

## **STAFF REPORT FOR PUBLIC HEARING ON THREE AMENDMENTS TO THE 2023 REGIONAL TRANSPORTATION PLAN**

PUBLIC HEARING FOR PROPOSED AMENDMENTS TO THE REGIONAL TRANSPORTATION PLAN TO INCLUDE LOCALLY PREFERRED ALTERNATIVES FOR THE 82<sup>ND</sup> AVENUE TRANSIT PROJECT, THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT, AND THE MONTGOMERY PARK STREETCAR EXTENSION

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Date: November 17, 2025  
Department: Planning, Development and Research  
Meeting Date: December 4, 2025  
Prepared by: Ally Holmqvist, Senior Planner,  
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Length: 30 minutes

### **Presenters:**

- Ally Holmqvist, Senior Planner, Metro
  - Melissa Ashbaugh, Senior Planner, Metro
  - Jesse Stemmler, Interim 82nd Avenue Transit Project Director, TriMet
  - Kate Hawkins, Senior Planner, Metro
  - Alex Oreschak, Senior Planner, Metro
  - Shawn Canny, Transportation Planner II, PBOT
  - Kim Ellis, Transportation Planning Manager, Metro
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### **ISSUE STATEMENT**

The Regional Transportation Plan (RTP) is the state- and federally-required long-range transportation plan for the Portland metropolitan area that guides planning and investment for all forms of travel – motor vehicle, transit, biking, and walking – and the movement of goods and freight. It includes a list of “financially constrained” projects eligible to move forward when there is funding and political support. The RTP was last updated in 2023.

In June and July 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed Locally Preferred Alternatives (LPAs) for three major transit projects identified as regional priorities in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access in the region:

- 82<sup>nd</sup> Avenue Transit Project,
- Tualatin Valley Highway Transit and Safety Project, and
- Montgomery Park Streetcar Extension.

Planning to develop the LPAs for these transit projects identified additional details and information that required amendments to the 2023 RTP. The amendments include updates to reflect:

- the endorsed LPA route alignment for each project on the regional transit network map,
- LPA project cost and anticipated revenues for each project, and
- the timeline and status of each project and related future corridor-refinement activities in appendices of the 2023 RTP.

Metro and regional partners have made significant progress on all three transit projects and are ready to take the next step in pursuing key federal funding opportunities (see Attachment 8 for a typical transit project lifecycle). To be eligible for federal and state funding, the three endorsed transit projects must have their LPAs adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendments will include all three endorsed transit project LPAs as part of the 2023 RTP in order to support each project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

### **IDENTIFIED POLICY OUTCOMES**

To reflect the LPAs as previously endorsed by the Metro Council's resolutions, the requested amendments (see Attachments 3, 5 and 7) include the following:

- Amendments to Chapter 3 System Policies to Achieve Our Vision Regional Transit Network Map (Figure 3.24) to:
  - Revise the northern extent and terminus of 82<sup>nd</sup> Avenue corridor high capacity transit to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).
  - Revise the extent of Montgomery Park Streetcar to include NW Roosevelt Street between NW 26th Avenue and NW 23<sup>rd</sup> Avenue and on NW 23<sup>rd</sup> Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.
- Amendments to Chapter 5 Our Transportation Funding Outlook and Chapter 6 Regional Programs and Projects chapter text and figures to reflect additional revenues related to the transit projects not accounted for in the adopted 2023 RTP financial forecast.
- Amendments to the Appendix A: Constrained Priorities Project List to update project costs and descriptions for:
  - Project 12029: 82<sup>nd</sup> Avenue Transit Project to update the end location to NE Cully Boulevard (from TBD) and NE Killingsworth Street and update the project cost to \$344M (from \$300M).
    - Project 11844: 82<sup>nd</sup> Avenue Corridor Improvements Project to update the project cost to \$119M (from \$150M).
  - Project 11319: Streetcar Montgomery Park Extension to update the project description and project cost to \$195M (from \$80M).
- Amendments to Appendix W: Status of Current Major Projects to update descriptions of the transit projects to reflect endorsement of the LPAs, including project status, timeline, maps and next steps.

- Amendments to Appendix V: Future Corridor Refinement Planning to update descriptions for transportation solutions in the corridor to add or update information about the transit projects in development.
- Create three new appendices that will contain the LPA for each project:
  - Appendix AA: 82nd Avenue Transit Project Locally Preferred Alternative
  - Appendix BB: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative
  - Appendix CC: Montgomery Park Streetcar Extension Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

**Attachment 1** provides a more detailed schedule of the process and timeline for considering action on the requested RTP amendments. Key dates for Metro Council include:

- February 12, 2026 – anticipated Metro Council first reading and Public Hearing
- June 25, 2026 – anticipated Metro Council Second Reading and Adoption

### **ACTION REQUESTED**

Hold a joint public hearing on the three proposed RTP amendments.

As part of this public review process, the requested action for today's meeting is to hold a joint public hearing on:

- Proposed amendments to the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project
- Proposed amendments to the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project
- Proposed amendments to the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Montgomery Park Streetcar Extension

This public hearing is part of the 45-day public comment period that opened on November 3 and will continue through December 19, consistent with Metro's public engagement and established RTP amendment procedures.

### **STAFF RECOMMENDATIONS**

Metro staff recommends that Metro Council hold the public hearing.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet and the City of Portland (Attachments 2, 4 and 6) and finds that the requested amendments to the 2023 RTP to include the LPAs for the 82<sup>nd</sup> Avenue Transit Project, Tualatin Valley Highway Transit and Safety Project and Montgomery Park Streetcar Extension are regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements (Attachments 3, 5, and 7).

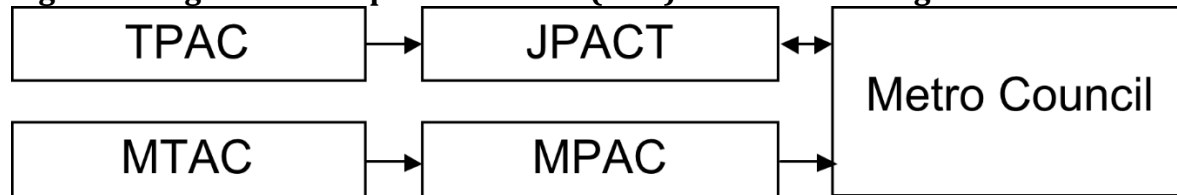
## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

In 2023, JPACT and the Metro Council adopted a significant update to the RTP that brought together the input of thousands of people who live, work and travel across the greater Portland region. Meaningful engagement and consultation with Tribes, community members, community-based organizations, businesses, transportation agencies and elected officials contributed to a shared vision and strategy for investing in a transportation system that serves everyone. The 2023 RTP forwards the values and desired outcomes for the future of the region's transportation system: mobility options, equitable transportation, climate action and resilience, safe system, and thriving economy.

As the federally designated metropolitan planning organization for the Portland metropolitan area, Metro is responsible for developing and maintaining the RTP. As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing and maintaining a regional transportation system plan, consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule, the Metropolitan Greenhouse Gas Reduction Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

The Metro Council and JPACT jointly share responsibility for developing and adopting an updated RTP every five years to maintain compliance with federal and state requirements. Adoption or amendment of the RTP is a land use action under the statewide land use planning program. As such, the Metro Policy Advisory Committee (MPAC) serves in an advisory role to the Metro Council. This decision-making framework is shown in Figure 1.

**Figure 1. Regional Transportation Plan (RTP) Decision-Making Framework**



Amendments to the RTP are considered in between scheduled updates when a sponsoring agency requests changes to the funding, phasing, mode, function or general location of a project in the plan. There are several general sources for RTP amendment requests:

- (1) ODOT requests that require an amendment to the RTP for specific projects or the phasing of existing projects due to a funding decision by the Oregon State Legislature or other action by the Oregon Transportation Commission;
- (2) city or county requests involving transportation projects adopted through a public process in local transportation system plans, area plans, concept plans or studies;
- (3) transit agency requests to align adopted transit plans with the RTP;
- (4) public agency requests resulting from a National Environmental Policy Act (NEPA) review process to reflect the LPA adopted by project partners to allow the project to proceed and be eligible for federal funding; and

- (5) amendments resulting from a local, regional or state planning study or corridor refinement planning as defined in the Oregon Transportation Planning Rule, that involve additions or deletions to the RTP Financially Constrained project list or a significant change in the mode, function or general location of a project on the RTP Financially Constrained project list.

As described in Appendix Y of the RTP, such amendments require a recommendation from MPAC and adoption by the JPACT and the Metro Council by Ordinance.

**Attachments 2, 4 and 6** describe in detail how the amendments are regionally significant and consistent with the 2023 RTP and related public engagement procedures for amendments to the RTP. **Table 1** below provides a summary of the determination outcomes.

**Table 1. RTP Amendment Consistency Review Outcomes Summary**

<b>Process Step</b>	<b>Outcomes</b>
<u>Step 1</u> Sponsoring agency consults with Metro Staff	<i>Staff from TriMet (project sponsor) and the City of Portland (project partner) met with staff from Metro between April and September 2025 on the requested amendments and the RTP consistency requirements. Metro staff have also either led or been involved in the LPA process for each transit project as key partners.</i>
<u>Step 2</u> Sponsoring agency submittal	<i>Staff from TriMet and the City of Portland submitted a memo for each requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in October 2025.</i>
<u>Step 3</u> Regional significance determination:	<i>In 2018, Metro adopted the region's first Regional Transit Strategy, as an element of the RTP. The RTP identified 82<sup>nd</sup> Avenue, Tualatin Valley Highway and streetcar to Montgomery Park as Enhanced Transit Corridors for short-term implementation with transit projects identified in the financially constrained project list. In 2023, Metro adopted the Regional High Capacity Transit (HCT) Strategy as an element of the RTP, and designated these high capacity transit projects as Tier 1: near-term HCT corridors – the highest priority for near-term HCT investment in the region. The Projects will also require project-level NEPA review. Additionally, the project corridors are designated on multiple RTP network maps – including transit, motor vehicles, bicycle, pedestrian, freight, and TSMO networks (depending on the project).</i>
<u>Step 4</u> Public engagement consistency determination: (continued on next page)	<i>TriMet and the City of Portland submitted signed Public Engagement and Non-discrimination Certification and Documentation Forms as part of the 2023 RTP certifying that they have:</i> <ul style="list-style-type: none"> <li><i>an adopted Title VI plan and implementation procedures;</i></li> <li><i>public engagement plans compliant with Title VI and Goals 1 and 12 for all adopted land use and/or transportation plans, strategies and studies including the project;</i></li> </ul>

***(continued)*** Table 1. RTP Amendment Consistency Review Outcomes Summary

<b>Process Step</b>	<b>Outcomes</b>
<b>Step 4</b> Public engagement consistency determination: <i>(continued from the previous page)</i>	<ul style="list-style-type: none"><li>• <i>conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;</i></li><li>• <i>conducted and will conduct non-discriminatory, inclusive engagement compliant with Title VI and Goals 1 and 12 where input followed best practices and helped shape the project; and</i></li><li>• <i>retained records related to these public engagement activities in compliance with regulations.</i></li></ul> <p><i>The LPA endorsement processes documented the extensive, consistent project development public engagement activities since that time.</i></p>
<b>Step 5</b> RTP consistency determination:	<p><i>All three requested amendments have elements demonstrating progress toward objectives under all five regional goals that:</i></p> <ul style="list-style-type: none"><li>• <i>implement the Metro 2040 Growth Concept by advancing high-capacity transit along a Corridor or Main Street improving mobility between Regional Centers or within the Central City via a transit solution supporting planned compact, higher density land uses;</i></li><li>• <i>invest in corridors identified for transit improvements on the RTP Transit Network Vision;</i></li><li>• <i>improve transit, and in some cases pedestrian or bicycle travel and access, while balancing motor vehicle travel and the many other functions of mobility corridors;</i></li><li>• <i>improve multimodal options and access for Equity Focus Areas;</i></li><li>• <i>provide safer alternatives to driving, advancing implementation of Vision Zero, and for some Regional High Injury Corridors;</i></li><li>• <i>advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible — a key strategy for implementing the Climate Smart Strategy;</i></li><li>• <i>advance completion of the transit, and in some cases even the bicycle and pedestrian systems, in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and</i></li><li>• <i>plan to include transit signal priority and access management strategies to support system management and operations and are themselves transit strategies for increasing corridor capacity as part of the Congestion Management Toolbox.</i></li></ul> <p><i>In all these ways, the requested amendments have been determined to support the region's progress toward both federal and regional performance targets. All project amendments (additions and deletions) are exempt from the federally-required air quality conformity analysis.</i></p>

*(continued)* **Table 1. RTP Amendment Consistency Review Outcomes Summary**

<b>Process Step</b>	<b>Outcomes</b>
<b>Step 6</b> Fiscal constraint determination	<p><i>The estimated cost for the 82<sup>nd</sup> Avenue Transit Project increased from \$300M to \$343.93M. This \$99.13M difference is accounted for in:</i></p> <ul style="list-style-type: none"><li><i>• \$50.13M in new revenue (i.e., FTA Areas of Persistent Poverty Grant, Portland Clean Energy Fund Grant) not included in the RTP forecast;</i></li><li><i>• \$28M in regional revenue (i.e., Regional Flexible Fund Bond approved by JPACT and the Metro Council in 2025); and</i></li><li><i>• \$21M in State revenues related to the jurisdictional transfer of 82nd Avenue from ODOT to the City of Portland assumed to help fund the City's related 82nd Avenue corridor project (RTP ID 11844). The amendment proposes to shift the \$21 million in state revenues assumed to help fund the 82nd Avenue Corridor Improvements project (RTP ID 11844) to the 82nd Avenue Transit Project (RTP ID 12029) to demonstrate fiscal constraint.</i></li></ul> <p><i>The estimated cost for the Montgomery Park Streetcar Extension increased from \$80M in the 2023 RTP to \$195M. This \$115M difference is accounted for in:</i></p> <ul style="list-style-type: none"><li><i>• \$47.5M in new revenue not included in the RTP forecast (i.e., Portland Clean Energy Fund Grant, additional revenues forecasted for the project based on a new forecast of LID revenues following the 2023 RTP update);</i></li><li><i>• \$57.5M in additional FTA Capital Investment Grant award; and</i></li><li><i>• \$10M in regional revenue (i.e., Regional Flexible Fund Bond approved by JPACT and the Metro Council in 2025).</i></li></ul>
<b>Step 7</b> Begin Formal Amendment Process	<p><i>A concurrent RTP Amendment Process was initiated for all three projects with the start of the public review period on <u>November 3, 2025</u>. Per Metro's adopted Public Engagement Guide, advance notice of the public comment period was provided 30 days in advance. <b>Attachment 1</b> provides the process and timeline for considering the requested RTP amendments, including:</i></p> <ul style="list-style-type: none"><li><i>• 45-day public comment period, including a public hearing</i></li><li><i>• Notices to the Department of Land Conservation and Development</i></li><li><i>• Documentation of public comments and recommended actions in response</i></li><li><i>• Consideration by MTAC and TPAC (making recommendations to MPAC and JPACT)</i></li><li><i>• Consideration by JPACT and MPAC</i></li><li><i>• Consideration by Metro Council (first and second readings, final public hearing)</i></li></ul>

### Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPAs by agency partners, local jurisdictions, and community-based organizations across the region. Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components for each project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency partners and outreach for associated projects as applicable (i.e., Building a Better 82nd Avenue project, Montgomery Park Area Plan). Additionally, all three projects have demonstrated compliance with Title VI and regional public involvement requirements

**For the Tualatin Valley Highway Transit and Safety Project there is no known opposition.**

**For the 82<sup>nd</sup> Avenue Transit Project, the Cascade Policy Institute did not oppose the project, but did oppose future consideration of Business Access and Transit (BAT) lanes** which are designed to prioritize transit while still allowing people driving or people biking to use them to turn and access side streets. Their concern was that the BAT lanes would increase congestion along the corridor, including on I-205. Discussion is ongoing as to whether physical transit priority is included as an element of the final project design.

**There was opposition to both the endorsement of the Montgomery Streetcar Extension LPA and the adoption of the Montgomery Park Area Plan:**

- Three members of MPAC voted no to endorsing the Montgomery Streetcar Extension LPA: representatives from Oregon City, West Multnomah Soil & Water Conservation District, and a resident of Multnomah County. Concerns raised during the MPAC discussion and vote included loss of industrial lands in the area, project costs, and whether busses would better serve the area.
- Cascade Policy Institute testified against the Montgomery Streetcar Extension LPA at multiple Metro committee meetings. Reasons for their opposition include disruption to local businesses, loss of on-street parking, traffic impacts, the definition of streetcar as high-capacity transit, cost, and ridership.
- The Northwest Industrial Business Association opposed the adoption of the Montgomery Park Area Plan (MPAP) because of impacts to what was industrial land and potential impacts to low-barrier-to-entry middle wage jobs. The MPAP worked to address this by limiting land use changes to the area of greatest potential change and tying the development in the area to on-site middle-wage jobs in a variety of fields (target requirements with a fee charged if not met as agreed in the adopted Public Benefits Agreement).
- The Northwest District Neighborhood Association (NWDA) did not outright oppose the project, but opposed the adoption of the overall Montgomery Park Area Plan because they felt the plan did not respond effectively enough to neighborhood input or concerns. The NWDA was critical of the MPAP process, having representation on the Project Working Group and being part of dozens of conversations over the course of the planning process. A key issue with the project itself for the NWDA is the final alignment; while members varied in their perspective on the best route,



there was concern expressed around parking and traffic impacts (which the project and plan sought to address by working to maintain as much parking as possible in the project area and minimizing the number of stations on 23rd Ave).

### Legal Antecedents

Metro Council actions include:

- 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.
- 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. 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.
- Ordinance No. 18-1421 (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on Dec. 6, 2018.
- Resolution No. 18-4892 (For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan), adopted by Metro Council on Dec. 6, 2018.
- 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.
- Ordinance No. 25-1522 (For the Purpose of Amending the Industrial and Other Employment Areas Map of Title 4 of the Urban Growth Management Functional Plan for the Montgomery Park Area of the City of Portland), adopted by the Metro Council on January 16, 2025.
- Resolution No. 25-5495 (For the purpose of endorsing the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Project), adopted by the Metro Council on June 26, 2025.

- Resolution No. 25-5504 (For the purpose of endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project), adopted by the Metro Council on June 26, 2025.
- Resolution No. 25-5505 (For the purpose of endorsing the Locally Preferred Alternative for the Montgomery Streetcar Extension), adopted by the Metro Council on July 31, 2025.

Local jurisdiction actions include:

- The Portland City Council adopted Ordinance No. 192000 to adopt the Montgomery Park Area Plan including amendments to the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Zoning Code, Citywide Design Guidelines, and related amendments to the Guild's Lake Industrial Sanctuary and Northwest District plans (amend Code Title 33) on December 11, 2024.
- The Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Transit Project on December 11, 2024.
- The Portland City Council adopted Ordinance No. 192001 to authorize Agreement between the City, Portland Streetcar Inc, and 1535-A1 LLC for public benefits related to the Montgomery Park Area Plan on December 11, 2024.
- 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 Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the Locally Preferred Alternative for the 82nd Avenue Transit Project on April 22, 2025.
- The Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland endorsed the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the Locally Preferred Alternative for the 82nd Avenue Transit Project on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the Locally Preferred Alternative for the 82nd Avenue Transit Project on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the Locally Preferred Alternative for the 82nd Avenue Transit Project on May 12, 2025.
- 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.

- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the Locally Preferred Alternative for the 82nd Avenue Transit Project on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the Locally Preferred Alternative for the 82nd Avenue Transit Project on May 28, 2025.
- The Oregon Department of Transportation endorsed the Locally Preferred Alternative for the 82nd Avenue Transit Project with a letter of support dated May 28, 2025.

**Anticipated Effects:** Adoption of the LPAs will allow project staff to continue working with TriMet, the City of Portland and partners on the projects to:

- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Coordinate with partners
- Support the implementation and construction of the project
- Open new FX bus lines along 82nd Avenue and Tualatin Valley Highway in 2029 and open the streetcar extension to Montgomery Park in 2030

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

## **ATTACHMENTS**

- Attachment 1: Transit Project Locally Preferred Alternative RTP Amendments Process Timeline
- Attachment 2: 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative RTP Amendment Request Memo
- Attachment 3: Proposed Amendments to the 2023 RTP to reflect the 82nd Avenue Locally Preferred Alternative
- Attachment 4: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative RTP Amendment Request Memo
- Attachment 5: Proposed Amendments to the 2023 RTP to reflect the Tualatin Valley Highway Locally Preferred Alternative
- Attachment 6: Montgomery Park Streetcar Locally Preferred Alternative RTP Amendment Request Memo
- Attachment 7: Proposed Amendments to the 2023 RTP to reflect the Montgomery Park Streetcar Locally Preferred Alternative
- Attachment 8: High Capacity Transit Project Development Lifecycle