CITY of TUALATIN

2026 Federal Legislative Agenda

Support Funding for the Riverfront Park Project - $3 Million

The City seeks funding to construct a new riverfront park that would connect the Tualatin River to downtown Tualatin. Thus far, the City has spent $3 Million of local funds, including a $400,000 grant from Metro, to acquire approximately 6 acres of land for the park. The total project is expected to cost $15 Million, and the City has identified approximately $12 Million in funding between the Parks and Trails Bond passed by voters in 2022 and the urban renewal area established that same year. The park will draw visitors from across the Portland-Metropolitan area and is an important part of the city's plan to redevelop and revitalize the downtown area.

Support Community Development Block Grant (CDBG) Program Funding

Tualatin relies on CDBG funds to support community-based projects that would otherwise not be feasible. For example, Tualatin used CDBG funds to repair and update the Juanita Pohl Center (Tualatin's well-loved and only senior center), as well as replace sidewalks and construct ADA compliant curb ramps in low-income neighborhoods. Unfortunately, the CDBG Program has not kept up with population growth or with inflation, resulting in a significant decrease in funding per capita. The City's funding comes as a sub-award from Washington County, who received $1,987,614 in Fiscal Year 2025 when the CDBG Program was funded at $3.3 billion nationwide.

Support the Community Fueling Infrastructure (CFI) Program and Secure Tualatin's CFI Grant Funding from DOT

In August 2024, the U.S. Department of Transportation (DOT) announced that Tualatin would receive $15 million in funding to bring publicly accessible EV charging infrastructure to approximately 125 unique sites across 17 different cities in the region. By bringing charging infrastructure to low and moderate-income residents, we help to avoid a regional "charging divide" that prevents historically underserved communities from accessing EVs. This investment would not be possible without the CFI Program, which was created by Congress as part of the Bipartisan Infrastructure Law (BIL), which will expire absent reauthorization in September 2026, during the next Congress. Meanwhile, DOT has yet to release Tualatin's CFI award, despite the program's benefits to the region.

Support the Railroad Crossing Elimination (RCE) Program

In Tualatin, an at-grade railroad crossing at Tualatin-Sherwood and Boones Ferry roads causes significant traffic flow issues and pedestrian and cyclist safety concerns. Further analysis and planning is underway to determine what changes are possible to improve these issues. The City plans to initially apply for RCE Program planning funding in future. Like the CFI Program, the RCE Program was created by the BIL, so its authority and funding will expire in September 2026 unless extended by Congress.

CITY of TUALATIN

Support Local Government's Ability to Offer Tax Exempt Municipal Bonds

With limited revenue sources available, Tualatin has relied on voter-approved general obligation bonds to finance projects. In 2018, voters passed a $20 million bond to fund transportation projects to improve neighborhood safety, access to parks and schools, and relieve congestion. In just five years, 36 projects were completed. In 2022, voters passed a $25 million bond to finance parks and trails projects. Already, funds have been used to replace playground equipment, construct a Veterans Plaza, and acquire property for a future park. The authority for local governments to issue tax-exempt bonds could be revoked by Congress at any time. During the 2017 and 2025 tax bill debates, local governments faced threats to tax-exempt bonding authority, but only lost the option to advance refund bonds.

Oppose Administration Changes to the Federal Emergency Management Agency

The Administration in 2025 has quietly implemented a variety of modifications to the way the Federal Emergency Management Agency (FEMA) responds to natural disasters. For example, FEMA traditionally approves federal support after disasters based on the amount of damage compared to the population of the state in which the disaster occurred. The Administration is changing the Public Assistance disaster declaration per capita threshold from $1.89 to $7.56 per person, which creates a higher threshold of $32.3 million of damage for a disaster to be declared in Oregon, meaning that smaller disasters will no longer receive federal support, shifting costs and responsibilities to state and local governments.

In another consequential shift, FEMA suggests not approving a federal cost share for disasters above 75 percent. Traditionally, presidents have approved increasing the federal cost share for disaster response to 90 percent, saving state and local governments billions. This change would have cost Oregon $143 million from 2008 to 2024. Further, the Administration suggests limiting spending for Category G facilities to no longer cover recreational facilities. Instead, Category G funding would only be approved for damages to so-called critical facilities, which would remove reimbursement funding for damages to a host of public facilities, including parks, playgrounds, athletic facilities, and other recreational facilities.

Finally, the Administration has stopped approving new allocations of Hazard Mitigation Grant Program (HMGP) funding. Traditionally, HMGP funding is provided at a level equal to 15 percent of the amount of money that FEMA projects it will spend on a disaster, thereby impacting future disaster preparedness.

Oppose Cuts to Programs that Support Tualatin's Most Vulnerable Populations

In July 2025, President Trump signed the so-called "One Big Beautiful Bill Act" (OBBBA) into law, a massive sweeping piece of legislation that will have profound impacts on our social safety net programs. In short, and among other things, the OBBBA makes a variety of changes and cuts to programs like Medicaid, Medicare, and the Supplemental Nutrition Assistance Program

(SNAP). Medicaid, which insures nearly 1 out of 5 Americans, will suffer from the largest cuts to the program in its history, causing an estimated 10 million people to lose health insurance coverage by 2034. The bill will also increase costs for the state of Oregon in a variety of ways and will limit the ways in which the state has traditionally come up with funds to pay the non-federal match for Medicaid services. Meanwhile, estimates suggest that the OBBBA will result in a $45 billion cut to Medicare in 2026, growing to a $75 billion cut in 2034 due to a 2010 law known as PAYGO that requires that legislation that increases the deficit (like the OBBBA) must be paid for by tax increases or spending cuts. Finally, it is estimated that more than half of those served by SNAP will lose some or all of their nutrition benefits over the next decade due to the passage of the OBBBA.