

Attachment 5

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023)	ORDINANCE NO. 26-1538
REGIONAL TRANSPORTATION PLAN TO)	
INCLUDE THE LOCALLY PREFERRED)	Introduced by Chief Operating Officer
ALTERNATIVE FOR THE MONTGOMERY)	Marissa Madrigal in concurrence with
PARK STREETCAR EXTENSION)	Deputy Council President Duncan
		Hwang

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, transit is a key element of the Climate Smart Strategy and the RTP; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 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 approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro’s Public Engagement Guide; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; 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 meeting on June 26, 2025, JPACT approved Resolution No. 25-5505 endorsing the Locally Preferred Alternative for the Montgomery Park Streetcar Extension and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on July 31, 2025, Metro Council approved Resolution No. 25-5505 endorsing the Locally Preferred Alternative for the Montgomery Park Streetcar Extension; and

WHEREAS, the FTA requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from November 3 to December 19, 2025; and

WHEREAS, the Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments regarding the requested RTP amendment; and

WHEREAS, JPACT and MPAC have recommended approval of the requested RTP amendment by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the requested RTP amendment on March 5, 2026; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

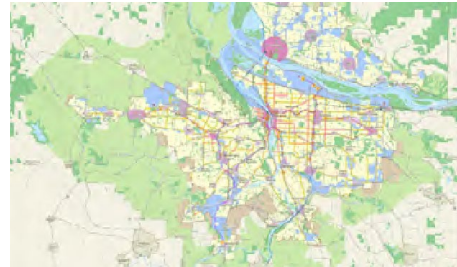
1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 23 day of April 2026.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed amendments to the 2023 RTP to reflect the **Montgomery Park Streetcar Extension**

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in July 2025.

The amendments are shown in ~~red strikethrough~~ and underline and include:

- Appendix CC: Montgomery Park Streetcar Extension Project LPA (***new***)
- Chapter 3: System Policies to Achieve Our Vision
- Chapter 5: Our Transportation Funding Outlook
- Chapter 6: Regional Programs Projects to Achieve Our Vision
- Appendix A: Financially Constrained List of Projects and Programs
- Appendix W: Status of current major projects
- Appendix V: Future corridor refinement planning

Metro and regional partners have made significant progress on this project and are ready to take the next step in moving forward into project development and pursuing funding opportunities. To be eligible for federal and state funding, the Locally Preferred Alternative (LPA) must be adopted in the RTP. The requested amendments will bring the Montgomery Park Streetcar Project LPA into the 2023 RTP to support the project moving forward into project development and make the project eligible to compete for federal and state funding opportunities now.



Photo courtesy of the Portland Bureau of Transportation (PBOT)

APPENDIX CC
2023 Regional Transportation Plan
Montgomery Park
Streetcar Extension
Locally Preferred
Alternative

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Montgomery Park Transit Project

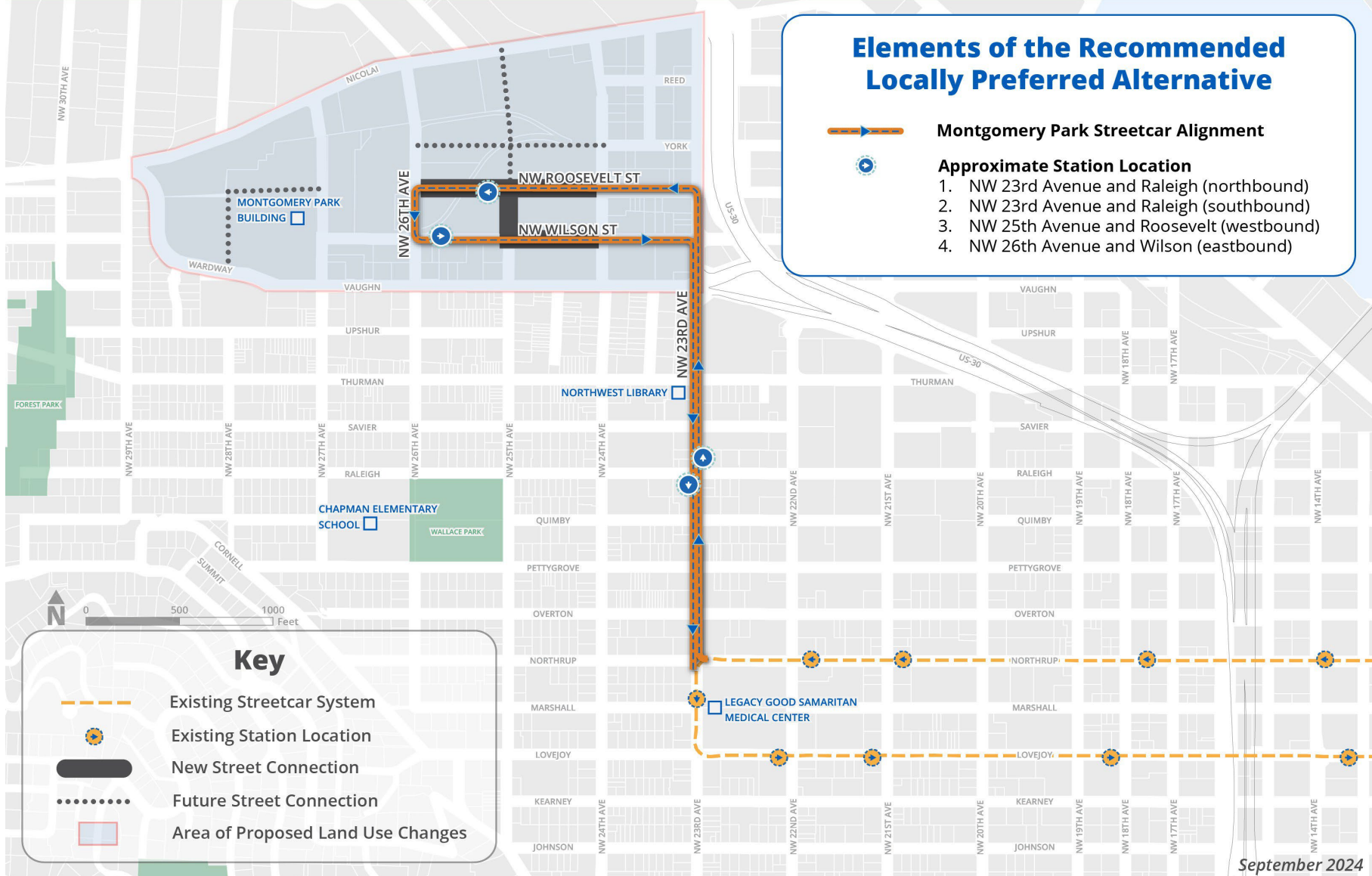
Recommended Locally Preferred Alternative | September 2024



The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23rd Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26th Avenue, and NW Wilson Street.

Montgomery Park Transit Project

RECOMMENDED LOCALLY PREFERRED ALTERNATIVE



September 2024

Proposed amendments to 2023 Regional Transportation Plan Chapter 3

Amend Figure 3.24 Regional Transit Network Map to:

Revise the extent of Montgomery Park Streetcar to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.

Proposed amendments to 2023 Regional Transportation Plan Chapter 5

- Update **Figure 5.2 Flow of transportation revenues into the greater Portland region** to:
 - add \$57,500,000 to assumed “Regional and Local Sources \$39 billion”,
 - add \$57,500,000 to assumed “Federal Sources \$15 billion”, and
 - add \$115,000,000 to the “Transit Capital \$4.6B” total
 - add to figure “Source” note “additional Federal, state, and local dedicated funding from new revenue sources identified as part of the transit project Locally Preferred Alternative(s) (not accounted for in the revenue forecast)”.
- Update **Figure 5.4: Federal transportation revenue sources in the 2023 RTP** to add \$57,500,000.
- Update **Figure 5.6: Regional transportation revenue sources in the 2023 RTP** to add \$10,000,000.
- Update **Figure 5.7: Local transportation revenue sources in the 2023 RTP** to add \$48,500,000.
- Update **Table 5.5 RTP constrained revenue forecast for capital projects, 2023 to 2045 (YOES)** to reflect the addition of \$115,000,000 in revenue:
 - add a new row “Additional Federal, state, and local dedicated funding from new revenue sources available identified as part of recent transit project Locally Preferred Alternative processes (not accounted for above)”,
 - update “Total revenues available for capital projects in the 2023 RTP: \$28,130.45”, and
 - update page 5-26 paragraph 1 text to reflect updates to Table 5.5 totals.
- Update **Figure 5.9 2023 RTP total anticipated spending by investment category (YOES)** to add \$115,000,000 to “27.9B Capital Project Spending” and “69.3B Total RTP anticipated spending”.
- Update **Figure 5.10 Total anticipated capital and O&M investment spending, FY 2024 to FY 2045 (YOES)** to add \$115,000,000 to “69.3 billion 2023-2045 RTP Constrained List”.
- Update **Table 5.7 Estimated costs for RTP Constrained Project List in YOES, 2023-2045** to:
 - add \$115,000,000 to:
 - “Transit Capital Investments (YOES) Near Term 2023-2030: 1,575,610,000”,

- “Transit Capital Investments (YOES) Total 2023-2045: 4,647,590,000”,
 - “RTP Capital Projects and Programs (YOES) Total Estimated RTP Costs (YOES) Near Term 2023-2030: 8.57 billion”,
 - “RTP Capital Projects and Programs (YOES) Total Estimated RTP Costs (YOES) Total 2023-2045: 27.87 billion”,
 - “Total estimated RTP Costs (YOES) Near Term 2023-2030: 19.07 billion”, and
 - “Total estimated RTP Costs (YOES) Total 2023-2045: 69.3 billion”.
- Update **Figure 5.11: Cost and number of RTP constrained capital projects by investment area (YOES)** to add \$115,000,000 to “Transit Capital \$4.6B”
- Update **Figure 5.12: Number and type of RTP constrained capital projects by project cost (YOES)** to reflect the \$115,000,000 project cost increase (show one less project at \$25-\$100M and one more project at \$100M - \$1B).
- Update **Table 5.8: Demonstration of financial constraint of the 2023 RTP, 2023-2045 (YOES)** to add \$115,000,000:
 - to “Capital projects Constrained revenues: \$28,130,454,000”,
 - to “Capital projects Constrained costs: \$27,872,866,000”,
 - to “Total Constrained revenues: \$70,385,197,000”,
 - to “Total Constrained costs: \$69,320,668,000”,
 - by updating the table note to reflect the new revenue sources, and
 - by updating page 5-34 paragraph 1 text to reflect updates to Table 5.8 totals.
- Update **Table 5.10: Transit-related revenue forecast compared to total costs, 2023 - 2045 (YOES)** to add \$115,000,000:
 - to “Capital projects Constrained revenues: \$4,852,550,000”,
 - to “Capital projects Constrained costs: \$4,647,590,000”,
 - to “Total Constrained revenues: \$31,067,993,000”,
 - to “Total Constrained costs: \$30,810,703,000”, and
 - by updating the table note to reflect the new revenue sources.

Proposed amendments to 2023 Regional Transportation Plan Chapter 6

- Update **Figure 6.3: Map of RTP Financially Constrained Projects, 2023-2045** to add \$115,000,000 to “27.9B Capital Project Spending” and reflect the \$115,000,000 project cost increase (show one less project at \$25-\$100M and one more project at \$100M - \$1B in the table and in project #11319 symbology).
- Update **Table 6.3 : Estimated costs for Constrained RTP Project List** to:
 - add \$115,000,000 to:
 - “Transit Capital Near Term 2023-2030: \$1.58 billion”,
 - “Transit Capital Total 2023-2045: \$4.65 billion”,
 - “RTP Capital Projects and Programs (YOES) Total Estimated RTP Costs (YOES) Near Term 2023-2030: 8.57 billion”,
 - “RTP Capital Projects and Programs (YOES) Total Estimated RTP Costs (YOES) Total 2023-2045: 27.87 billion”,
 - “Total estimated RTP Costs (YOES) Near Term 2023-2030: 19.07 billion”, and
 - “Total estimated RTP Costs (YOES) Total 2023-2045: 69.3 billion”.
- Update **Figure 6.4: Total estimated investment by 2045 (YOES)** to add \$115,000,000 to “27.9B Capital Project Spending” and “69.3B Total RTP anticipated spending”.
 - Update page 6-16 paragraph 1 to reflect these updates to Figure 6.4 totals.
- Update **Figure 6.5: Greater Portland region: Cost range of RTP constrained list projects by investment category, 2023-2045** to reflect the \$115,000,000 project cost increase (show one less project at \$25-\$100M and one more project at \$100M - \$1B)
- Update **Figure 6.6: Greater Portland region: Cost and number of RTP constrained list projects by investment category, 2023-2045** to add \$115,000,000 to “Transit Capital \$4.6B”
- Update **Figure 6.8: TriMet: Cost and number of RTP constrained list capital projects by investment category, 2023-2045** to add \$115,000,000 to “\$4.33B total constrained capital RTP spending [YOE \$]”
- Update **Figure 6.14: Map of RTP constrained list capital projects in Multnomah County, 2023-2045** to reflect the \$115,000,000 project cost increase (in project #11319 symbology).
- Update **Table 6.5: Summary of RTP constrained list transit capital projects and planned service** to add \$115,000,000 to “Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): \$1.58 billion”.

- Update **Figure 6.18: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2030** to revise the extent of project #11319 to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.
- Update **Figure 6.19: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2045** to revise the extent of project #11319 to include NW Roosevelt Street between NW 26th Avenue and NW 23rd Avenue and on NW 23rd Avenue and NW 26th Avenue between NW Roosevelt and NW Wilson Streets to match the Locally Preferred Alternative.
- Update **Figure 6.26: Greater Portland region: Map of RTP constrained project list equity priorities, 2023-2045** to reflect the \$115,000,000 project cost increase (in project #11319 symbology).
- Update **6.28: Greater Portland region: Map of RTP constrained project list climate pollution reduction priorities, 2023-2045** to reflect the \$115,000,000 project cost increase (in project #11319 symbology).
- Update **Figure 6.29: Greater Portland region: Map of RTP constrained project list mobility priorities, 2023-2045** to reflect the \$115,000,000 project cost increase (in project #11319 symbology).
- Update **Figure 6.30: Greater Portland region: Map of RTP constrained project list economic development priorities, 2023-2045** to reflect the \$115,000,000 project cost increase (in project #11319 symbology).

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan
(shown in red ~~strikethrough~~ and underline)
Financially Constrained List of Projects and Programs



RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - High Capacity	Multnomah County	TriMet	<u>City of</u> Portland Streetcar, inc	11319	HCT: Streetcar Montgomery Park Extension	NW Lovejoy/Northrup	Montgomery Park	Extend streetcar from NW Lovejoy/Northrup to Montgomery Park, <u>construct associated local street improvements, and purchase streetcar vehicles.</u>	\$ 80,000,000 <u>195,000,000</u>	2023-2030	Yes

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**Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan
(shown in red ~~striketrough~~ and underscore)**

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Montgomery Park Streetcar Extension

In 2019, a Federal Transit Administration transit-oriented development planning grant helped fund the City of Portland's Montgomery Park Area Plan. That plan identified the Montgomery Park Streetcar Extension Project which will extend the existing Portland Streetcar North-South Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. In addition to spurring transit-oriented development, the project is intended to serve as a critical single occupancy vehicle trip demand mitigation tool as the area redevelops over time. As such, it also includes improvements to the pedestrian and bicycle network to support non-driving options within, to, from, and through the new district.

The project will support dense, equitable transit-oriented development west of US-30 between NW Nicolai and NW Vaughn streets, where predominantly vacant, low-density industrial land recently underwent land use changes to employment- and housing-focused mixed uses. The project will also support several indirect public benefits for the area through a Public Benefits Agreement between the City of Portland, property owners in the area, and Portland Streetcar, Inc, including new affordable housing, new middle-wage jobs on-site, a new public park, affordable commercial opportunities, and the commemoration of York through public art.

The Portland City Council unanimously endorsed the LPA in December 2024 and as recommended by JPACT, Metro Council also endorsed the LPA in July 31, 2025. Next steps for the project include completing NEPA environmental review, advancing preliminary engineering and design, developing a finance plan, and preparing construction documents. Based on the current timeline, the project is estimated to open in Summer 2030.

Figure W.11: Montgomery Park Streetcar Extension Locally Preferred Alternative

