

MPAC Worksheet

Agenda Item Title: Montgomery Park Streetcar Extension LPA Update

Presenters: Alex Oreschak, Senior Transportation Planner, Metro and Mauricio LeClerc, Area Planning and Project Development Manager, PBOT

Contact for this worksheet/presentation: Alex Oreschak

Purpose/Objective

The purpose of this item is to provide an update to MPAC about the Portland Streetcar Montgomery Park Extension project. Later this year, MPAC will consider the locally preferred alternative (LPA) for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

Outcome

MPAC members are updated about the last several years of process to develop an LPA for the Portland Streetcar Montgomery Park Extension project, including key project benefits, public engagement process and findings, LPA elements and project funding strategy. Staff are provided any feedback about additional information MPAC would require prior to the endorsement vote.

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

This item has not previously been before MPAC.

Montgomery Park has been identified as a priority destination for major high-capacity transit investment for several years. The project was first identified in the adopted 2009 Portland Streetcar System Concept Plan, which took a citywide view of streetcar system expansion. The 2018 Portland TSP, 2018 Metro RTP, 2018 Metro Regional Transit Strategy, and 2023 Metro High Capacity Transit Strategy all call for a major transit investment to Montgomery Park. In 2018, the TSP and RTP included the transit corridor in their financially constrained project lists. In 2023, the Metro High Capacity Transit Strategy prioritized the corridor as a Tier 1 priority for major transit investment.

In 2018, Portland City Council funded a preliminary streetcar extension and land use alternatives analysis for Northwest Portland. In 2019, the Montgomery Park to Hollywood Transit and Land Use Development Study was funded through Metro from a Federal Transit Administration (FTA) Transit Oriented Development (TOD) planning grant. After conducting community engagement including a convened Project Working Group, evaluating various development scenarios, and considering transit alignment alternatives, the Bureau of Planning and Sustainability (BPS) and the Bureau of Transportation (PBOT) developed a draft land use and transportation plan for the area.

Further engagement, refinement, and analysis led to the development of the Montgomery Park Area Plan (MPAP), which recommends land use and transportation changes to establish a new transit-oriented, mixed-use district in Northwest Portland served by an extension of Portland Streetcar. Portland City Council unanimously adopted the MPAP on December 11, 2024., including the LPA for the project, which identifies mode, alignment and general station locations and is represented by the attached text and map. The MPAP adoption also included a related project benefits agreement, which requires the participating property owners to donate required rights-of-way, fund required street connections and frontage improvements, and participate in a Local Improvement District (LID) for the project. The MPAP's legislative changes go into effect on June 1, 2025.

In February 2024, PBOT's Capital Investment Committee approved \$12m in funding to be used for Project Development. On January 2, 2025, the FTA granted the project entry into the Project Development phase for a Small Starts grant through the Capital Investment Grant (CIG) program. TriMet is serving as the grantee for the CIG program, with the City of Portland as the subrecipient, and Metro will be working with PBOT on the NEPA process.

What packet material do you plan to include?

Project LPA paragraph and map