor to Catherine Ciarlo to share context and upcoming steps on MPO Certification

Savas advocated for a retreat to discuss the certification report and how JPACT is working

4. CONSENT AGENDA

Chair Gonzalez stated that there were two items on the Consent Agenda:

4.1 Resolution No. 25-5493 For the Purpose of Adding or Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

4.2 Consideration of the April 17, 2025 JPACT Meeting Minutes

MOTION: Savas, seconded by Anne McEnerny-Ogle

ACTION: The consent agenda was approved.

5. ACTION ITEMS

5.1 Regional Priorities for the Federal Surface Transportation Reauthorization Bill

Metro staff Betsy Emery gave a presentation on the Reauthorization Bill and JPACT's priorities.

Savas is fine with the letter. He stated that legislation improving gas efficiency has led to decreasing funds in the Highway Fund. Savas supports advocating for a replacement of the gas tax, such as Vehicles Miles Traveled (VMT), if there is support for that.

Christine Lewis agreed with Savas and supports the letter and adding this priority. She would like to see a tracker of all the projects that have been put on the back burner due to the federal cuts.

Emery has been watching the committee discussion re: funding sources. Many Republicans have started to support VMT, which is new.

Priya Dhanapal federal funding is critical, but this conversation highlights how important it is to having funding sources at the regional level.

Gonzalez is feeling interested in working on policies that help us deliver projects we want on a faster timeline. He was in DC last week and met with an official from US Dept of Transportation. One of the messages he heard was there is a willingness to invest, but we may need to talk about the projects in a different way, such as economic value and impact.

Nafisa Fai asked if there an opportunity to testify to Congress on what is in our letter, and wondered what advocacy looks like for JPACT in DC. Emery responded that Congressional committees entertain invited testimony, while the way others engage is through meeting with members of the committees and committee staff.

MOTION: Savas motioned to approve the letter with addition of VMT, seconded by Dalin

ACTION: Motion passed unanimously

INFORMATION/DISCUSSION ITEMS

6.1 Regional Flexible Funds Allocation: Step 2

Grace Cho provided a presentation on RFFA Step 2.

Ali Mirzakahlili asked for clarification on TPAC recommendation and noted the difficulty of balancing the different factors. Gonzalez agreed and asked if Mirzakahlili would weigh factors in a particular way. He responded that he would like to better understand the consequences of these choices.

Savas agrees and would like to see the product of each of the sieves, including how long the projects have been in waiting.

Lewis appreciates the work TPAC put in. She noted that every project has roughly a million dollars between the amount of the request and the cost of the project but isn't seeing anything on dollars already in. If there are dollars in and it's a construction project, she believes it should cause the project to rise to the top. Community expectations are high after federal funding passed, even though it is now being cut.

Dalin supports TPAC recommendation and wants to listen to public comment. He agrees with acknowledging funding is identified already, then stated that all parts of the region need to benefit from this funding, and the coordinating committees need to be allowed to recommend on those projects. Dalin also values balancing readiness and planning.

Dhanapal agrees with staying the course on the program direction.

Joe Buck agrees with Dalin that coordinating committee feedback is paramount. He believes it would be helpful to know the counties' weight to inform a recommendation.

Shannon Singleton asked if there is some technical support for projects to score higher in the future. Additionally, she agrees with the TPAC recommendation.

Lewis wants a deeper look at the projects.

Gonzalez suggested it may be necessary to add a special JPACT meeting to do that.

Gonzalez supports TPAC's recommendation, but has been thinking about the region's economy, and the Thriving Economy factor appeals to him. Thinking about bond conversation, and if there is a project in the Step 2 bucket that is tied to the Step 1 bucket, he wonders whether it should be set aside for other projects. Gonzalez would like more feedback on weighing leveraged funds.

Fai noted Washington County has robust feedback and will submit those in writing. WCCC would like this package to be informed by public comment.

6.2 Tualatin Valley Highway LPA Update

Jess Zdeb, Metro staff, provided a presentation.

Gonzalez noted how projects like this require years of public engagement, study, and reports to move forward. He participated in that work even before he was elected. He's proud of this work and thanked staff for believing in this project.

Sam Desue agreed with Gonzalez. TriMet is excited for this project and looking forward to continued partnership, stating that the funding plan is achievable if we all do our part.

Rian Windsheimer acknowledged the partnership and hard work. He asked what we can do and what is achievable, noting the difficulty of making such choices. Windsheimer expressed that it's going to make things safer and better, and it's achievable.

Dalin recognized all the community involvement over the years and thanked ODOT for the current work to make this corridor safer. He explained that this project will make the service more humane, and everyone agrees on the concept even though they are still discussing the details.

Savas can relate to Gonzalez' passion for a project. He noted that it's years and years of work to move a project.

Gonzalez recognized project Co-Chair Rosenthal, who was also in attendance.

6.3 Montgomery Park Streetcar Extension LPA Update

Metro and PBOT staff presented on the project.

Desue noted TriMet is excited about the extension of the Streetcar and that this project will bring economic development and more housing.

Dhanapal described this project as a combination of engagement and work that supports regional goals.

Lewis asked about RFP for wireless cars. After staff provided more details, Lewis further asked if the plan is to get this newer technology in anticipation of the rest of the system also upgrading. Staff affirmed that is the plan.

Gonzalez expressed his support for the project and the activation of housing and economic development.

6.4 Community Connector Transit Study: Policy Framework and Assessment

This item was postponed due to time constraints.

MEMBER UPDATES

There was none.

ADJOURN

Chair Gonzalez adjourned the meeting at 9:27 a.m.

Respectfully Submitted,

A handwritten signature in black ink that reads "Ramona Perrault". The signature is written in a cursive style with a large initial "R".

Ramona Perrault,
Committee Legislative Advisor, Metro



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Agenda #: 4.2

File #: 25-6294

Agenda Date: 6/12/2025

Consideration of the May 22, 2025 JPACT Meeting Minutes

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

May 22nd, 2025MEMBERS PRESENT

Shannon Singleton
Nafisa Fai
Paul Savas
Travis Stovall
Jef Dalin
Joe Buck
Rian Windsheimer
Sam Desue
Ali Mirzakhilili
Carley Francis
Anne McEnerny-Ogle
Juan Carlos Gonzalez
Ashton Simpson
Christine Lewis

MEMBERS EXCUSED

Keith Wilson
Curtis Robinhold
Leann Caver

ALTERNATES PRESENT

Dan Eisenbeis

GUEST

Priya Dhanapal

AFFILIATION

Multnomah County
Washington County
Clackamas County
Cities of Multnomah County
Cities of Washington County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Oregon Department of Environmental Quality
Washington State Department of Transportation
City of Vancouver
Metro Council
Metro Council
Metro Council

AFFILIATION

City of Portland
Port of Portland
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City of Portland

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Councilor Juan Carlos called the special meeting to order at 7:31 and reminded members there would be no member deliberation at this meeting, only presentations and Q&A.

2. Regional Flexible Fund Allocation Step 1A.1 Bond Candidate Projects

2.1 Earthquake Ready Burnside Bridge Project

Councilor Gonzalez introduced Margi Bradway and Megan Neill from Multnomah County.

Bradway and Neill provided a presentation on the project, followed by Q&A.

2.2 Sunrise Gateway Corridor Project

Councilor Gonzalez introduced Jamie Stasny from Clackamas County.

Jamie Stasny provided a presentation on the project, followed by Q&A.

2.3 Portland Streetcar Montgonery Park Extension Project

Councilor Gonzalez introduced Mauricio LeClerc, PBOT, Dan Bower and Brian Ames from the Portland Streetcar.

LeClerc, Bower, and Ames provided a presentation on the project, followed by Q&A.

2.5 Tualatin Valley Highway Transit Project

Councilor Gonzalez introduced David Aulwes from TriMet.

Aulwes provided a presentation on the project, followed by Q&A.

2.6 82nd Avenue Transit Project Presentation

Councilor Gonzalez introduced Michael Kiser from TriMet.

Kiser provided a presentation on the project, followed by Q&A.

3. Adjournment

Councilor Gonzalez adjourned the meeting at 8:59.

Respectfully Submitted,


Ramona Perrault,
Committee Legislative Advisor, Metro



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Agenda #: 5.1

File #: COM 25-0919

Agenda Date: 5/15/2025

Resolution No. 25-5495 For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project

Melissa Ashbaugh, Metro

JPACT Worksheet

Agenda Item Title: Resolution No. 25-5495: For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project – JPACT APPROVAL AND RECOMMENDATION REQUESTED

Presenters: Melissa Ashbaugh, Metro

Purpose/Objective

Ask JPACT to approve Resolution No. 25-5495 and to submit it to Metro Council for approval. Approval of the resolution endorses the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) and directs staff to prepare amendments to the 2023 Regional Transportation Plan reflecting the LPA.

The LPA demonstrates regional consensus on the general project parameters. After extensive public engagement, technical analysis, and collaboration across agencies, and direction from the steering committee, staff recommended a draft Locally Preferred Alternative (LPA) for the steering committee to consider.

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee unanimously recommended the LPA for the 82nd Avenue transit project.

The recommended LPA for high-capacity transit on the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the map, operating between Clackamas Town Center Transit Center and Cully Boulevard and NE Killingsworth Street Area. (See Exhibit A to Resolution No. 25-5495.)

Outcome

The 82nd Avenue corridor has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit (HCT) System Plan, the 2023 Regional Transportation Plan (RTP), and the 2023 Regional Transit Strategy, which designates 82nd Avenue as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel between Clackamas Town Center Regional Center and important destinations in southeast and northeast Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

The JPACT approval and recommendation to Metro Council and subsequent Metro Council approval of the LPA resolution will allow Metro staff to continue working with TriMet and other project partners to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with City of Portland, Clackamas County, ODOT, and other partners as needed, on construction and design for improvements along 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd Avenue in 2029

The resolution calls for LPA endorsement and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the LPA. The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Summer 2025: staff coordination to prepare amendments to reflect the 82nd Avenue LPA, as well as the TV Highway and Montgomery Park Streetcar LPAs
- Fall 2025: Public comment period
- Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
- Spring 2026: Seek adoption of RTP amendment

If JPACT does not approve and recommend endorsement to Metro Council and Metro Council does not endorse the Steering Committee LPA recommendation, the committee would need to restart to discuss changes, and all local jurisdictions would have to amend their endorsements of the LPA.

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

Metro staff presented to JPACT on the 82nd Avenue Locally Preferred Alternative in February to answer any questions and get feedback prior to asking JPACT to make a recommendation for endorsement to Metro Council. The LPA has not changed since JPACT's discussion in February.

Since that time, Metro has presented to TPAC, MTAC, MPAC and the Metro Council. While there were questions around the LPA and next steps, there were no requests to amend/change the LPA. On May 2, 2025, the Transportation Policy Alternatives Committee (TPAC) recommended that JPACT approve Resolution No. 25-5495.

In addition, the agency partners have endorsed the LPA via resolutions or letters of support.

Partner endorsements include:

- TriMet adopted Resolution 25-03-15 – Recommending to the Metro Council Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as Part of the Regional Transportation Plan on March 26, 2025.
- Multnomah County adopted Resolution No. 25-023- Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) on April 17,2025.
- Port of Portland endorsed the LPA with a letter of support dated May 2, 2025.
- ODOT endorsed the LPA with a letter of support dated May 5, 2025.
- City of Portland adopted Resolution No. 37706 (Document no. 2025-093) and Exhibit C to Portland Resolution No. 37706 - Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21, 2025.
- Clackamas County endorsed the LPA with a letter of support dated June 10, 2025.

What packet material do you plan to include?

- Resolution No. 25-5495, For the Purpose of Endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project
- Exhibit A to Resolution No. 25-5495: 82nd Avenue Transit Project LPA Language and Map
- Staff Report to Resolution No. 25-5495
 - Attachment 1: Local Actions of Support (1.a. through 1.f.)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 25-5495
LOCALLY PREFERRED ALTERNATIVE FOR)	
THE 82 ND AVENUE TRANSIT PROJECT)	Introduced by Chief Operating Officer
)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro’s adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region’s land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety, mobility and thriving economy; and

WHEREAS, the 2023 RTP identifies the 82nd Avenue Corridor as a Tier 1 High Capacity Transit Corridor on the 2030 Constrained project list; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the 2023 High Capacity Transit Strategy identified 82nd Avenue as a Tier 1 corridor for high capacity transit investment; and

WHEREAS, this corridor has higher than average regional population of people living below the poverty line; and

WHEREAS, TriMet’s Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit riders; and

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2023 RTP and there were 242 serious injuries and fatalities on the corridor between 2012 and 2022; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82nd Avenue corridor; and

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 37706 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025, JPACT approved Resolution Number 25-5495 for the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project and submitted the resolution to the Metro Council for approval; and

WHEREAS, it is expected that Metro Council and JPACT will consider an amendment to the 2023 RTP to include the 82nd Avenue Transit Project LPA in 2026; and

WHEREAS, the Metro Councilors from District 2 and District 6 will continue to provide guidance for the project through the design process as part of TriMet's Policy and Budget Committee; and

WHEREAS, the 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the 82nd Avenue Transit Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this ____ day of June 2025.

Lynn Peterson, Council President

Approved as to Form:

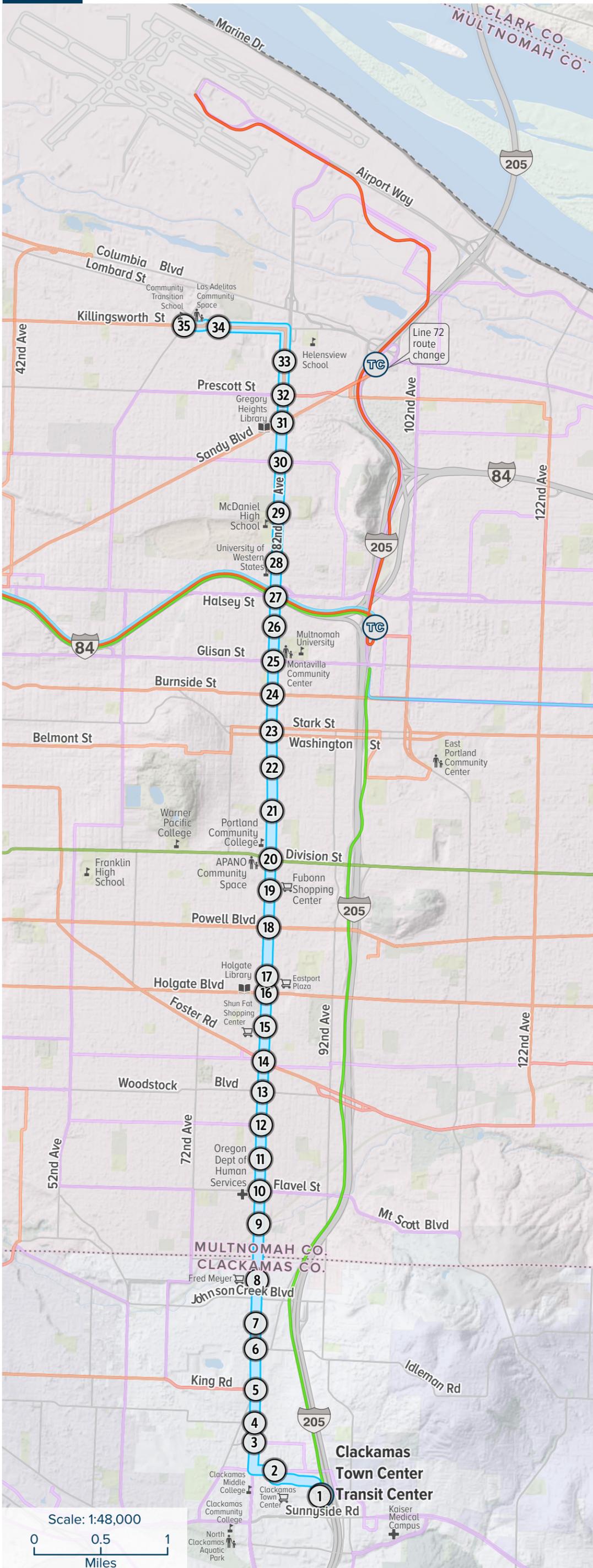
Carrie MacLaren, Metro Attorney

82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



82nd Avenue Transit Project Locally Preferred Alternative



Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-frequent express service bus line

Frequent service bus line

Other bus line

Transit lines for LPA

Transit center

Community space

Medical facility

School

Major shopping hub

Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

Data Sources: TriMet, Metro
Export Date: 5/12/2025

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5495 FOR THE PURPOSE OF ENDORING THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT

Date: May 28, 2025
Department: Investment Areas
Meeting Date: June 12, 2025

Prepared by: Melissa Ashbaugh, 971-378-7166
Melissa.Ashbaugh@oregonmetro.gov
Presenter(s), Melissa Ashbaugh
(she/her), Senior Planner
Length: 20 minutes

ISSUE STATEMENT

The 82nd Avenue Transit Project seeks to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is the highest ridership bus corridor in the region. In June 2022, Metro formed a Steering Committee comprised of local partners and community representatives to guide the project to a Locally Preferred Alternatives (LPA). The LPA demonstrates regional consensus on the general project parameters. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, staff recommended an LPA for the steering committee to consider.

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee unanimously recommended the LPA for the 82nd Avenue transit project.

The recommended LPA for high-capacity transit on the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations indicated on the map, operating between Clackamas Town Center Transit Center and Cully Boulevard and NE Killingsworth Street Area. (See Exhibit A of Resolution No 25-5495.)

On May 2, 2025, the Transportation Policy Alternatives Committee (TPAC) unanimously recommended the Joint Policy Advisory Committee on Transportation (JPACT) approve Resolution No. 25-5495. Approval of the resolution endorses the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) as recommended by the 82nd Avenue Transit Project Steering Committee and directs staff to prepare amendments the Regional Transportation Plan to reflect the LPA.

ACTION REQUESTED

Approve Resolution No. 25-5495 as recommended by the Transportation Policy Alternatives Committee (TPAC) and submit to Metro Council for approval.

Partner endorsements included in Attachment 1 are listed below:

- TriMet Resolution 25-03-15 – Recommending to the Metro Council Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as Part of the Regional Transportation Plan on March 26, 2025.
- Multnomah County Resolution 25-023 - Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA) on April 17, 2025.
- The Port of Portland letter of support dated May 2, 2025.
- The Oregon Department of Transportation letter of support dated May 5, 2025.
- The City of Portland adopted Resolution Number 37706 (Document Number 2025-093) and Exhibit C to Portland Resolution Number 37706 - Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions of Approval on May 21, 2025
- The Clackamas County letter of support dated June 10, 2025.

IDENTIFIED POLICY OUTCOMES

The 82nd Avenue corridor has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates 82nd Avenue as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel between Clackamas Town Center Regional Center and important destinations in southeast and northeast Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

POLICY OPTIONS FOR JPACT TO CONSIDER

1. Approve Resolution No. 25-5495 as recommended by TPAC.
2. Do not approve Resolution No. 25-5495.

JPACT and Metro Council endorsement of the Steering Committee LPA recommendation will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026, as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: Tualatin Valley Highway Transit Project and the Montgomery Park Streetcar Transit Project.

If JPACT and Metro Council do not endorse the Steering Committee LPA recommendation, the committee would need to restart to discuss changes and all local jurisdictions would have to amend their endorsements of the LPA.

RECOMMENDED ACTION

Approve Resolution No. 25-25-5495. Approval of the resolution endorses the Locally Preferred Alternative recommended by the 82nd Avenue Transit Project Steering Committee and endorsed by the project partners, including TriMet, the City of Portland, Clackamas County, Multnomah County, ODOT, and the Port of Portland and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project LPA for consideration by JPACT and the Metro Council in 2026.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The LPA advances Metro's 2040 Growth Concept and Regional Transportation Plan by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; improving access to jobs, schools, retail places and other community places along the route; increasing transportation choices including active transportation and better access to transit; regional mobility; and safety.

The project will serve around 70,000 residents and 30,000 jobs within a half mile of the alignment. There are concentrations of low-income residents and those most likely to rely on transit to meet their daily needs along the length of the corridor.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components. The analysis was shared with project partners and community members for feedback. Public engagement has been extensive and coordinated with TriMet and the Portland's Building a Better 82nd Avenue project, which is delivering maintenance, safety, and pedestrian improvements in the corridor and long-term planning. Metro, PBOT, and TriMet are working closely together to maximize the benefits of each project. As part of this collaboration, both projects have shared public involvement goals and have jointly conducted several public outreach efforts.

ANTICIPATED EFFECTS

Approval of this resolution will allow project staff to continue working with TriMet and project partners on the project to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation

- Refine design and costing
- Coordinate with City of Portland, Clackamas County, ODOT, and other partners as needed, on construction and design for improvements along 82nd Avenue
- Support the implementation and construction of the project
- Open a new FX bus line along 82nd Avenue in 2029

The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Metro staff will coordinate to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue LPA, as well as the TV Highway and Montgomery Park Streetcar LPAs.
- An RTP amendment is necessary to be eligible for federal funding and action.
- The RTP amendment will require a recommendation from MPAC and adoption by JPACT and Metro Council. The amendment may include the following as needed to reflect the LPA:
 - Amendments to Chapter 3 Transit Network Map
 - Amendments to the Appendix A: Constrained priorities project list
 - Amendments to Appendix W: Status of Current Major Projects
 - Amendments to Appendix V: Future corridor refinement planning
 - Create a new appendix: 82nd Avenue Transit Project Locally Preferred Alternative
 - Updates to reflect the RTP funding strategy or any other chapter components, if applicable
- The amendment will be accompanied by findings that demonstrate consistency with:
 - RTP goals, objections, and policies
 - Metro's Public Engagement Guide
 - Federal fiscal constraint requirements
 - Statewide planning goals
- Proposed RTP amendment schedule:
 - Fall 2025: Public comment period
 - Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
 - Spring 2026: Seek adoption of RTP amendment

Budget Impacts: Adoption of this resolution has no budget impact at this time. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state, and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America’s Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- FTA Small Starts Process

State laws and actions

- Statewide Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.
- Resolution No. 22-5257 (For the Purpose of Creating and Appointing Members of a Steering Committee for the 82nd Avenue Transit Project), adopted by the Metro Council on June 02, 2022.

- Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348, (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

Local Jurisdiction Actions

- The TriMet Board of Directors unanimously adopted Resolution 25-03-15, to recommend confirmation of the Locally Preferred Alternative for the for the 82nd Avenue Transit Project on March 26,2025.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2025-023, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project on April 17, 2025.
- The Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland endorsed the Locally Preferred Alternative with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively.
- The Portland City Council adopted Resolution No. 37706, to adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions for Approval on May 21, 2025.

BACKGROUND

At the March 5, 2025, Metro Council work session, staff presented on the 82nd Avenue Transit Project LPA. Council discussed the LPA and asked questions of project staff but did not request any changes to the document. Since that work session, the steering committee’s local and regional partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, the Metro Technical Advisory Committee (MTAC), and the Metro Policy Advisory Committee (MPAC). The committees had questions regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to JPACT in February. On May 2, 2025, TPAC recommended that JPACT approve this resolution. On May 21, 2025, MTAC recommended that MPAC recommend Metro Council approval of this resolution. On May 28, 2025, MPAC recommended Metro Council approval of this resolution. On June 12, 2025, JPACT will consider approval of this resolution and submit the resolution for Metro Council approval. Metro Council will consider JPACT’s action on June 26, 2025.

ATTACHMENTS

Attachment 1: Local Actions of Support (1.a. through 1.f)

Staff Report for Resolution No. 25-5495

ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT

1.a. TriMet Board of Directors Resolution No. 25-03-15

1.b. Multnomah County Board of Commissioners Resolution No. 2025-023

1.c. Port of Portland Letter of Support

1.d. Oregon Department of Transportation Letter of Support

1.e. City of Portland Resolution No. 37706 (Document No. 2025-093) and Exhibit C to Portland Resolution No. 37706

1.f. Clackamas County Board of Commissioners Letter of Support

Date: March 26, 2025

To: Board of Directors

From: Sam Desue, Jr.



Subject: RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) recommend to the Metro Council the adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as part of the Regional Transportation Plan.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project

3. Reason for Board Action

Endorsement of the Locally Preferred Alternative by local jurisdictions and by Metro is necessary because it demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project, and helps ensure federal funding.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

Before it adopts a Locally Preferred Alternative (LPA) for regionally significant infrastructure, the Metro Council requests endorsement of the LPA by TriMet and other local jurisdictions. A public demonstration of local support for the 82nd Avenue Transit Project (Project) by TriMet and local jurisdictions is essential to advance the development and funding for the Project.

By introducing Bus Rapid Transit on 82nd Avenue, the Project will greatly improve transportation along the entire transit corridor by making connections between the Clackamas Town Center and the Cully neighborhood in Northeast Portland. The Project will enhance transit speed and reliability using various transit priority treatments, while investing in station improvements and offering safer, more accessible connections to transit.

Adopting this Locally Preferred Alternative would allow Metro to amend the Regional Transportation Plan to include the LPA. TriMet, Metro, and other regional partners have been collaborating for the past two years to develop the LPA.

The 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82nd Avenue corridor as a key area for major transit investment. In 2022, Metro launched the Project, initiating the evaluation of alignment and mode alternatives. At the same time, the Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. Extensive planning and analysis were also conducted to better define the Project.

In July 2024, the Project received approval from the FTA to enter the Project Development phase. Following this, the Project initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee. After two years of dedicated planning and outreach, the Project Steering Committee voted unanimously to approve the LPA. The Project Steering Committee now recommends the TriMet Board's endorsement of the final LPA as described in the Resolution and shown on the attached Exhibit A map.

The LPA envisions the establishment of Bus Rapid Transit on the 82nd Avenue corridor between the Clackamas Town Center in the south, and the Cully neighborhood in the north. The route from the Transit Center at the Clackamas Town Center to the "Cully Triangle," at NE Killingsworth Street and NE Cully Boulevard is generally described as:

- From the Clackamas Town Center to 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

Stations are located in the areas identified on the Exhibit A map attached to the Resolution.

6. Diversity

TriMet will follow its procurement rules and policies in selecting Project contractors and consultants, and ensuring opportunities are available for Disadvantaged Business Enterprise (DBE) contractors and consultants to work on the Project.

7. Financial/Budget Impact

Anticipated federal funding is critically important, and the Project hopes to receive approximately \$150,000,000 in Small Starts funds from the FTA. It also expects \$65,000,000 from TriMet, \$21,000,000 from the City of Portland, \$6,000,000 from Metro, and an additional \$30,000,000 in regional flexible funds. In addition, the Project expects a \$48,000,000 grant from the Portland Clean Energy Fund, a \$23,800,000 grant from the FTA's Low or No Emission Bus Grant Program, and a \$630,000 grant from the FTA's Areas of Persistent Poverty program. The total Project budget is anticipated to be approximately \$344,330,000.

8. Impact If Not Approved

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed LPA is expected to be endorsed by other jurisdictions and substantial changes by TriMet at this time could significantly delay the Project, jeopardizing the optimal timing to seek federal funding for the Project construction stage.

RESOLUTION NO. 25-03-15

RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82nd Avenue corridor as a key area for major transit investment in infrastructure; and

WHEREAS, Metro convened TriMet, the City of Portland, the Oregon Department of Transportation (ODOT), Clackamas County and other local partners to explore transit improvements on 82nd Avenue, such as Bus Rapid Transit, improved bus stations and related pedestrian and vehicle safety improvements; and

WHEREAS, in 2022, Metro initiated the evaluation of alignment and mode alternatives for the Project and Metro, TriMet, and other regional jurisdictional partners collaborated to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project); and

WHEREAS, a Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives, which conducted extensive planning and analysis to better define the Project; and

WHEREAS, in July 2024, the Project received approval from the Federal Transit Administration (FTA) to enter Project Development; and

WHEREAS, TriMet subsequently initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee; and

WHEREAS, the Project Steering Committee identified the LPA for the Project to be between the Clackamas Town Center, in the south, and the Cully neighborhood, in north Portland; and

WHEREAS, the Project Steering Committee unanimously recommended that the TriMet Board of Directors (Board) endorse the final LPA as described in the Resolution and shown on the attached Exhibit A map, and generally described as:

- From the Clackamas Town Center to 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

WHEREAS, in order to advance the Project, other collaborating local jurisdictions will consider similar Resolutions to adopt the LPA; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet and collaborating local jurisdictions is essential to advance Project development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board's adoption of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to amend the Regional Transportation Plan to include the Project;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby adopts the Locally Preferred Alternative for the 82nd Avenue Transit Project as described herein and on Exhibit A, and recommends its adoption by the Metro Council as part of the Regional Transportation Plan.

Dated: March 26, 2025



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 2025-023

Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA):

The Multnomah County Board of Commissioners Finds:

- A. Metro's 2023 High Capacity Transit (HCT) Strategy is included in the updated Regional Transportation Plan and is a critical element of the 2024 Growth Concept - a blueprint for how the Portland region grows. The HCT Strategy identifies the 82nd Avenue Corridor as a Tier 1 near-term investment, defined as the most viable to advance into implementation in the next 4 years;
- B. TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system. This bus line has the most delay of any of TriMet's bus lines, due to congestion on 82nd Avenue. The 82nd Avenue corridor is home to nearly 70,000 people and 6% of the region's jobs.;
- C. The 82nd Avenue Transit Project, by implementing a bus rapid transit (BRT) service along the 82nd Avenue corridor, will increase bus speed and reliability, and make needed improvements to bus stations and crossings. For the many community members who travel along 82nd Ave to access jobs, schools, businesses, and community destinations, these improvements will increase safety, comfort, and convenience for transit riders from the Cully neighborhood to Clackamas Town Center.
- D. The 82nd Avenue Transit Project is a partnership between Metro and TriMet, guided by a Steering Committee made up of elected officials, agency leaders, and community representatives, including Multnomah County, Oregon Department of Transportation, Clackamas County, the City of Portland and the Port of Portland; and
- E. The 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and on January 16, 2025, voted to recommend the Locally Preferred Alternative (LPA), which consists of the mode of transportation, alignment, and general station locations.

The Multnomah County Board of Commissioners Resolves:

- 1. To adopt the Steering Committee's 82nd Avenue Transit Project Locally Preferred Alternative.

ADOPTED this 17th day of April, 2025.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jessica Vega Pederson

Jessica Vega Pederson, Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By *Nick Baldwin-Sayre*

Nick Baldwin-Sayre, Sr. Asst. County Attorney

May 2, 2025

Councilor Christine Lewis, Metro
Councilor Duncan Hwang, Metro
600 NE Grand Ave.
Portland, OR 97203

RE: Port of Portland Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear Councilor Hwang and Councilor Lewis,

The Port of Portland (Port) supports Metro's adoption of the 82nd Avenue Transit Project's Locally Preferred Alternative (LPA) as an amendment to the Metro Regional Transportation System Plan.

The Port's mission is to build shared prosperity through travel, trade and economic development. Everything we do relies on a safe and efficient transportation system – one that works for everyone using it. 82nd Avenue is a major arterial that runs through the heart of many communities and ends at Airport Way. Its is used every day by cars, busses, bikes and pedestrians to access Portland International Airport and the many businesses that surround it.

The 82nd Ave Transit and Development Project will improve mobility and better connect our region with faster, more reliable transit service in the 82nd Avenue corridor, alleviating congestion and improving safety.

We are thankful to have been part of this process at both the technical level and at the Steering Committee; and for the careful consideration of Portland International Airport (PDX) as the terminus. We are confident that the right considerations were made in the ultimate decision of the Steering Committee and will continue working collaboratively with regional and community partners to improve transit access to the airport.

This corridor remains in need of steady and focused investment. We look forward to supporting the momentum this project has built toward a safer and more vibrant 82nd Ave. corridor.

Sincerely,



Curtis Robinhold
Executive Director



Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200

May 5, 2025

Councilor Christine Lewis, Metro
Councilor Duncan Hwang, Metro
600 NE Grand Ave.
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear councilors Lewis and Hwang,

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project LPA. The project will bring enhanced transit service to a corridor with the highest bus ridership in TriMet's system and improve safe access to transit with sidewalk infill, enhanced crossings and upgraded signals. ODOT endorses the Locally Preferred Alternative (LPA) as a regional priority as it provides better connections to regional destinations and communities from northeast Portland to northern Clackamas County and urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

The transit project will benefit from the substantial investments ODOT has already made, and those we are currently delivering, to address safety and operations on 82nd Avenue, including paving and safety improvements from Foster Road to Thompson Road with four enhanced pedestrian crossings, over 50,000 square feet of new concrete sidewalk infill, 149 new sidewalk curb ramps, and our investment of \$150 million to the City of Portland for investment in 82nd Avenue as part of our recent jurisdictional transfer agreement.

Project elements such as signals, lane allocations and station designs within ODOT's jurisdiction are subject to approval in accordance with the agency's Highway Design Manual and will be evaluated through ODOT's permitting process, including the proposed signal at NE Lombard and NE Killingsworth. ODOT will continue to work collaboratively with Metro, TriMet and the City of Portland on designs and approvals in accordance with ODOT standards and procedures.

We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer,
ODOT Region 1 Manager



[Home](#) / [Portland City Council](#) / [Council Documents](#) / [Resolution](#)

37706

Resolution

Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions for Approval

Adopted

Amended by Council

WHEREAS, 82nd Avenue serves as a key transportation and economic corridor, supporting diverse communities and businesses, and providing access to essential services, schools, employment centers, and recreational opportunities; and

WHEREAS, the Portland City Council previously recognized the need for transit improvements along 82nd Avenue and has supported efforts to secure funding and advance planning for enhanced transit service through Council Resolutions 191733 and 37690; and

WHEREAS, in collaboration with Metro, TriMet, the City of Portland, Multnomah County, the Port of Portland, Clackamas County, and the Oregon Department of Transportation (ODOT), planning efforts have been undertaken to assess the transit needs and opportunities along the 82nd Avenue corridor; and

WHEREAS, Metro and TriMet convened a Steering Committee comprising representatives from local jurisdictions, community organizations, businesses, and transit users to guide the planning and development of the 82nd Avenue Transit Project (Project); and

WHEREAS, the Project aims to improve transit service along one of Portland's busiest corridors and highest ridership TriMet bus line, enhancing connectivity, reliability, and accessibility for residents and businesses along 82nd Avenue; and

WHEREAS, the Project will support improved station design, increased transit comfort, speed, and reliability by introducing enhanced service features such as longer buses, transit priority treatments, and optimized route alignment; and

WHEREAS, community engagement has been a critical component of the Project, ensuring that transit investments align with community priorities; and

WHEREAS, that the Council recognizes that lane prioritization for buses requires a balance of benefits and tradeoffs, necessitating robust analysis,

Document number

2025-093

Introduced by

[Mayor Keith Wilson](#)

City department

[Transportation](#)

Service area

[Public Works](#)

Contact

Julia Reed

Sr Transportation Planner

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☎ [503-310-5233](tel:503-310-5233)

Art Pearce

Policy, Planning & Projects
Group Director

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☎ [503-823-6514](tel:503-823-6514)

Mauricio LeClerc

Area and Project Planning
Manager, PBOT

✉ mauricio.leclerc@portlandoregon.gov

☎ [503-823-7808](tel:503-823-7808)

Agenda Type

Regular

clear communication, and public review; and
 WHEREAS, the *Building a Better 82nd Avenue* Plan adopted by City Council on December 4, 2024 has been developed to guide infrastructure investments and safety projects along the corridor and is supportive of the transit project, Council Resolution 37690; and

WHEREAS, the Federal Transit Administration (FTA) Capital Investment Grant program for Small Starts projects provides discretionary funding opportunities that support transit capital investments, and the Project partners have initiated steps to secure federal funding for the Project; and

WHEREAS, the Steering Committee has recommended a Locally Preferred Alternative (LPA) for the Project, including preferred transit mode, alignment, and station locations, based on technical analysis and community input; and

WHEREAS, the Portland Clean Energy Community Benefits Fund (PCEF) allocated funding to support the 82nd Avenue Transit Project and sidewalk enhancements that support tree planting within the 82nd Avenue corridor; and

WHEREAS, in February 2025, PBOT, TriMet and Metro presented the preferred alignment to the Portland Planning Commission for advisement;

WHEREAS, Prosper Portland and the Portland Housing Bureau have established and are administering the 82nd Avenue Area and Sumner-Parkrose-Argay-Columbia Corridor (SPACC) Tax Increment Financing (TIF) districts, in co-creation with Community Leadership Committees (CLCs) from those respective districts, which together overlap with the identified LPA project area and with community identified priorities in the 82nd Avenue Development Strategy, and each of those TIF District Plans identifies implementation principles and projects to ensure that current residents benefit from investments and neighborhood change, including via opportunities for housing and economic prosperity; and

WHEREAS, the City of Portland is committed to working with Cully community partners to refine bus layover and bike circulation, ensuring a balanced approach that meets transit terminus needs while maintaining effective bicycle facilities and an effective on-street parking strategy;

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's Locally Preferred Alternative for the 82nd Avenue Transit Project as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the City of Portland supports the transit alignment and the approximate station locations identified on the Proposed Locally Preferred Alternative map attached as Exhibit B; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Conditions of Approval identified by TriMet, Metro, City of Portland and other regional partners as Non-Binding City Policy attached as Exhibit C; and

BE IT FURTHER RESOLVED, that the City of Portland directs the transit project to leverage opportunities to advance critical infrastructure improvements

Date and Time Information

Meeting Date

May 21, 2025

Time Requested

30 minutes

Portland Policy Document

such as sidewalks and trees; and

BE IT FURTHER RESOLVED, that the Council gratefully acknowledges the work and dedication of the 82nd Avenue Transit Project Steering Committee and community members who participated in the planning process; and

BE IT FURTHER RESOLVED, that the Council urges Metro and TriMet to continue prioritizing 82nd Avenue for regional transit investment and high-capacity transit planning efforts.

Exhibits and Attachments

 [Committee Staff Summary - Transportation and Infrastructure](#) 139.01 KB

 [Exhibit A](#) 12.49 MB

 [Exhibit B](#) 13.85 MB

 [Exhibit C](#) 83.46 KB

 [Presentation](#) 3.45 MB

 [Testimony](#) 427.56 KB

82nd Avenue Transit Project Locally Preferred Alternative Conditions of Approval

March 11, 2025

The 82nd Avenue Transit Project will improve transit service along this high-ridership corridor and will connect destinations including the Jade District, Montavilla, Lents, the Cully Neighborhood, Portland Community College, and Clackamas Town Center. It will improve transit station areas with updates in transit station areas including lighting, seating, shelter and protection from weather, sidewalks connecting to transit stations, crossing enhancements and accessibility improvements.

As a partner in this project, the City of Portland has distinct interests in ensuring the transit project advances broader City and community goals and balances tradeoffs. These conditions of approval are intended to communicate agreements that should be advanced through the project's design and construction processes.

Portland City Council will receive updates on the 82nd Avenue Transit Project at these key project milestones:

- Completion of NEPA documentation, currently anticipated in 2026
- Completion of funding plan commitments, currently anticipated in mid-2027

Community Engagement

- TriMet will continue to meet regularly with the project's Community Advisory Committee which will advise on project. The committee includes representatives from businesses, neighborhood coalitions, transit riders, community-based organizations, and advocacy groups for seniors and people with disabilities.
- TriMet will maintain communication with businesses and property owners adjacent to the project, seeking input on project design and associated tradeoffs, and providing construction mitigation strategies where needed. TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff, and the construction contractor, ensuring each business has a single point of contact for project-related concerns. They will also offer language interpretation services and communicate in businesses' preferred formats (e.g., verbal, written, or email).

- TriMet will consider the impacts on businesses along 82nd Avenue, aiming to minimize access restrictions while balancing the need for safety and transit improvements.

Transit, Safety, and Infrastructure Improvements

- TriMet, in partnership with PBOT to incorporate investments in wider sidewalks, protected crossings, medians for safety, and improved bicycle access through streets located parallel to and intersecting 82nd Avenue. Prioritization for sidewalk improvements will be in areas that do not meet sidewalk standards today, including places lacking sidewalk, locations near transit stations, schools, in pedestrian districts, and other areas with high levels of pedestrian traffic. As we move forward with the 82nd Avenue Transit Project, prioritizing the improvement of sidewalks over street widening will reflect the shared commitment to pedestrian safety and accessibility. Community engagement will continue to play a vital role in the process.
- TriMet, in partnership with PBOT, Hacienda CDC, and other Cully community partners, will continue to explore the feasibility of an off-street bus layover and terminus facility in the Cully Triangle and to refine bicycle circulation while continuing to take on-street parking considerations into account.
- TriMet and PBOT will evaluate design options that include the conversion of existing travel lanes to Business Access and Transit (BAT) lanes along the portion of 82nd Avenue within the City of Portland to improve bus speed and reliability for riders, maintain local access by motor vehicle and encourage mode shift to transit. The design options and evaluation findings, including potential benefits and trade-offs, and mitigation measures, will be shared through community engagement.
- PBOT will consider the design and location of BAT lanes on 82nd Avenue, balancing the benefits of faster bus operations, reliability, and frequency of transit service with potential impacts and costs including traffic congestion, business vitality, and safety.
- TriMet will continue to partner with ODOT to study traffic and pedestrian safety improvements on NE Lombard Street between Cully Boulevard and Killingsworth Street.

Workforce Development

TriMet, with the commitment of the LowNo Federal Grant, will:

- Develop new curricula focused on clean energy systems, which will be integrated into Portland Community College’s vehicle maintenance certification program.
- Collaborate with Worksystems, Inc., the local workforce development board, to design a program delivered through community-based partners. This program will provide the skills and training necessary for individuals to enter and advance in their careers, creating a diverse pipeline of qualified talent to fill unfilled positions.

In partnership with APANO and the 82nd Ave Coalition, PCEF funding will be used for:

- Recruitment and referrals for historically underserved communities, including events at culturally specific community-based organization locations along the corridor, and follow-up connections to training and services.
- Assistance with applications and classes, including translation services for English as a second language recruits.
- Preparation for pre-apprenticeship programs.
- Training that leads to industry certification and job placement.
- Providing wrap-around services such as career counseling, stipends, food vouchers, transportation support, childcare, medical/dental support, utility assistance, and retention and support services.
- TriMet’s commitment to DBE (Disadvantaged Business Enterprise) representation in project delivery is central to our values, and our program is nationally recognized. Through this project, TriMet’s collaboration with consultants and contractors will create numerous opportunities for family-wage jobs, long-term economic empowerment, and increased resiliency in our local communities.

Transit Service

- TriMet is committed to providing 10-minute headways for the 82nd Ave Frequent Express FX bus service for most of the day. Line 72 - Killingsworth will operate frequent service, running between Swan Island and Parkrose Transit Center. Additionally, TriMet will implement "tripper service" for McDaniel High School, running between Killingsworth and McDaniel HS to align with bell times.
- TriMet and PBOT will work to improve bus speed and reliability along the route for Line 72 – Killingsworth. These improvements aim to mitigate potential travel time

delays for riders transferring between the future FX82 line and Line 72 – Killingsworth, ensuring a smoother trip completion.

- Future service adjustments will be coordinated with TriMet planned service changes.



June 10, 2025

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear President Peterson and Metro Council,

In 2022, Metro began working closely with regional jurisdictional partners to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project). The LPA development included the evaluation of alignment and mode alternatives for the 82nd Avenue Transit Project. The Project explored transit improvements on 82nd Avenue, improved bus stations and related pedestrian and vehicle safety improvements needed to support improved transit service along the corridor.

Clackamas County participated in the Project Steering Committee that consisted of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. The Project Steering Committee reviewed and provided input into the extensive planning and analysis used to better define the Project.

In January 2025, the Steering Committee recommended a Locally Preferred Alternative (LPA) as described below:

“The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingworth Street area.”

Clackamas County supports the 82nd Avenue Transit Project Steering Committee’s LPA noted above and supports the transit alignment and approximate station locations identified in the Proposed Locally Preferred Alternative map in Exhibit A.

While we support the LPA, we believe it is important to highlight two concerns that we commit to working through as part of the Policy and Budget Committee conversations.

First we acknowledge that displacement often occurs in parallel with transportation investments and we are concerned that economic displacement will affect the residents and businesses in the 82nd Ave corridor. We urge that remaining project decisions support economic prosperity and make meaningful efforts to support anti-displacement for businesses and housing.

Second, reflecting on ongoing discussions at the Policy and Budget Committee, we have concerns about reallocation of general purpose lanes to Business Access Transit (BAT) lanes. Specifically, we are concerned about the potential impact of increased CO2 emissions and safety in our communities due to diversion. We recognize that the technical teams are analyzing this information and we urge you to develop a plan that limits diversion and improves safety with this investment.

We appreciate the work of the 82nd Avenue Transit Project Steering Committee and community members and are pleased to submit this letter of support for the 82nd Ave LPA as described above.

Sincerely,



Craig Roberts, Chair

On Behalf of the Clackamas County Board of Commissioners



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.2

File #: COM 25-0933

Agenda Date: 6/12/2025

Resolution No. 25-5504 For the Purpose of Endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project

Jess Zdeb, Metro

JPACT Worksheet

Agenda Item Title: Resolution No 25-5504: For the Purpose of endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project – JPACT ENDORSEMENT AND RECOMMENDATION REQUESTED

Presenter: Kate Hawkins, Senior Transportation Planner, Metro

Purpose/Objective

Ask JPACT to approve Resolution No. 25-5504 and to submit it to Metro Council for approval. Approval of the resolution endorses the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA) and directs staff to prepare amendments to the 2023 Regional Transportation Plan (RTP) reflecting the LPA.

The LPA demonstrates regional consensus on the general project parameters, including the recommended mode, alignment, and general station locations. After extensive public engagement, technical analysis, close collaboration with local partners, and direction from the steering committee, staff recommended a draft Locally Preferred Alternative (LPA) for the project steering committee to consider. On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project LPA.

Outcome

Project outcomes identified in the RTP include improving transit speed and reliability, making the bus more competitive with driving, improving corridor safety and accessibility, and providing a more dignified and attractive rider experience.

The JPACT approval and recommendation to Metro Council and subsequent Metro Council approval of the LPA resolution will allow Metro staff to continue working with TriMet and other project partners to:

- Amend the 2023 RTP to reflect the LPA and high-level funding plan
- Pursue federal funding
- Complete federally required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with Washington County, ODOT, and the Cities of Beaverton, Cornelius, Forest Grove, Hillsboro and other partners as needed, on construction and design for improvements along TV Highway
- Support the implementation and construction of the project
- Open a new FX bus line along TV Highway in 2030

The resolution calls for LPA endorsement and directs staff to prepare amendments to the 2023 RTP to reflect the LPA. The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Summer 2025: staff coordination to prepare amendments to reflect the TV Highway LPA, as well as the 82nd Avenue and Montgomery Park Streetcar LPAs

- Fall 2025: Public comment period
- Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
- Spring 2026: Seek adoption of RTP amendment

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

Metro staff presented the TV Highway LPA to JPACT in May to answer any questions and receive feedback prior to asking JPACT to make a recommendation for endorsement to Metro Council. The LPA has not changed since JPACT’s discussion in May.

In addition, the agency partners have endorsed the LPA via resolutions or letters of support.

Partner endorsements include:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.

What packet material do you plan to include?

- Resolution No 25-5504: For the Purpose of endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project
- Exhibit A to Resolution No 25-5504: TV Highway Transit and Safety Project LPA Language and Map
- Staff Report to Resolution No 25-5504
 - Attachment 1: Local Actions of Support

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 25-5504
LOCALLY PREFERRED ALTERNATIVE FOR)
THE TUALATIN VALLEY HIGHWAY TRANSIT) Introduced by Chief Operating Officer
AND SAFETY PROJECT) Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro’s adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region’s land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress; and

WHEREAS, the 2009 High Capacity Transit System Plan identified Tualatin Valley (TV) Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a “mobility corridor refinement” plan between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center) that identified needs and improvements for all modes of transportation; and

WHEREAS, the 2023 RTP and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure; and

WHEREAS, the 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 RTP identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List; and

WHEREAS, the 2023 High Capacity Transit Strategy identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a Helping Obtain Prosperity for Everyone (HOPE) grant in 2020 to fund initial planning, engineering and development of capital improvements for the TV Highway corridor and accelerate the implementation of infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives, to develop and recommend a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community in parallel with the TV Highway Transit and Safety Project; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638, to develop regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, the Oregon Department of Transportation (ODOT), Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit and Safety Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the LPA Project route between the city of Beaverton, in the east, and the city of Forest Grove in the west, as shown on the attached Exhibit A map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center;
- Continuing west along the TV Highway to the City of Cornelius; and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

WHEREAS, the Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 on April 22, 2025, endorsing the LPA; and

WHEREAS, the Cornelius City Council unanimously adopted Resolution Number 2025-16 on May 5, 2025, endorsing the LPA; and

WHEREAS, the Hillsboro City Council unanimously adopted Resolution Number 2881 on May 6, 2025, endorsing the LPA; and

WHEREAS, the Forest Grove City Council unanimously adopted Resolution Number 2025-17 on May 12, 2025, endorsing the LPA; and

WHEREAS, the Beaverton City Council unanimously adopted Resolution Number 25084 on May 27, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 on May 28, 2025, recommending confirmation of the LPA; and

WHEREAS, the LPA was endorsed by the Oregon Department of Transportation with a letter of support dated May 28, 2025; and

WHEREAS, on June 12, 2025 (anticipated), JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval; and

WHEREAS, on June 25, 2025 (anticipated), MPAC made a recommendation to the Metro Council on endorsing the TV Highway Transit and Safety Project LPA; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to continue working with TriMet and other project partners to advance the Project; now therefore,

BE IT RESOLVED, that Metro Council hereby:

1. Endorses the TV Highway Transit and Safety Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the TV Highway Transit and Safety Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this ____ day of June 2025.

Lynn Peterson, Metro Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

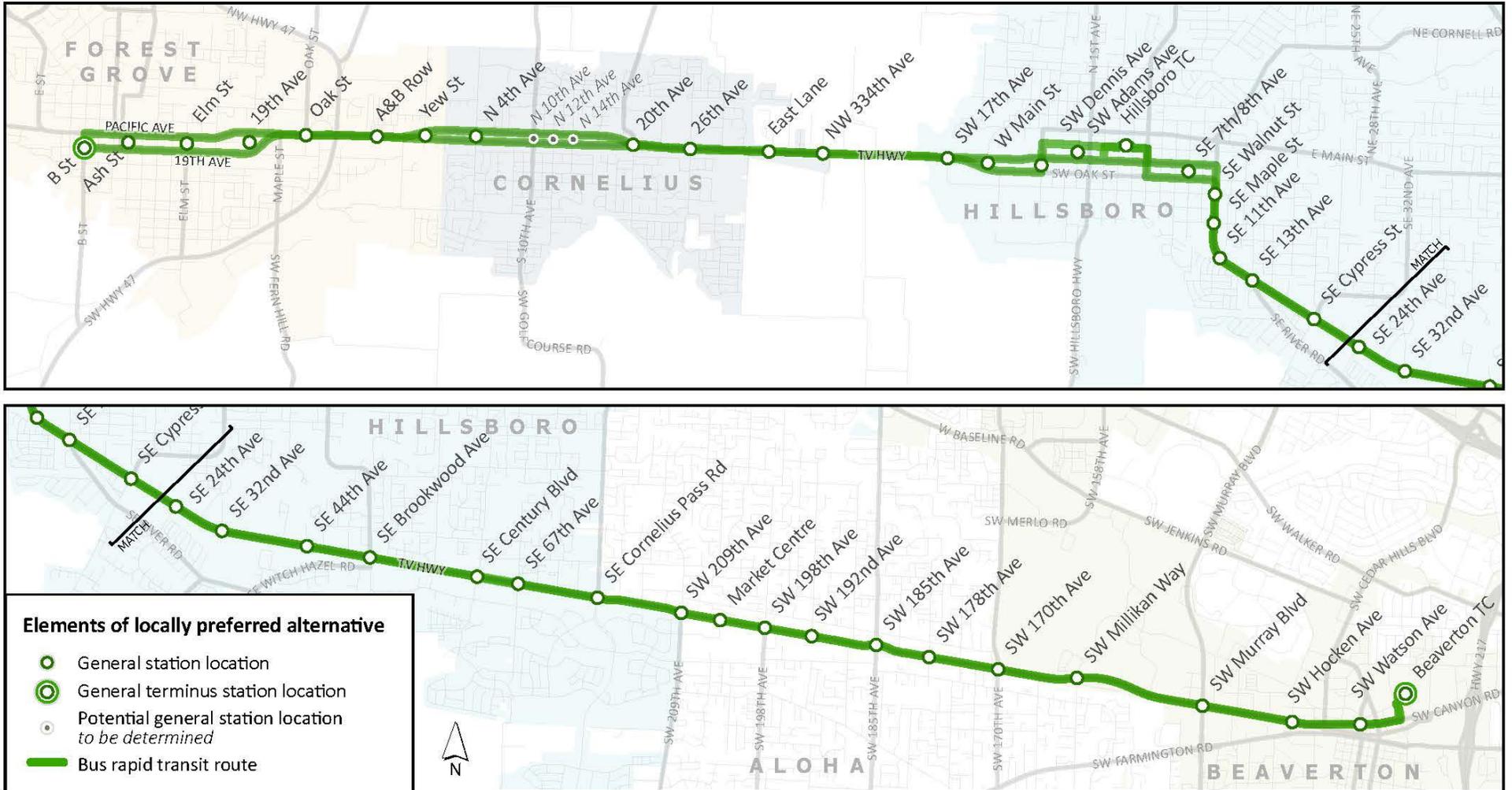
Exhibit A
Tualatin Valley Highway Transit and Safety Project
Locally Preferred Alternative (LPA) Description

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

Exhibit B

TV Highway Transit and Safety Project

Locally Preferred Alternative Map



IN CONSIDERATION OF RESOLUTION NO. 25-5504, FOR THE PURPOSE OF
ENDORISING THE LOCALLY PREFERRED ALTERNATIVE FOR TUALATIN VALLEY
HIGHWAY TRANSIT AND SAFETY PROJECT

Date: May 20, 2025
Department: Planning, Development and
Research
Meeting Date: June 12, 2025

Presenter(s): Kate Hawkins (she/her),
Senior Transportation Planner

Length: 5 minutes

Prepared by: Kate Hawkins, 503-449-
3949, kate.hawkins@oregonmetro.gov

ISSUE STATEMENT

The TV Highway Transit and Safety Project seeks to improve speed, reliability, accessibility and safety for transit riders on TV Highway. Since 2022, the Metro and TriMet project teams have worked with partners to explore numerous options for bringing high-capacity transit to the TV Highway corridor. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders, and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit on the TV Highway corridor is bus rapid transit, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route. The LPA map with recommended mode, alignment, and general station locations is reflected in Exhibit A to Resolution No. 25-5504.

On June 6, 2025 **(anticipated)**, the Transportation Policy Alternatives Committee (TPAC) unanimously recommended the Joint Policy Advisory Committee on Transportation (JPACT) approve Resolution No. 25-5504. Approval of the resolution endorses the TV Highway Transit and Safety Project LPA as recommended by the project Steering Committee and directs staff to prepare amendments to the 2023 Regional Transportation Plan (RTP) to reflect the LPA.

ACTION REQUESTED

Approve Resolution No. 25-5504 as recommended by the Transportation Policy Alternatives Committee (TPAC) and submit to Metro Council for approval.

Partner endorsements included in Attachment 1 are listed below:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.

IDENTIFIED POLICY OUTCOMES

The TV Highway corridor has been identified as a top priority for transit investment in numerous adopted regional plans. These include the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates TV Highway as a Tier 1: near-term HCT corridor, the highest priority for near-term HCT investment in our region.

Project outcomes identified in the RTP include improving transit speed and reliability, making the bus more competitive with driving, improving corridor safety and accessibility, and providing a more dignified and attractive rider experience.

POLICY OPTIONS FOR JPACT TO CONSIDER

1. Approve Resolution No. 25-5504 as recommended by TPAC.
2. Do not approve Resolution No. 25-5504.

JPACT and Metro Council endorsement of the Locally Preferred Alternative will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026 as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: the 82nd Avenue Transit Project and the Montgomery Park Streetcar Project.

If JPACT and Metro Council do not endorse the Steering Committee LPA recommendation the committee would need to reconvene to discuss changes, and all local jurisdictions would need to amend their endorsements of the LPA.

RECOMMENDED ACTION

Approve Resolution No. 25-5504 as recommended by MPAC and JPACT. Approval of the resolution endorses the Locally Preferred Alternative recommended by the TV Highway Transit Project Steering Committee and endorsed by the project partners, including TriMet, Beaverton, Cornelius, Forest Grove, Hillsboro, ODOT, and Washington County.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The TV Highway Transit and Safety Project LPA is a collaboration between Metro, community organizations, and jurisdictional partners to implement regional priorities articulated in Metro’s guiding policy plans including the 2023 Regional Transportation Plan. Corridor planning is central to Metro’s core mission to expand transportation options and improve public transit service throughout the region. The LPA advances Metro’s Strategic Framework by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; access to community places; transportation choices including active transportation and better access to transit; access to jobs; regional mobility; and safety.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

The TV Highway Transit and Safety Project is supported by agencies partners, local jurisdictions, and community-based organizations throughout the corridor and across the region. Metro’s agency partners on this work include TriMet, ODOT, Washington County, the Cities of Beaverton, Cornelius, Forest Grove, and Hillsboro. The project is also supported by community-based organizations including Adelante Mujeres, APANO, Centro Cultural, and Unite Oregon, as well as the TV Highway Equity Coalition.

Project engagement as well as past planning efforts in the corridor indicate that community members support the project purpose of bringing safer, more reliable, faster, and accessible transit to the TV Highway Corridor.

ANTICIPATED EFFECTS

Approval of this resolution will allow project staff to continue working with TriMet and project partners to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally required National Environmental Policy Act (NEPA) documentation

- Refine design and costing
- Coordinate with local agencies on construction and design for improvements along TV Highway
- Support the implementation and construction of the project
- Open a new FX bus line along Tualatin Vally Highway in 2030

The project is currently in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the recommended mode, route, and general station locations and a high-level funding plan.

Budget Impacts: Adoption of this resolution has no budget impact at this time. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America’s Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program

State laws and actions

- Oregon Statewide Land Use Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Resolution No. 10-4119 (For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle), adopted by the Metro Council on February 25, 2010.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation

Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010.

- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.
- Resolution No. 21-5229 (For the Purpose of Creating and Appointing Members of the Tualatin Valley Highway Steering Committee), adopted by the Metro Council on January 20, 2022.
- Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

Local Jurisdiction Actions

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.

BACKGROUND

At the May 20, 2025, Metro Council work session, staff presented the TV Highway Transit and Safety Project LPA. Council discussed the LPA and asked questions of project staff, but did not request any changes to the document. Since that work session, local and regional project partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, the Metro Technical Advisory Committee (MTAC), and the Metro Policy Advisory Committee (MPAC). The committees had questions

regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to JPACT in May. On June 6, 2025 (anticipated), TPAC recommended that JPACT approve this resolution. On June 12, 2025, JPACT will consider approval of this resolution and submit the resolution for Metro Council approval. Metro Council will consider JPACT's action on June 26, 2025.

ATTACHMENTS

Attachment 1: Local Actions of Support

ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT

- 1.a. Board of Washington County Commissioners Resolution and Order No. 25-26
- 1.b. City of Cornelius Resolution No. 2025-16
- 1.c. City of Hillsboro Resolution No. 2881
- 1.d. City of Forest Grove Resolution No. 2025-17
- 1.e. City of Beaverton Resolution No. 25084
- 1.f. TriMet Board of Directors Resolution No. 25-05-25
- 1.g. Oregon Department of Transportation Letter of Support

1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Adopting the TV Highway) RESOLUTION AND ORDER
4 Transit and Safety Project Locally) No. 25-26
5 Preferred Alternative)

6 This matter having come before the Washington County Board at its meeting on April 22,
7 2025; and

8 It appearing to the Board that the Metro 2009 High Capacity Transit (HCT) System Plan
9 identified Tualatin Valley Highway (TV Highway) between Beaverton and Hillsboro as a “Next
10 Phase Regional Priority HCT Corridor” and TV Highway between Hillsboro and Forest Gove as a
11 “Developing Regional Priority HCT Corridor”; and

12 It appearing to the Board, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a
13 “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility
14 corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple
15 Street (Hillsboro Regional Center); and that the TVCP was a joint effort between ODOT, Metro,
16 the City of Hillsboro, the City of Beaverton and Washington County that focused an examination
17 of the transportation system to identify needs and improvements for all modes of transportation;
18 and

19 It appearing to the Board, the 2018 Regional Transportation Plan (RTP), and the 2018
20 Regional Transit Strategy both identified the TV Highway corridor as a key area for major transit

1 investment in infrastructure; and

2 It appearing to the Board, the 2019 Moving Forward TV Highway Plan was a multi-agency
3 study to determine the nature and feasibility of HCT in the TV Highway corridor between SW
4 160th Avenue and Cornelius Pass Road; and

5 It appearing to the Board, the 2023 RTP identified the TV Highway Transit Project as a
6 major HCT investment included in the 2030 Near-Term Constrained Project List; and that the
7 2023 High Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of
8 regional prioritization for advancing in the near term; and

9 It appearing to the Board, the Federal Transit Administration (FTA) awarded Metro a
10 Helping Obtain Prosperity for Everyone (HOPE) grant in 2020 to fund the TV Highway Transit
11 project; and that the grant supported initial planning, engineering and development of the
12 Chapter 53 of Title 49-eligible transit components needed to complete a full capital program of
13 improvements for the TV Highway Corridor and accelerate the implementation of much needed
14 infrastructure investments to enhance the speed, reliability and access to transit services in an
15 area that greatly benefits communities within areas of persistent poverty; and

16 It appearing to the Board, in January 2022 Metro and TriMet convened a Steering
17 Committee for the TV Highway Transit and Safety Project, consisting of elected officials, agency
18 leaders, and community representatives; and that the committee was charged with developing
19 and recommending a Locally Preferred Alternative (LPA) and funding strategy for high capacity
20 transit on TV Highway; and

1 It appearing to the Board, in June 2023 a community-led effort identified actions that
2 nonprofit, government and private sector partners can each take to stabilize and support
3 communities throughout the TV Highway corridor; and that the effort was developed in parallel
4 with the TV Highway Transit and Safety Project and identified bus rapid transit in the corridor as a
5 community priority action; and that the actions identified through this effort are being
6 implemented by community partners with support from a Metro 2040 Planning and
7 Development Grant; and

8 It appearing to the Board, that Metro and TriMet collaborated on Phase 1 of the Project,
9 as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638; that Phase
10 1 focused on reaching regional agreement on the recommended mode, alignment, and general
11 station locations of the future high-capacity transit service; and that Phase 1 concluded with the
12 Steering Committee’s unanimous recommendation of the LPA in February 2025; and

13 It appearing to the Board, the TV Highway Transit and Safety Project Steering Committee
14 met numerous times, heard public input and testimony, and made recommendations for an LPA
15 on February 13, 2025 as described in the attached Exhibit A description, including the mode of
16 transportation, alignment, and general station locations; and

17 It appearing to the Board, the Project Steering Committee defined the LPA Project route
18 between Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B
19 map and generally described herein as:

- 20 • From the Beaverton Transit Center along TV Highway to the Hillsboro Transit Center;

- Continuing west along TV Highway to the City of Cornelius; and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

It appearing to the Board, the TV Highway Transit and Safety Project is a partnership between Metro, TriMet, ODOT, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

It appearing to the Board, a public demonstration of local support for the Project LPA by TriMet, Metro, and the collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

It appearing to the Board, the Board's endorsement of the LPA as described in this Resolution and in the attached Exhibit A description and Exhibit B map would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project; now therefore it is

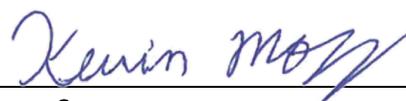
RESOLVED AND ORDERED that the Board of County Commissioners endorses the Steering Committee's recommended TV Highway Transit and Safety Project Locally Preferred Alternative as described and depicted in Exhibits A and B attached hereto.

DATED this 22nd day of April 2025.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON



CHAIR KATHRYN HARRINGTON



RECORDING SECRETARY

RESOLUTION NO. 2025-16

A RESOLUTION OF THE CORNELIUS CITY COUNCIL AFFIRMING THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED ALIGNMENT

WHEREAS, the 2009 High-Capacity Transit System Plan identified TV Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation; and

WHEREAS, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure; and

WHEREAS, the 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High-Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 Regional Transportation Plan (RTP) identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List. The 2023 High-Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund this project. The grant supported initial planning, engineering and development of the Chapter 53 of Title 49 eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety City of Cornelius

Resolution No 2025-16 TV HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED ALTERNATIVE ENDORSEMENT

Project identified bus rapid transit in the corridor as a community priority action. The actions identified through this effort are being implemented by community partners with support from a Metro 2040 Planning and Development Grant; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638. Phase 1 focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service. It concluded with the Steering Committee’s unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) (Exhibit A) on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the Locally Preferred Alternative (LPA) Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
- Continuing west along the TV Highway to the City of Cornelius, and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council’s endorsement of the LPA as described in this Resolution and the attached Exhibit B map would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project;

NOW, THEREFORE, THE CITY OF CORNELIUS RESOLVES AS FOLLOWS:

Section 1. The Cornelius City Council endorses the Steering Committee’s TV Highway Transit and Safety Project Locally Preferred Alternative as shown on Exhibits A and B.

Section 2. This resolution is effective immediately upon its enactment by the City Council.

INTRODUCED AND APPROVED by the Cornelius City Council at their regular meeting this 5th day of May, 2025.

City of Cornelius, Oregon

By: 
Jeffrey C. Dalin, Mayor

Attest: 
Rachael Bateman, City Recorder

RESOLUTION NO. 2881

A RESOLUTION ADOPTING THE TUALATIN VALLEY HIGHWAY LOCALLY PREFERRED ALTERNATIVE.

WHEREAS, the 2009 Metro High Capacity Transit (HCT) System Plan identified Tualatin Valley (TV) Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The plan was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused on identifying needs and improvements for all modes of transportation; and

WHEREAS, the 2019 Moving Forward TV Highway Plan was a multi-agency study to determine the nature and feasibility of HCT in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 Metro Regional Transportation Plan identified the TV Highway Transit Project as a major HCT investment included in the 2030 Near-Term Constrained Project List and the 2023 Metro HCT Plan Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund initial planning, engineering and development of eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety Project identified bus rapid transit in the corridor as a community priority action; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the TV Highway Transit and Safety Project, focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future HCT service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a LPA on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the LPA Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
 - Continuing west along the TV Highway to the City of Cornelius, and
 - Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street;
- and

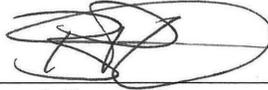
WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A map would allow the TriMet Board to endorse the LPA and Metro to amend the Regional Transportation Plan to include the Project and allow pursuit of federal funding;

NOW, THEREFORE, THE CITY OF HILLSBORO RESOLVES AS FOLLOWS:

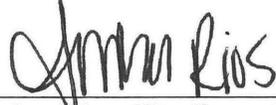
Section 1. The drawings as shown in Exhibit A and B are hereby adopted as the TV Highway Transit and Safety Project Locally Preferred Alternative.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 6th day of May 2025.



Beach Pace, Mayor

ATTEST:



Amber Rios, City Recorder

RESOLUTION NO. 2025-17

RESOLUTION ENDORSING A LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY BUS RAPID TRANSIT PROJECT

WHEREAS, Metro is the federally designated Metropolitan Planning Organization for the Portland region and Metro is responsible for preparing and updating the federally required Regional Transportation System Plan (RTP); and

WHEREAS, the 2023 RTP identified a major high-capacity transit investment in the Tualatin Valley (TV) Highway corridor as a project priority; and

WHEREAS, in 2020 Metro was awarded a grant from the Federal Transit Administration (FTA) for initial planning, engineering and development of transit improvements for the TV Highway corridor; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, Tri Met, the Oregon Department of Transportation, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, Tri Met is the regional transit provider for Forest Grove; and

WHEREAS, in January 2022 Metro and Tri Met convened a Steering Committee (SC) for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives; and

WHEREAS, the SC was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for the TV Highway Transit and Safety Project; and

WHEREAS, in June 2023, a community-led effort identified actions that nonprofit, government and private sector partners can take to support equitable community improvements throughout the TV Highway corridor and identified Bus Rapid Transit (BRT) in the TV Highway corridor as a community priority action; and

WHEREAS, in February 2025, the SC unanimously recommended the LPA for high-capacity transit improvements including the mode of transportation, alignment, and general bus station locations; and

WHEREAS, a demonstration of local support for the LPA by partner jurisdictions, Tri Met, and Metro is essential to advance the project into the project development phase and request for FTA construction funding; and

WHEREAS, City Council endorsement of the LPA as described in the exhibits attached to this resolution would allow the Tri Met Board of Directors to also endorse

the LPA and will allow Metro to amend the RTP to include the TV Highway and Safety project as described in the LPA.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The Forest Grove City Council does hereby endorse the LPA recommended by the Steering Committee as described in Exhibits A and B.

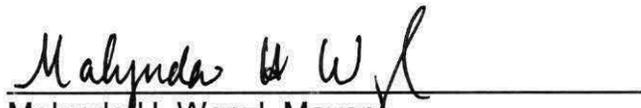
Section 2. This resolution is effective immediately upon its enactment by the City Council.

PRESENTED AND PASSED this 12th day of May, 2025.



Mariah S. Woods, City Recorder

APPROVED by the Mayor this 12th day of May, 2025.



Malynda H. Wenzl, Mayor

RESOLUTION NO. 4912

**A RESOLUTION ENDORSING THE TV HIGHWAY TRANSIT & SAFETY PROJECT
STEERING COMMITTEE'S LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN
VALLEY HIGHWAY BUS RAPID TRANSIT PROJECT**

RECITALS:

- A. The 2009 High Capacity Transit System Plan identified TV Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor.
- B. The 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a "mobility corridor refinement" plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation.
- C. The 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure.
- D. The 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road.
- E. The 2023 Regional Transportation Plan (RTP) identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List. The 2023 High Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term.
- F. The Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund this project. The grant supported initial planning, engineering and development of the Chapter 53 of Title 49 eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty.
- G. In January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway.
- H. In June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety Project identified bus rapid transit in the corridor as a community priority action. The actions identified through this effort are being implemented by community partners with support from a Metro 2040 Planning and Development Grant.
- I. Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638. Phase 1 focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025.

- J. The TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton.
- K. The TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on February 14, 2025, including the mode of transportation, alignment, and general station locations.
- L. The Project Steering Committee defined the Locally Preferred Alternative (LPA) Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described as:
 - From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
 - Continuing west along the TV Highway to the City of Cornelius, and
 - Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street.
- M. A public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA).
- N. The Council’s endorsement of the LPA as described in this Resolution and the attached Exhibit A description would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. Endorsement. The Council endorses the Locally Preferred Alternative adopted by the TV Highway Steering Committee on February 13, 2025, and approved by the Council at its April 1, 2025, Work Session.

Section 2. Effective Date. This resolution takes effect immediately upon its passage.

Adopted by the Council this 27th day, May 2025.

Signed by the Mayor this 28th day of May, 2025.

Ayes: 7

Nays: 0

Signed:

Signed:

Sue Ryan
Sue Ryan, City Recorder

Lacey Beaty
Lacey Beaty, Mayor

RESOLUTION NO. 25-05-25

**RESOLUTION NO. 25-05-25 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET)
RECOMMENDING THAT THE METRO COUNCIL ADOPT THE LOCALLY
PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY
TRANSIT AND SAFETY PROJECT AS PART OF THE REGIONAL
TRANSPORTATION PLAN**

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2009 High Capacity Transit System Plan identified the section of the Tualatin Valley Highway (TV Highway) between Beaverton and Hillsboro as a Next Phase Regional Priority High Capacity Transit Corridor, and the section between Hillsboro and Forest Gove as a Developing Regional Priority High Capacity Transit Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan, a joint effort among ODOT, Metro, Washington County and the cities of Hillsboro and Beaverton, examined the transportation system between Beaverton and Hillsboro to identify improvements for all modes of transportation along the TV Highway; and

WHEREAS, the 2018 Regional Transportation Plan and the Regional Transit Strategy identify the TV Highway Corridor as a key area for major transit infrastructure investment; and

WHEREAS, the 2019 Moving Forward TV Highway Plan evaluated the feasibility of High Capacity Transit along a portion of the TV Highway from SW 160th Avenue to Cornelius Pass Road, between Beaverton and Hillsboro; and

WHEREAS, in 2020, the Federal Transit Administration (FTA) awarded a HOPE grant to Metro to support initial planning, engineering and development of capital improvements for the TV Highway Transit and Safety Project (Project); and

WHEREAS, the HOPE grant accelerated the investment in infrastructure necessary to enhance the speed, reliability, and access to transit services to benefit communities of persistent poverty within the Project area; and

WHEREAS, development of the Project is a collaborative effort among ODOT, Metro, TriMet, Washington County, Beaverton, Hillsboro, Cornelius, and Forest Grove; and

WHEREAS, Metro and TriMet developed initial recommendations on the mode, alignment, and general station locations of future High Capacity Transit service within the Project; and

WHEREAS, in January 2022, Metro and TriMet convened a Project Steering Committee consisting of elected officials, agency leaders, and community representatives, and charged it with recommending a funding strategy and a Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the 2023 High Capacity Transit Update designated the TV Highway as a Tier 1 corridor, the top level of regional prioritization for near term advancement; and

WHEREAS, Metro’s 2023 Regional Transportation Plan identified the Project as a major High Capacity Transit investment and included it in the 2030 Near Term Constrained Project List; and

WHEREAS, a June 2023 community-led effort proposed actions that nonprofit organizations, the private sector, and government entities could take to stabilize and support communities along the TV Highway Corridor, and recognized Bus Rapid Transit as a high priority community action; and

WHEREAS, on February 13, 2025, after conducting numerous meetings, receiving substantial and significant public comment and evaluating various recommendations, the Project Steering Committee defined the LPA route as beginning at the Beaverton Transit Center and terminating at 19th Avenue and B Street in Forest Grove, as described in the attached Exhibit A Description and Exhibit B Map; and

WHEREAS, demonstrations of local public support for the Project LPA through the adoption of similar Resolutions by the collaborating local jurisdictions are essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board’s adoption of the LPA as described in this Resolution would allow Metro to amend the Regional Transportation Plan to include the Project;

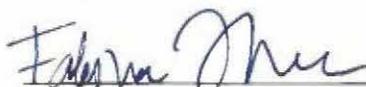
NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby recommends that the Metro Council adopt the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project, as described herein and on the attached Exhibit A Description and Exhibit B Map, as part of the Regional Transportation Plan.

Dated: May 28, 2025


 Presiding Officer

Attest:


 Recording Secretary

Approved as to Legal Sufficiency:


 Legal Department



Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200

May 28, 2025

JPACT and Metro Council
600 NE Grand Ave.
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the TV Highway Transit and Safety Project

Dear JPACT and Metro Council:

On February 13, 2025, the Tualatin Valley (TV) Highway Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project Locally Preferred Alternative (LPA). ODOT urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

As the owner of Highway 8 from Beaverton to Highway 47, ODOT has been a key partner in the planning process. The transit project will benefit from investments ODOT has already made and those we are currently delivering to address safety and operations on TV Highway, including new enhanced crosswalks, bike lanes and new sidewalks. In addition, ODOT is working to program investments on TV Highway which may have the added benefit of reducing the cost of the high-capacity transit project in the future.

ODOT will continue to work collaboratively with TriMet and the local jurisdiction project partners to facilitate designs, permits and approvals in accordance with the required ODOT standards and procedures. We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer
ODOT Region 1 Manager



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 6.1

File #: COM 25-0934

Agenda Date: 6/12/2025

RFFA Step 1A: Bond Discussion

Grace Cho, Metro

JPACT Worksheet

Agenda Item Title: 28-30 Regional Flexible Fund Allocation Bond Proposal (Step 1A.1) Bond Proposal Updates

Presenters: Grace Cho (grace.cho@oregonmetro.gov)

Contact for this worksheet/presentation: Grace Cho (grace.cho@oregonmetro.gov)

Purpose/Objective

To discuss and identify any remaining questions regarding the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1).

Outcome

JPACT members provide input to Metro staff on any remaining questions to resolve ahead of taking action to approve and recommend adoption of the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1).

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

At the March 20th meeting, JPACT took action to refer a Regional Flexible Fund bond proposal – consisting of five projects and allocating \$88.5 million in bond proceeds – for public comment. Following, a five-week public comment period allowed for public input on the bond proposal as well as the projects slated to receive bond proceeds. The public comment period closed on April 30th, 2025 and the Step 1A.1 public comment report is being released on May 30th, 2025 as part of the June committee mailings.

Since then, other activities occurred including an updated Regional Flexible Fund revenue estimate and the initial development the legislative materials to take a final action to commit Regional Flexible Funds to a new bonding effort. Included as part of the materials are updates on these activities and draft legislative conditions of approval on the bond proposal and bond projects.

Metro staff plan to present a similar discussion item at TPAC's June 6th, 2025 meeting and will carry forward the TPAC discussion to the June 12th JPACT meeting. Due to publication deadline for the JPACT agenda, materials included here do not reflect TPAC's input.

What packet material do you plan to include?

- Memorandum: 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Updates
- Attachment 1 – Step 1A.1 Bond: Draft Resolution
- Attachment 2 – Step 1A.1 Bond: Draft Conditions of Approval and IGA Provisions
- Attachment 3 – Step 1A.1 Engagement Report
- Attachment 4 – Step 1A.1 Engagement Report: Appendices A - E

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>	<i>282</i>	<i>27</i>	<i>42</i>
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

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.

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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.

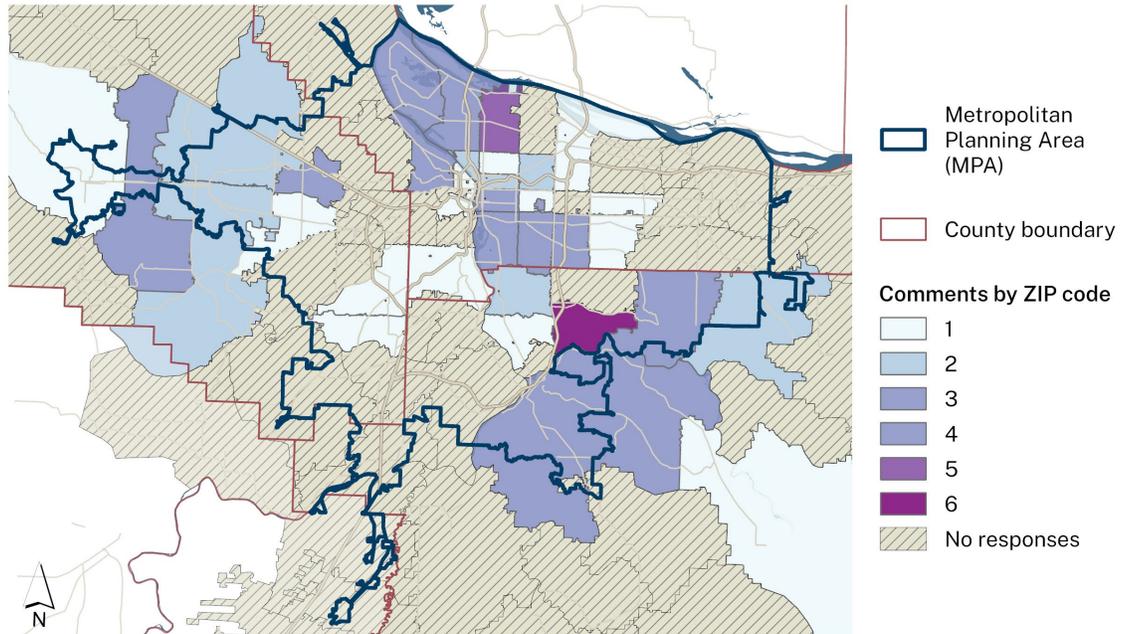
From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more 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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- 25 emails were received, with one providing general, non-project specific comments and 24 providing project specific comments. Two of those 25 provided comments on more than one project. (See Appendix B)
- Additionally emails were

- 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.
- 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.

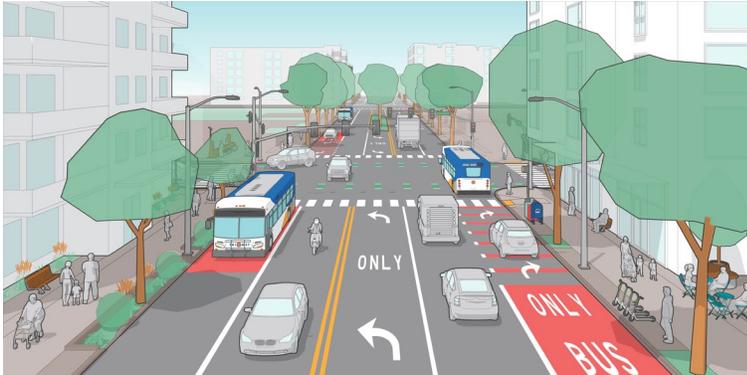
Table. 2: Number of Project Specific Comments Received by Project

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.

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Agenda #: 6.2

File #: COM 25-0935

Agenda Date: 6/12/2025

US DOT Certification Review of the Portland Area MPO

Ted Leybold, Metro

JPACT Worksheet

Agenda Item Title: US DOT Certification Review of the Portland Area MPO

Meeting Date: June 12, 2025

Presenters: Ted Leybold, Transportation Policy Director (he/him)

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

Purpose/Objective

To provide JPACT with a briefing on the USDOT Metropolitan Planning Organization (MPO) Certification Review and receive input on the draft action plan for addressing the Review report's corrective actions and recommendations.

Outcome

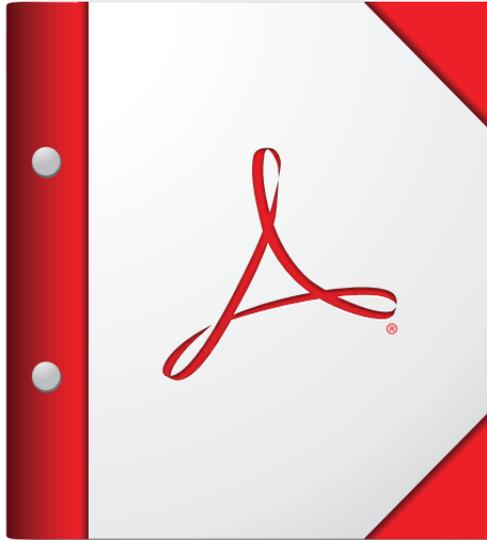
JPACT understanding of the MPO Certification Review and JPACT input on the draft action plan for addressing the report's corrective actions and recommendations received by Metro staff.

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

The 2025 MPO Certification Review has been completed by USDOT staff. Metro staff have created a draft Action Plan to respond to Corrective Actions and Recommendations provided in the Certification Review report.

What packet material do you plan to include?

- Cover memo from Metro staff
- US Department of Transportation Certification Review report on the Portland area Metropolitan Planning Organization
- Draft Action Plan summary
- Memo from Metro Staff to JPACT (March 2025) on transit agency representation at JPACT



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MEMO



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 2025
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Ted Leybold, Transportation Policy Director
Subject: Transit service provider representation at JPACT

Background:

At the December JPACT meeting, testimony was provided by staff of the South Metro Area Regional Transit (SMART) agency requesting direct representation of small transit service providers on JPACT. Similar comments have been submitted to the public comment opportunity provided by the US Department of Transportation regarding the certification of the Metropolitan Planning Organization (MPO) process for the Portland metropolitan region. These comments are expected to be addressed by the USDOT in their response to comments and in their findings of compliance with federal MPO regulations later this spring and JPACT will be briefed on these findings.

This memorandum is to provide a description specifically related to JPACT membership and representation of transit service providers so that JPACT members may have a broader understanding of the context of this comment.

Transit Service Provider Representation:

JPACT representation is defined in the JPACT bylaws. The relevant JPACT bylaw language regarding representation of transit service providers states the following:

Section 2. Appointment of Members and Alternates

Subsection b. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

Subsection d. As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Regional Transit (SMART).

Subsection f. Members and alternates from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council.

Planning Topic	2025 Metro Certification Corrective Actions	Draft Action Items
Metropolitan Transportation Plan (MTP)	<p>To fully meet the requirements of 23 CFR 450.324(f)(11)(iii), Metro must update the MTP by November 30, 2028, to specifically address the following requirement:</p> <ul style="list-style-type: none"> • The financial plan must include strategies for new funding sources for ensuring their availability. 	<p>As a part of the scope of work for the next Regional Transportation Plan (RTP) update, identify the development of a financial plan and strategy to pursue any new funding forecasted in the financial plan.</p>
Civil Rights	<p>Revise the Title VI Plan to include the following:</p> <ul style="list-style-type: none"> • The Title VI Assurances need current signatures and dates and placed in appendix of future Title VI Plans. • Update the Title VI complaint process so FHWA headquarters processes the complaints. Both the complaint web page and the plan itself need to be modified to reflect these changes. • The Plan needs to say it was approved by the Policy Committee and the approval date. 	<p>Title VI Assurances have current signatures and dates and to be placed in the appendix of future Title VI Plans.</p> <p>Title VI complaint process updated.</p> <p>Have MPO policy committees review and approve Title VI Plan.</p>

- Based on 23 CFR 200.9, the organizational chart in the Title VI Plan needs to reflect the position of the person who signs the assurances and show that the Title VI Program Manager has unfettered access to this person.

Update Title VI Plan to demonstrate direct line of access between Title VI Program Manager and Metro Administrator responsible for signing federal assurances.

Planning Topic	2025 Metro Certification Recommendations	Draft Action Items
MPO Structure and Agreements	<ul style="list-style-type: none"> • The Federal Team recommends that the approval documentation for any plans or programs include the dates of action by both JPACT and the Metro Council, as their interdependent roles are essential to successful process approvals. • The Federal Team recommends that FTA and FHWA be added as non-voting members of JPACT, with opportunities to provide updates on JPACT meeting agendas. Additionally, consider including direct representation of regional transit agencies on technical advisory boards and committees, such as the Transportation Policy Alternatives Committee (TPAC). 	<p>Update the document/report title page template to include an entry for both JPACT and Metro Council approval dates.</p> <p>Regularly invite FHWA and FTA staff to propose items to JPACT work program and present at JPACT meetings.</p> <p>Review rosters of technical advisory boards and committees for consideration of additional representation of regional transit agencies.</p>

- The Federal Team recommends that Metro work with JPACT members and regional transit agencies to clearly define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly describe the role of the regional transit representation seat, currently held by TriMet. Additionally, the representation of transit agencies on JPACT could be further supported through interlocal agreements between the transit agencies.

Share current definition of regional transit agency representation on JPACT and determine whether any clarification is warranted.

Consult with JPACT and consider means/methods to support JPACT members in their representation of transit issues and agencies, such as preparatory coordination meetings or briefings.

Propose and obtain feedback on Metro hosting regular (quarterly?) transit providers coordination meeting to review and discuss TPAC and JPACT work programs and public transit planning topics.

Review TPAC by-laws and operating procedures with intent to increase opportunities for participation by public transportation service providers in regional planning activities.

Review and prepare update to regional planning agreement between ODOT, Metro, TriMet and SMART for opportunities to clarify and increase coordination on public transit planning activities.

Metropolitan
Transportation Plan
(MTP)

- The Federal Team recommends that the RTP document the use of Year of Expenditure (YOE) in the financial planning processes and clearly outline the methods used to establish the inflation factor applied for YOE.

Work with the statewide long-range transportation revenue forecast committee and professional technical staff to define and document the methods used to forecast project cost inflation.

- The Federal Team recommends that the RTP include a project prioritization process that clearly demonstrates how performance-based planning is used to identify and prioritize projects that support regional goals and policies. The FHWA will provide assistance and conduct an additional review as Metro works towards implementing this recommendation.

As directed by JPACT and the Metro Council in Ch. 8 of the 2023 RTP (Section 8.2.3.13), Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing, evaluating and prioritizing the projects submitted by local agencies, ODOT, Port of Portland, TriMet, SMART and federally-recognized tribal governments in advance of the next RTP update. This work will also support Metro implementation of OAR 660-012-0155 and address corrective actions approved by the Land Conservation and Development Commission in January 2025. This work will include:

- Participating in the FHWA review to learn best practices on MTP project list development and prioritization.
- Convening a group or multiple groups to review Metro’s existing metrics and tools for evaluating the impacts of transportation decisions on the region’s safety, climate, equity, mobility and economy to ensure metrics and tools reflect community and regional priorities.
- Conducting a review of processes and best practices used by four to five peer MPOs to identify needs, develop project list to address needs, and evaluate and prioritize investments.
- Working with cities, counties and transportation agencies to share best practices and information on conducting inclusive, equitable engagement and applying safety, climate and equity data and metrics to identify investment priorities in advance of the 2028 RTP call for projects.
- Developing strategies to improve coordination on submitting projects on state or multi-jurisdictional facilities.
- Reviewing lessons learned during past RTP project-level evaluations, including those conducted during the 2018 and 2023 RTP updates.

Congestion Management Process (CMP)	<ul style="list-style-type: none"> • The Federal Team recommends that local and statewide planning efforts and planning documents, which play an important role in the development of the RTP, be clearly articulated in the RTP document through an integrated approach 	<p>Document a review of local, regional and statewide planning efforts and planning documents during the scoping phase of the 2028 RTP update.</p>
	<ul style="list-style-type: none"> • The Federal Team recommends that the CMP continue to serve as a vital tool and resource for enhancing the region’s understanding of congestion and developing effective reduction strategies. To support this effort, the MPO should ensure that CMP products, such as the Atlas of Mobility Corridors and RTP Regional Mobility Corridor Strategies, are updated prior to the next RTP revision, incorporating the most recent data and analysis on congested corridors. Additionally, the revised RTP should clearly outline the strategies developed through the CMP and their anticipated outcomes. Lastly, the FHWA plans to conduct an additional review of Metro’s CMP to identify opportunities for improvement, aiming to enhance the CMP’s effectiveness and relevance to the development of both the RTP and TIP. 	<p>Prepare a CMP Report to inform the scoping phase and subsequent work in support of the 2028 RTP update.</p> <p>Update the online Atlas of Mobility Corridors data and RTP Mobility Corridors Strategies to reflect current CMP data identified in Appendix L to the 2023 RTP and project solutions prioritized to address identified needs during the 2028 RTP update.</p> <p>Participate in FHWA review and reach out to peer MPOs to learn best practices.</p>

Public Participation Plan (PPP)

- The Federal Team recommends documenting the federally required PPP as Appendix D of the Public Engagement Guide since much of what is required PPP as Appendix D of the Public Engagement Guide since much of what is required for effective public involvement is already addressed within the guide itself, not Appendix D. To alleviate confusion, Appendix D should clearly identify the elements within the Public Engagement Guide that apply to Federal requirements, or the PPP should be fully integrated into the guide to eliminate duplication and confusion.

- The federal team recommends that if Appendix D is maintained, the update cycles and processes to document public comments and to engage the public should support those identified in the Public Engagement Guide.

- The Federal Team recommends that the PPP be a part of Metro's key documents on Metro's website to ensure it is easily accessible and usable by the public.

In the next update, staff will consider simplification of the Public Engagement Guide and the demonstration of federally required public involvement activities as currently shown in Appendix D.

Website recommendations will be addressed as a part of the new website launch in the fall of 2025.

Staff will continue to look at best practices to increase communication of concepts with use of visualization techniques.

The Federal Team recommends that Metro consider streamlining and simplifying documents, utilizing visualization techniques to manage messaging rather than relying solely on text.

Civil Rights

None.

Transportation

Improvement Program (TIP)

The Federal Team recommends all projects submitted to the TIP should be prioritized by the MPO to ensure the goals and policies of the RTP are being met. This will also help ensure that decisionmakers better understand how projects included in the TIP support the RTP and federal performance measures. The FHWA will provide assistance and conduct an additional review as Metro works towards implementing this recommendation.

MPO staff and stakeholders will engage with FHWA assistance to examine how to apply best practices for prioritizing TIP projects and programs to ensure RTP policies are being met and decision makers understand how the TIP programmed activities support the RTP and federal performance measures.

MEMO



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 4, 2025
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Ted Leybold, Transportation Policy Director
Re: US DOT Certification Review of the Portland Area MPO

The U.S. Department of Transportation has recently completed its Certification Review of Metro as the Portland Area Metropolitan Planning Organization (MPO), part of joint review with the Southwest Washington Regional Transportation Council (SWRTC) as the Clark County, Washington area MPO. This review certified Metro and SWRTC meet the requirements for metropolitan transportation planning established in federal regulations.

The certification review report includes corrective actions, that must be addressed in an identified timeframe, and recommendations for improving the regional transportation planning process. USDOT staff have directed MPO staff to develop a plan of action for inclusion in the upcoming Unified Planning Work Programs to convey how MPO work will resolve the corrective actions.

Metro staff have prepared a draft action plan for initial review and input by TPAC, JPACT and the Metro Council. Please see the attached Draft Action Plan summary for a description of all proposed actions. While not directed to do so, Metro staff have also included draft actions to respond to the recommendations USDOT provided in the certification review report to provide additional transparency on expected MPO work program efforts.

Proposed actions to resolve the corrective actions are straight-forward and Metro staff see no impediments to resolving them in the time frame directed. Some directives related to compliance with Title VI regulations have already been addressed.

Some of the recommendations provided by USDOT are relevant to transit agency representation and consideration of transit issues at the MPO, initially raised by South Metro Area Regional Transit and Clackamas County during the MPO certification review process and requested for discussion at JPACT (USDOT Certification Report, pg. 53-79). To provide a foundation for JPACT discussion, following are the relevant USDOT recommendations and proposed draft action plan responses.

USDOT Recommendations

“(. . .) consider including direct representation of regional transit agencies on technical advisory boards and committees, such as the Transportation Policy Alternatives Committee (TPAC).”

“The Federal Team recommends that Metro work with JPACT members and regional transit agencies to clearly define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly describe the role of the regional transit representation seat, currently held by TriMet. Additionally, the representation of transit agencies on JPACT could be further supported through interlocal agreements between the transit agencies.”

Draft Action Plan Response

Share current definition of regional transit agency representation on JPACT (summary memo attached) and determine whether any clarification is warranted.

Consult with JPACT and consider means/methods to support JPACT members in their representation of transit issues and agencies, such as preparatory coordination meetings or briefings.

Propose and obtain feedback on Metro hosting regular (quarterly?) transit providers coordination meeting to review and discuss TPAC and JPACT work programs and public transit planning topics.

Review TPAC by-laws and operating procedures with intent to increase opportunities for participation by public transportation service providers in regional planning activities.

Review and prepare update to regional planning agreement between ODOT, Metro, TriMet and SMART for opportunities to clarify and increase coordination on public transit planning activities.

Metro staff will present this information at the June 11th TPAC workshop and the June 12th JPACT meeting and then invite input from the committees for ideas on future work plan efforts.

Materials following this page were distributed at the meeting.



June 10, 2025

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear President Peterson and Metro Council,

In 2022, Metro began working closely with regional jurisdictional partners to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project). The LPA development included the evaluation of alignment and mode alternatives for the 82nd Avenue Transit Project. The Project explored transit improvements on 82nd Avenue, improved bus stations and related pedestrian and vehicle safety improvements needed to support improved transit service along the corridor.

Clackamas County participated in the Project Steering Committee that consisted of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. The Project Steering Committee reviewed and provided input into the extensive planning and analysis used to better define the Project.

In January 2025, the Steering Committee recommended a Locally Preferred Alternative (LPA) as described below:

“The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingworth Street area.”

Clackamas County supports the 82nd Avenue Transit Project Steering Committee’s LPA noted above and supports the transit alignment and approximate station locations identified in the Proposed Locally Preferred Alternative map in Exhibit A.

While we support the LPA, we believe it is important to highlight two concerns that we commit to working through as part of the Policy and Budget Committee conversations.

First we acknowledge that displacement often occurs in parallel with transportation investments and we are concerned that economic displacement will affect the residents and businesses in the 82nd Ave corridor. We urge that remaining project decisions support economic prosperity and make meaningful efforts to support anti-displacement for businesses and housing.

Second, reflecting on ongoing discussions at the Policy and Budget Committee, we have concerns about reallocation of general purpose lanes to Business Access Transit (BAT) lanes. Specifically, we are concerned about the potential impact of increased CO2 emissions and safety in our communities due to diversion. We recognize that the technical teams are analyzing this information and we urge you to develop a plan that limits diversion and improves safety with this investment.

We appreciate the work of the 82nd Avenue Transit Project Steering Committee and community members and are pleased to submit this letter of support for the 82nd Ave LPA as described above.

Sincerely,



Craig Roberts, Chair

On Behalf of the Clackamas County Board of Commissioners

People killed in traffic crashes in Clackamas, Multnomah and Washington counties

May 1 through May 31

A person age 41, walking, SW Canyon Rd/SW Lombard Ave, Beaverton, Washington, 5/8/25

A person age 55, motorcycling, SE Powell Blvd/SE 80th Ave, Portland, Multnomah, 5/13/25

A person age 57, driving, W Powell Blvd/NW Bryn Mawr Wy, Gresham, Multnomah, 5/13/25

A person age 17, driving, NW Gillihan Rd/SW Sauvie Island Rd, Multnomah County, 5/18/25

A person age 27, driving, Tualatin Valley Hwy/SW Serghers Rd, Washington County, 5/21/25

A person age 28, motorcycling, Clackamas Hwy/USFS 4620 Rd, Clackamas County, 5/26/25

A person age 53, motorcycling, NE Tillamook St/NE 57th Ave, Portland, Multnomah, 5/27/25

A person age 63, driving, Cascade Hwy S/Woodburn-Estacada Hwy, Molalla, Clackamas, 5/29/25

A person age 53, walking, NE 181st Ave/NE Pacific St, Gresham, Multnomah, 5/31/25



Source: ODOT Initial Fatal Crash Information Viewer, 6/10/25



Continually committing to systemic change to prevent future traffic deaths

Safe Streets: Redesign our most dangerous streets represented by the High Injury Corridors

Safe Speeds: Slow down travel speeds, using a variety of tools to do so

Safe People: Create a culture of shared responsibility through education, direct engagement, and safety campaigns

As well as **Safe Vehicle** size and technology and **Post-Crash Care** and response.



Monthly highlights

Some of the actions regional partners are taking for safer streets

ODOT will begin construction on **Phase 2 of the Outer Powell Transportation Safety Project** in spring 2025. The five-year project will build sidewalks, separated bike lanes, center turn lanes, new traffic signals, and rectangular rapid flashing beacons along SE Powell Boulevard from I-205 to SE 174th Avenue.

PBOT will construct improvements to the **NE 60th Avenue and Halsey Street area** from May 2025 through August 2026. Work includes repaving streets, replacing traffic signals at three intersections, adding turn lanes, widening sidewalks, and building marked crosswalks with concrete median islands.

Metro has published a **Community Quick-build and Demonstration Projects Guide** as a resource for regional partners and community organizations. The guide provides technical specifications, safety benefits, and real-world examples for rapid, cost-effective safety improvements that communities can deploy quickly.



Community Quick-build and Demonstration Projects

Safe Streets for All

82nd Avenue Transit Project Locally Preferred Alternative (LPA)

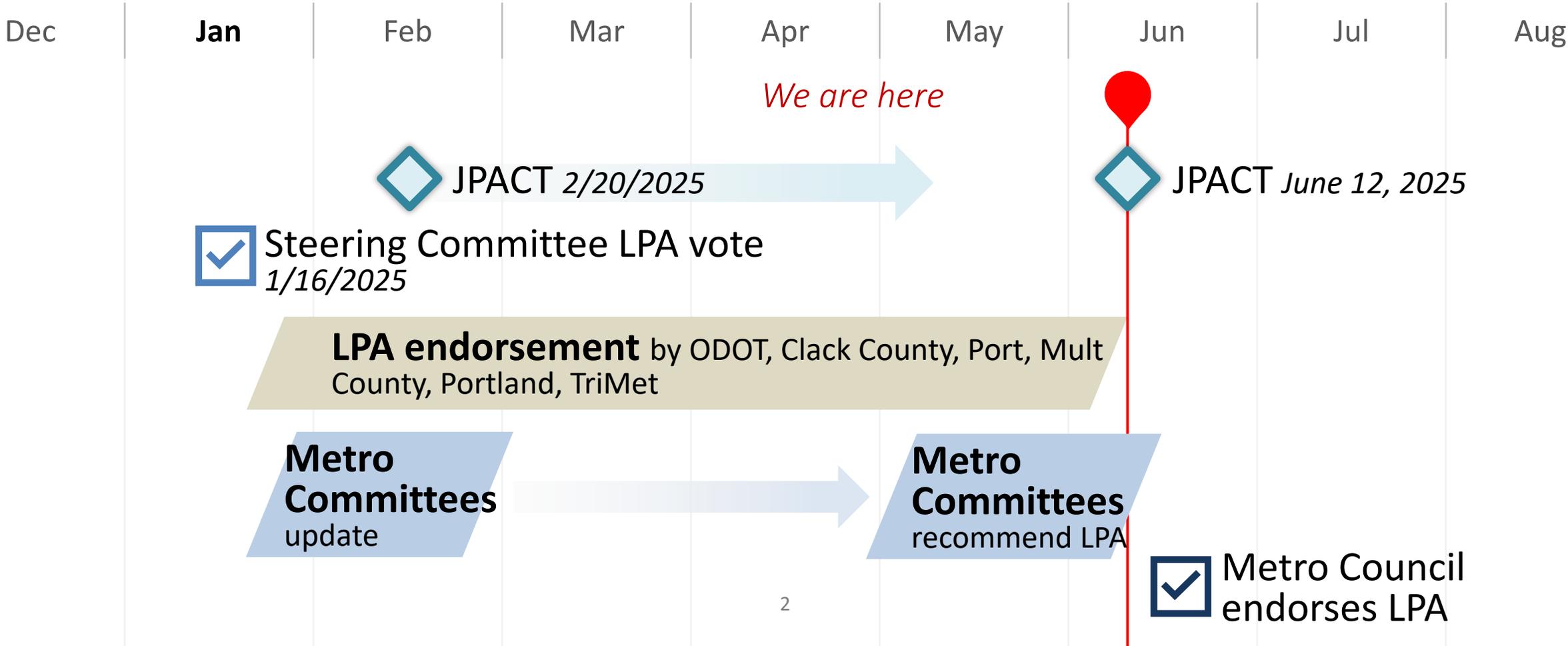
Melissa Ashbaugh, Metro



Joint Policy Advisory Committee

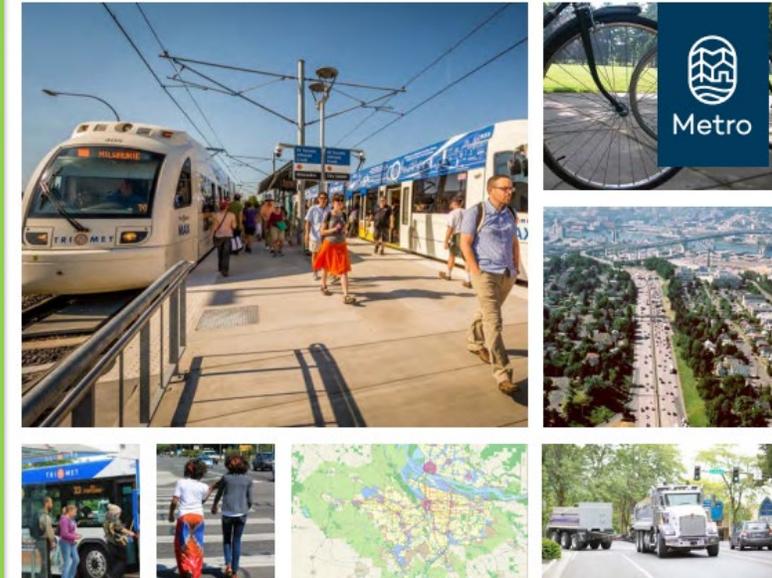
June 10, 2025

Next Steps for the LPA



JPACT Role

- LPA endorsement
 - Spring 2025: Approve LPA endorsement and submit to Metro Council for approval
- Future RTP amendment
 - Fall/Winter 2025: Discuss amendment and public comment
 - Spring 2026: Approve RTP amendment and submit to Metro Council for approval



2023 Regional Transportation Plan

*A blueprint for the future of transportation
in the greater Portland region*

Adopted November 30, 2023

oregonmetro.gov/rtp

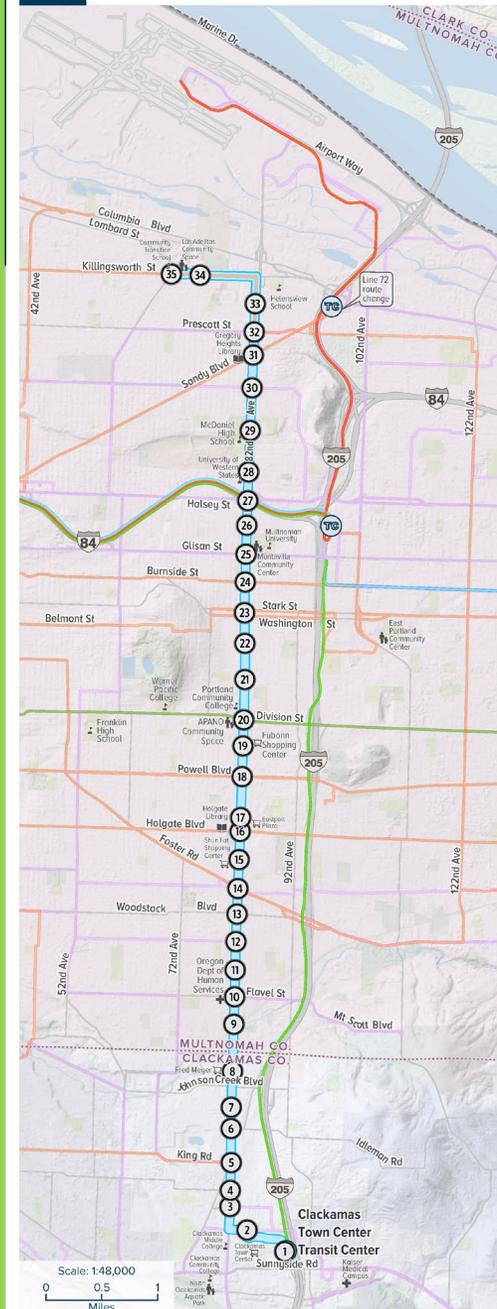


82nd Avenue Transit Project Locally Preferred Alternative

Transit Project Locally Preferred Alternative

The Steering Committee selected a recommended LPA 1/16/25:

- **Mode:** Frequent Express (FX) BRT
- **General Station Locations:** ~1/3-mile average station spacing
- **Alignment:** ~10-mile alignment between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.



Elements of Locally Preferred Alternative

- Frequent express bus rapid transit route
- General station location

Transit Network

- Green MAX line
- Red MAX line
- Blue MAX line
- Blue, green, red MAX lines
- FX-frequent express service bus line
- Frequent service bus line
- Other bus line

Transit lines for LPA

- Ⓜ Transit center
- Ⓜ Community space
- Ⓜ Medical facility
- Ⓜ School
- Ⓜ Major shopping hub
- Ⓜ Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Causeway Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystall Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glisan St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alborta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cutty Blvd & NE Killingsworth St

Engagement Process to Date



Transit Project Improvements

- 68 stations – pick up locations will have upgrades including weather protection, seating, real-time information, and lighting
- Enhanced crossings at every station location
- Sidewalk, curb ramp and accessibility improvements
- New signals, signal upgrades and improvements to benefit transit (exact quantity TBD)
- Roadway improvements/repaving at station areas
- Higher capacity hydrogen electric articulated buses
- Continuing discussions on physical priority through Business Access and Transit (BAT lanes)



JPACT Requested Action

Do you approve Resolution No. 25-5495 and submit it to Metro Council for approval?



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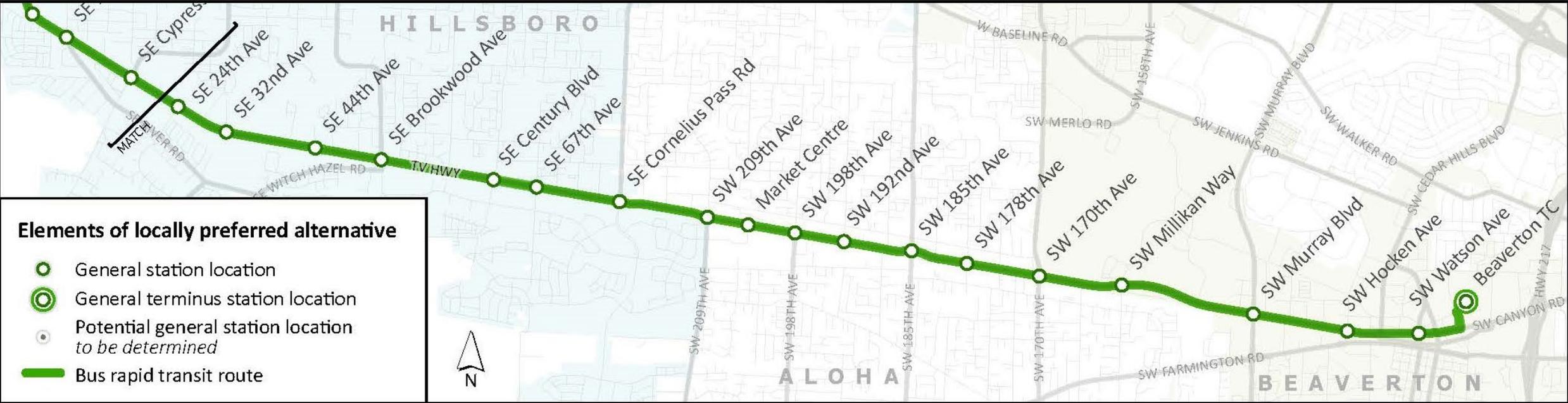
TV Highway Transit and Safety Project LPA

JPACT| June 12, 2025

Project timeline



Recommended LPA map (eastern segment)



Recommended LPA map (western segment)



Elements of locally preferred alternative

- General station location
- ⊙ General terminus station location
- ◉ Potential general station location to be determined
- Bus rapid transit route

JPACT Requested Action

Do you approve Resolution No. 25-5504 and submit it to Metro Council for approval?





Questions?

Learn more

oregonmetro.gov/tvhighwaytransit

Kate Hawkins

Senior Transportation Planner

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28-30 Regional Flexible Fund Step 1A.1: Updates

JPACT

June 12, 2025



28-30 Regional Flexible Fund Step 1A.1 Updates

- Revised revenue forecast
 - Total Regional Flexible Funds
 - Bond proposal
- Funding mechanisms
 - MPO & Metro Council roles
 - Federal to local fund exchange
- Draft legislative materials
- Public comment report



28-30 Regional Flexible Fund Revenue Forecast

28-30 Projected Regional Flexible Funds (total):

- Spring 2024: \$150-\$153:
- Spring 2025: **\$161M**

Increase due to:

- Unallocated carryover
- Increase in CMAQ funds



28-30 Regional Flexible Fund Revenue Forecast

Proposed use for increase Regional Flexible Funds

- Supports a \$88.5M bond proposal
 - Cover greater early year debt repayments
- Increases Step 2 funding from \$42M to \$49M

Project	Amount
Tualatin Valley Highway Transit Project	\$28M
82 nd Avenue Transit Project	\$28M
Burnside Bridge	\$10M
Montgomery Park Streetcar Extension	\$10M
Sunrise Gateway Corridor	\$12.5M
TOTAL	\$88.5M

28-30 Regional Flexible Fund Step 1A.1: Funding Mechanisms

MPO role

- Decision-making to award Regional Flexible Funds
- Shared JPACT & Metro Council function

Metro (or delegated) agency role

- Bonding entity/borrower
 - Bond actions decision-maker
 - Ownership of financial liability
 - Administrative responsibilities

28-30 Regional Flexible Fund Step 1A.1: Funding Mechanisms

Left to resolve:

- Securing federal-to-local fund exchange
 - Swap federal Regional Flexible Funds for local dollars
- Intergovernmental Agreements
- Proceeding with bond issuance

28-30 Regional Flexible Fund Draft Legislative Materials

- Resolution
- Exhibit A: Bond Proceeds Allocation & Debt Service Schedule
- Exhibit B: Conditions of Approval
- Exhibit C & D: Public Comment Report

Legislative Overarching Bond Conditions

Due to the federal funding environment under the current administration and the need for large federal discretionary grants to deliver the proposed projects, Metro as the proposed borrower, will include conditions which address the circumstances and timing of issuing bonds. This is 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. These may be included as part of the legislative materials approving the Regional Flexible Fund bond proposal, but the final action of the bond will be at the discretion of the Metro Council as the borrower. Metro may also delegate the borrower agency 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, but not Metro Council's role as a part of the MPO Board decision making authority.

- Metro may choose to not pursue bonding of Regional Flexible Funds if the federal government decides to pause, eliminate, or drastically reduce federal transportation discretionary grant programs or formula funds.
- Metro may choose to not pursue bonding with Regional Flexible Funds without having necessary intergovernmental agreements in place to facilitate the exchange of federal Regional Flexible Funds to local dollars. The fund exchange 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.
- Executed intergovernmental agreements between Metro, the lead agency of the bond recipient projects and, if necessary, the project delivery agency, shall occur 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 will return to JPACT and the Metro Council as the MPO board for new direction for the use of regional flexible funds initially identified for bond purposes.
- Should all necessary fund exchange, bond arrangements, and project agreements proceed, Metro will seek to advance a first issuance of bonds when one or more of the FTA CIG eligible projects is ready to develop their formal request for a construction grant agreement.
 - If any one of the CIG projects has not yet 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.



28-30 Regional Flexible Fund Step 1A.1 Public Comment Report

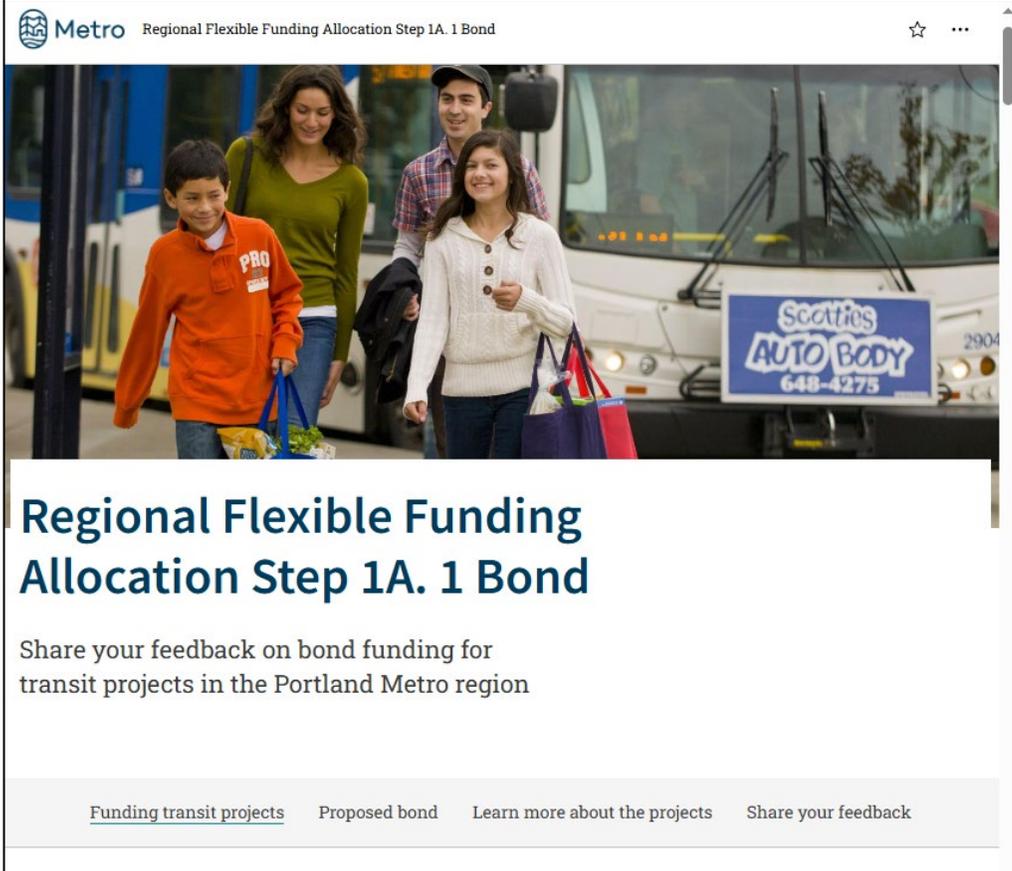
Five week public comment

- March 26 – April 30, 2025

Online open house/learning opportunity

Ways to Comment

- Online:
 - Two optional open-ended questions
 - Projects-specific comments
- Email, electronic letters
- Oral and written testimony



The screenshot shows a Metro website page titled "Regional Flexible Funding Allocation Step 1A.1 Bond". The page features a header with the Metro logo and the title. Below the header is a photograph of a family (a woman, a man, and two children) walking towards a white bus. The bus has a sign that reads "Scotties AUTO BODY 648-4275". Below the photograph is a white box with the title "Regional Flexible Funding Allocation Step 1A.1 Bond" and the text "Share your feedback on bond funding for transit projects in the Portland Metro region". At the bottom of the page is a navigation bar with four links: "Funding transit projects", "Proposed bond", "Learn more about the projects", and "Share your feedback".

28-30 Regional Flexible Fund Step 1A.1 Public Comment Report

	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
Project Comments Total	282	27	42
General & Opportunities and Challenges Comments	239	2	1
Total	521	29	43

28-30 Regional Flexible Fund Step 1A.1 Public Comment Report

Themes:

- Transportation safety
- Infrastructure improvements for all users
- Leveraging funds while at the same time remaining fiscally responsible
- Economic and community development benefits from transportation investments
- Benefits of new and upgraded transportation infrastructure advance the mobility for all people, but especially the historically underserved
- Support climate resilience and regional connectivity

Next Steps

June 2025: Share updates & draft legislation

- TPAC: June 6th
- JPACT: **June 12th**
- Metro Council: June 17th

July 2025: Action

- TPAC: July 11th
- JPACT: **July 17th**
- Metro Council: July 31st

Post adoption

- Details forthcoming



Discussion Question

1. Any questions in need of resolution before taking action on the 28-30 Regional Flexible Fund new bond proposal in July?



Metro

Arts and events
Garbage and recycling
Housing and supportive services
Land and transportation
Parks and nature
Oregon Zoo

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MPO Certification Review Report

JPACT

June 12, 2025



Overview: MPO Certification Review

- USDOT Review of MPO Process
- Conducted every 4 years
- Joint process with SWRTC
- Issues review report
- MPO staff to draft Action Plan



MPO Certification Review Results

- Metro and SWRTC metropolitan planning process are certified in compliance with federal regulations
- Corrective actions and recommendations
- MPO staff drafting action plan



MPO Certification Review Results

- Corrective Actions
 - Title VI (Civil rights) related
 - RTP to complete a financial strategy



MPO Certification Review Results

- Recommendations
 - Transit coordination
 - RTP project prioritization process refinements
 - Congestion Management Process refinements and tool updates
 - Organization of public participation tools
 - Prioritization of projects in TIP and description of how they support RTP and federal performance measures

Draft Action Plan

- Required for corrective actions
- Identifies work program aspirations and strategies
- Resource for future UPWPs



MPO Transit Planning and Representation

- Raised by Clackamas agencies
- Related recommendations
 - Define existing transit representation
 - Consider advisory board representation
 - Local agreements



MPO Transit Planning and Representation

- Draft action plan
 - Metro hosted coordination
 - Review of representation on advisory bodies; consider additional transit reps
 - Update regional planning agreement to increase coordination on transit topics
 - Consult on support to JPACT members to prepare transit rep roles



Next Steps

- Input on draft Action Plan
- Share Action Plan with FHWA and FTA staff
- Implement action plan activities as resources allow
- Include activities in upcoming Unified Planning Work Program descriptions





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