

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	) RESOLUTION NO. 25-5505
LOCALLY PREFERRED ALTERNATIVE FOR	)
THE MONTGOMERY PARK STREETCAR	) Introduced by Chief Operating Officer
EXTENSION	) 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, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, the Regional HCT System Plan identified streetcar to Montgomery Park as part of the City of Portland's Draft Streetcar System Plan; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone; and

WHEREAS, the HCT Strategy is a component of the 2018 RTS which was updated by Resolution No. 23-5348 to include new high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to better reflect the RTS vision; and

WHEREAS, the HCT Strategy identified streetcar to Montgomery Park from the City of Portland's Draft Streetcar System Plan as a Tier 1 near-term priority investment which is included on the RTP 2030 financially constrained project list; and

WHEREAS, the most recent update to the RTP was completed on November 30, 2023, following adoption by JPACT and the Metro Council; and

WHEREAS, the Montgomery Park Streetcar Extension was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, from 2019 to 2023, the City of Portland developed the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H), which identified a preferred transit alignment for the Montgomery Park Streetcar Extension; and

WHEREAS, in 2024, the City of Portland published the Montgomery Park Area Plan, which included a description updated the MP2H name to better reflect the plan's focus in the Montgomery Park Area of Northwest Portland and included minor refinements to the preferred transit alignment to reduce capital costs and improve feasibility, as well as a description of the preferred transit alignment, an overview of the assessment of alternatives conducted toward its development, and proposed cross sections for the alignment; and

WHEREAS, on December 11, 2024, the Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Streetcar Transit Project; and

WHEREAS, on January 2, 2025, the Federal Transit Administration (FTA) approved the Montgomery Park Streetcar Extension to enter into the Project Development phase under the FTA's Capital Investments Grants Small Starts program; and

WHEREAS, at its June 18, 2025 meeting, the Metro Technical Advisory Committee (MTAC) received an overview of the LPA and recommended approval of Resolution No. 25-5505 to the Metro Policy Advisory Committee (MPAC); and

WHEREAS, at its meeting on June 25, 2025, MPAC recommended that Metro Council approve Resolution No. 25-5505; and

WHEREAS, at its meeting on June 6, 2025, Metro's Transportation Policy Alternatives Committee (TPAC) received an overview of the LPA and recommended that JPACT approve Resolution No. 25-5505 ; and

WHEREAS, at its meeting on June 26, 2025, JPACT approved Resolution No. 25-5505 and submitted the resolution to the Metro Council for approval; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the Montgomery Park Streetcar Extension Locally Preferred Alternative, described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this 31st day of July, 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney