

Presenter(s): Ally Holmqvist, Senior Transportation Planner, Metro

Attachments: [MPAC Joint Worksheet](#)
[Ordinance 26-1536: 82nd Avenue](#)
[Staff Report for Ordinance no. 26-1536](#)
[Ordinance 26-1537: TV Hwy](#)
[Staff Report for Ordinance no. 26-1537](#)
[Ordinance 26-1538: Montgomery Park](#)
[Staff Report for Ordinance no. 26-1536](#)

5:35 PM

- 6.2 Resolution No. 26-5577 For the Purpose of Declaring [COM](#)
Extreme Heat and Climate Change as Critical and Growing [26-1077](#)
Threats and Designating a Regionwide Heat Season

Presenter(s): Kim Ellis, she/her, Regional Transportation Planning
Manager
Jai Daniels, she/her, Associate Transportation and Climate
Planner

Attachments: [MPAC Worksheet](#)
[Resolution No. 26-5577](#)
[Staff Report for Resolution no. 26-5577](#)

7. Information/Discussion Items (6:00 PM)

- 7.1 Future Vision Updates: Engagement [COM](#)
[26-1076](#)

Presenter(s): Jess Zdeb, Principal Regional Planner
Laura Combs, Associate Regional Planner

Attachments: [MPAC worksheet](#)
[Future 50 Regional Values Survey Flyer and Communications Toolkit](#)

6:10 PM

- 7.2 Regional Land Banking: A Tool to Unlock Housing [COM](#)
Opportunities [26-1078](#)

Presenter(s): Brian Harper, Principal Regional Planner
Andrea Pastor, Sr. Development Project Manager

Attachments: [MPAC Worksheet](#)
[Factsheet for Land Banking Work Session 02122026](#)

6:35 PM

7.3 2028 Regional Transportation Plan Work Plan: Scoping [COM](#)
Kick-off [26-1079](#)

Presenter(s): Kim Ellis
André Lightsey

Attachments: [MPAC Worksheet](#)
[RTP 2028 Factsheet](#)
[Adopted RTP Goals \(2023\)](#)
[RTP 2028 Engagement Schedule](#)

8. Adjourn (7:00 PM)

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要望に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ

ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច

ថ្ងៃច្រើនការ) ប្រាំពីរថ្ងៃ

ថ្ងៃច្រើនការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tsiam koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaas ntuj weekdays) 5 hnub ua hauj lwv ua ntej ntwam lub rooj sib tham.

2026 MPAC Work Plan

As of 4/8/26

Items in italics are tentative

<p><u>March 25th, 2026</u></p> <ul style="list-style-type: none"> Cancelled 	<p><u>April 22, 2026 – IN PERSON</u></p> <ul style="list-style-type: none"> February MPAC minutes (consent) MTAC Appointments (consent) 2023 RTP Locally Preferred Alternative Amendments – Ally Holmqvist, 15 minutes (Action) Cooling Corridors Implementation: Proposed Extreme Heat and Climate Declaration (Action item, Kim Ellis, she/her, Regional Transportation Planning Manager and Jai Daniels, she/her Associate Climate Planner, 25 minutes) action Future Vision Update (10 minutes; Zdeb) Metro land banking study (Andrea Pastor & Brian Harper, Metro; 30 min) 2028 Regional Transportation Plan Work Plan: Scoping Kick-off (30 minutes, Kim Ellis and André Lightsey)
<p><u>May 27, 2026</u></p> <ul style="list-style-type: none"> Governor’s Prosperity council update (30 minutes; Kathy Hyzy, Andy Shaw) MPAC: the 2040 Growth Concept Report Card (30 minutes; Ted Reid) 	<p><u>June 24, 2026</u></p> <ul style="list-style-type: none"> Future Vision Update: regional values public engagement report out (30 minutes; Zdeb) RTP Draft Workplan (30 minutes; Kim Ellis and André Lightsey)
<p><u>July 22, 2026</u></p> <ul style="list-style-type: none"> Future Vision Youth Summit report out; interim research update; save-the-date for Vision Summit (30 minutes; Jess Zdeb) Community Connector Transit Study: Report and Recommendations – Ally Holmqvist Metro Economic Development Work Update (Catherine Ciarlo, 30 min; Metro) 	<p>August- CANCELED</p>
<p><u>September 23, 2026</u></p> <ul style="list-style-type: none"> Community Connector Transit Study: Report Acceptance (Ally Holmqvist, 10 	<p><u>October 28, 2026 – IN PERSON</u></p> <ul style="list-style-type: none"> Joint JPACT/MPAC Future Vision workshop with (75 minutes; Zdeb)

<p>minutes action – consent? – we’re out of time on this agenda</p> <ul style="list-style-type: none"> • Future Vision Summit report out (also Youth Summit if not in July); research presentation; invite to Vision Tables (30 minutes; Zdeb) • 2028 RTP update (40 min; André Lightsey-Walker) • <i>CEDS Update (David Tetrick, 40 min; Metro)</i> 	
<p>November 18, 2026</p> <ul style="list-style-type: none"> • Future Vision Update (10 minutes; Zdeb) • 2028 RTP update (45 min; André Lightsey-Walker) • <i>Draft CEDs Report (David Tetrick, 30 min; Metro)</i> 	<p>December 16, 2026</p> <ul style="list-style-type: none"> • Future Vision: preliminary regional values public engagement report out; draft vision preview/report out on Vision Tables (30 minutes; Zdeb)

Holding Tank:

- 2040 grant presentations by grant recipients
- Re-envision the River – multi-jurisdictional effort to reform the Willamette riverfront (Rosenthal)
- Distributed population forecast (action item for MPAC)

MTAC items:

- West Linn downtown/active transportation development
- Distributed population forecasts



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.1

File #: COM 26-1086

Agenda Date:4/22/2026

Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions

MPAC Worksheet

Agenda Item Title: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions

Contact for this worksheet/presentation: Miriam Hanes

Purpose/Objective

The purpose of this presentation is to forward nominations from regional jurisdictions, agencies and community partners to fill vacant positions on the Metro Technical Advisory Committee (MTAC). MTAC is an advisory committee of MPAC that provides technical recommendations on growth management subjects as directed by MPAC. The candidates nominated to fill these positions are excellent professionals and knowledgeable in the subject matter of this committee.

Outcome

Action to approve the nominations presented for the Metro Technical Advisory Committee.

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

Vacancies on the committee have left positions open. These nominations help fill the committee roster for review of subjects and technical recommendations to MPAC.

What packet material do you plan to include?

A memo that describes the nominations and positions being considered for confirmation on the committee.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 4, 2026
To: Metro Policy Advisory Committee (MPAC)
From: Eryn Kehe, Metro Technical Advisory Committee (MTAC) Chair
Subject: MTAC Nominations for MPAC Consideration

BACKGROUND

The Metro Technical Advisory Committee (MTAC) is an advisory committee to the Metro Policy Advisory Committee (MPAC). MTAC's purpose is to provide MPAC with technical recommendations on growth management subjects, including technical, policy, legal and process issues, with an emphasis on providing policy alternatives.

PURPOSE

Nominations to fill MTAC member and alternate member positions are submitted for consideration and approval by MPAC according to committee bylaws. MPAC may approve or reject any nomination submitted.

RECOMMENDED MTAC APPOINTMENTS

Position: Commercial and Industrial

Nomination: **Alisa Pyszka, member**

Executive Director, Center for Real Estate, School of Business, Portland State University



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.2

File #: COM 26-1087

Agenda Date:4/22/2026

Consideration of the February 25, 2026 MPAC Meeting Minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: MPAC
Date/time: February 25, 2026
Location: Zoom

Video and audio of this meeting can be found at <https://oregonmetro.legistar.com/Calendar>

Chair Kudrna called the meeting to order at 5:00 PM.

Members Present

Commissioner Vince Jones-Dixon
Councilor Elana Pirtle Guiney
Councilor Candace Avalos
Councilor Jerry Hinton
Mayor Keith Kudrna
Councilor Brett Sherman
Board Member Sherry French
Commissioner Pam Treece
Councilor Rob Harris
Councilor John Dugger
Mayor Tim Rosener
Board Member Jim Duggan
Deputy Director Kirstin Greene
Council Member Ty Stober
Councilor Member Gerritt Rosenthal
Councilor Duncan Hwang
Commissioner Pam Treece

Members Absent

Board Member Miles Palacios
Mayor Denyse McGriff
Director Terri Preeg Riggsby
Ed Gronke
Board Member JT Flowers
Councilor Wil Fuentes
Mayor Brian Hodson
Mayor Marsha Kirk
Commissioner Diana Helm
Dan Eisenbeis
Councilor Member Mary Nolan
Mayor Joe Buck
Luis Nava
Omar Qutub

Guest

Clackamas County Commissioner Paul Savas sitting in for Commissioner Helm

Public Communications on Agenda Items

There was none.

Metro Council Update

Rosenthal provided the Metro Council Update on the following matters: Housing Acceleration Fund; Metro Economic Development Resolution; Oregon HB 4144 and other bills Metro is tracking, such as the Solman bill; WPES budget forum on April 15; Future Vision Artists in Residence presentation; Oregon Zoo bond projects; Mazama Newt conservation efforts at the Oregon Zoo

Rosener asked about Metro tracking the Sollman bill and if Metro is supporting it.

Rosenthal answered that Metro had not decided yet.

Committee Member Updates

Savas shared that Clackamas County is kicking off a series of engagements with the business community, starting March 11. They are partnering with multiple business chambers.

Malu Wilkensen, Metro Planning, Development, and Research shared information about materials forthcoming regarding a resolution to be considered by Metro Council declaring a heat emergency. The memo will be distributed in lieu of a presentation at the March meeting, since it's been canceled. The action item will be at MPAC in April.

CONSENT AGENDA

Consideration of the January 28, 2026 MPAC Meeting Minutes

Motion: Rosener

Second: Jones-Dixon

Savas asked for the minutes to be changed regarding Commissioner Helm's comments. Those changes were accepted.

Harris asked for the minutes to be changed regarding his comments. Those changes were accepted.

The consent agenda passed.

INFORMATION/DISCUSSION ITEMS

2023 RTP Amendments to Include LPAs for Three Transit Projects: Introduction

Metro's Ally Holmqvist provided the presentation.

Future Vision Update: Engagement

Metro's Jess Zdeb and Laura Combs provided the presentation.

Pirtle Guiney noted that part of the Future Vision Commission meeting was practicing the engagement conversation. There was an invitation to all the members to make sure they're sharing this information with their jurisdictions. She encouraged everyone on MPAC to consider how to share this information with their counties, cities and districts so people can be involved. She suggested looking at the engagement documents from the Commission, as they were helpful.

Metro staff facilitated an exercise with a survey on places that matter to MPAC members. MPAC members participated in the survey.

Savas shared that the next phase is exciting. County staff have shared ideas with engagement staff on how to reach a broad audience in Clackamas County.

Greene is the Tribal Liaison at DLCD and asked staff how they will be engaging with the tribes. Staff committed to return to MPAC with an outline of what that consultation process with tribes will look like.

WEA Industrial Lands Proposal

The presentation was provided by WEA Members Elizabeth Mazzara Myers, Westside Economic Alliance; Jamie Stasny, Clackamas County; Jessica Pelz, Washington County; Steve Sieber, Trammel Crow; and Gabriella Frask, McKenzie

Hwang thanked the panel for the presentation. He also clarified for the record that Metro is supporting the Sollman bill with changes. He noted that Metro is considering some portions of Industrial Lands Proposal as part of its Economic Development effort and would like to have this come to the Metro Council.

Savas shared that land availability and suitability is important to Clackamas County, and they agree with the recommendations shared in the presentation. The region has been talking about this issue for a long time. When Damascus came into the UGB, the county recognized they needed to build out Sunrise to serve that area. He says they got no financial support for that infrastructure.

Eisenbeis thanked the group for presenting. He asked about how the Oregon side of the region accounts for the divergence we've seen since the pandemic both in population and employment growth between Clark County and the Oregon portion of the region. He is curious about their feedback on that question. He is also curious about whether there are highlights from the discussion at MTAC worth sharing at MPAC.

Stasny shared that this work hasn't focused on his first question. She said that they received pushback at MTAC. She said there are a lot of emotions around the bills in Salem regarding the use of land. There has historically been concerns about growth, but there was also agreement that we need to continue the discussion and talk about our assumptions in the methodology.

Harris said they generally support the recommendations and are happy to see this collaboration. He said it's hard to have these conversations, but even harder if you don't have realistic numbers. He hopes the presentation will go to Metro Council for consideration soon. He hopes this will come back to MPAC after that conversation.

Rosener thanked the team for their recommendations. He said Sherwood is supportive of the direction they're going. He said a lot of the way we do our planning is that the past is predictive of the future. If we want job growth, he believes we have to put in incentives. He wants to be aspirational and then plan for that.

Pirtle Guiney thanked WEA for convening the group and for the presentation. She said growth and land use conversations are always challenging in Portland, but there have been a lot of conversations regarding job growth and industrial lands. She understands the importance of counting land correctly. She also hopes we're looking at the different needs we have, because some of those smaller lands might be good for some uses. She also appreciates the recommendations on public investment on industrial lands. She hopes Metro can wade into this space in a way that creates unity.

Mazzara mentioned all the different economic development planning happening around the region and shared she believes this effort will be in lockstep with all the work that's happening. She said we need to understand the industrial lands we already have and how we can use them, as well as understand where we need to grow.

Treece said this work is transformational. She believes the most important part is developing a common language and common understating of what these lands are and how they match up with the marketplace. She'll be pushing for further action.

Rosenthal agreed with Hwang that he'd like to see this come to Metro Council. He referred to Savas' comments about infrastructure and asked Sieber if they account for the differences in transportation access. He asked if there is a way to include that in the grading criteria. Sieber responded there should be, as well as connectivity for workers.

Metro Council Economic Development Workgroup

Metro's Malu Wilkinson and Eryn Kehe provided the presentation.

Treece said she thinks the presentation was helpful and hopes the municipalities are being included in the conversation.

Meeting adjourned at 6:55.

Respectfully Submitted,

Ramona Perrault

Ramona Perrault,
Committee Legislative Advisor



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 6.1

File #: COM 26-1080

Agenda Date: 4/22/2026

Consideration of 2023 RTP Amendments to include LPAs for Three Transit Projects

Ally Holmqvist, Senior Transportation Planner, Metro

MPAC Worksheet

Agenda Item Title: Consideration of 2023 RTP Amendments to include LPAs for Three Transit Projects

Presenter: Ally Holmqvist, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Purpose/Objective

Metro and regional partners have made significant progress on the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Safety Project and Montgomery Park Streetcar Extension, and are ready to take the next step in project development. To be eligible, the endorsed transit projects must have their Locally Preferred Alternatives (LPAs) adopted in the Regional Transportation Plan (RTP). The next RTP update will not be completed until closer to November 30, 2028.

The amendments under consideration would include the LPAs as part of the 2023 RTP for these transit projects to become eligible to compete for federal and state funding opportunities now to support project development sooner. Both Metro Technical Advisory Committee (MTAC) and MPAC, as well as Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), received introductions to the proposed amendments in February.

Action Requested/Outcome

MPAC is being asked to consider and make a recommendation to Metro Council on the following RTP amendments:

- Ordinance No. 26-1536 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the 82nd Avenue Transit Project (**Attachments 1 and 2**)
- Ordinance No. 26-1537 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project (**Attachments 3 and 4**)
- Ordinance No. 26-1538 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Montgomery Park Streetcar Extension (**Attachments 5 and 6**)

On March 18, MTAC voted to recommend MPAC adopt Ordinance Nos. 26-1536, 26-1537 and 26-1538 (with three abstentions on the latter from the Department of Land Conservation and Development, Portland Public Schools and Multnomah County Community representatives).

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

Last year, local partners, TPAC, MTAC, MPAC, JPACT and Metro Council endorsed the LPAs for all three transit projects which are 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 aligned with the vision established in the regional transit strategy. There are no changes proposed to the LPAs as part of these amendments. Rather the proposed amendments will incorporate the endorsed LPAs in the 2023 RTP to reflect:

- the LPA route alignment on the regional transit network map,
- LPA project description, cost and anticipated revenues, and

- the project timeline and status and related future corridor-refinement activities in appendices of the 2023 RTP.

Amendments to the RTP require a legislative process under State land use law. On November 3, 2025, Metro kicked off this process by releasing the proposed amendments for all three transit projects for public review and comment, providing a 45-day public comment period through December 19, 2025. Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments. On March 5, 2026 Metro Council held an additional public hearing and first reading.

Only one comment has been received, on December 4, which opposed the transit priority lanes proposed for construction as part of the 82nd Avenue Transit Project. It is important to note that neither the Locally Preferred Alternative nor the proposed RTP amendments include this level of detail and instead identify the route and station locations. Design details, like transit priority lanes, is part of project development that will occur in the next phase.

Next Steps

TPAC unanimously voted to recommend JPACT adopt Ordinance Nos. 26-1536, 26-1537 and 26-1538 on April 3. JPACT will consider their recommendations at the April 16 meeting.

Metro Council will consider MPAC's recommendations, as well as JPACT's actions, when taking action on Ordinance Nos. 26-1536, 26-1537 and 26-1538 on April 23, 2026.

What packet material do you plan to include?

82nd Avenue Transit Project

1. Ordinance No. 26-1536
 - a. Exhibit A to Ordinance No. 26-1536 (Proposed 2023 RTP Amendments)
2. Staff Report to Ordinance No. 26-1536

Tualatin Valley Highway Transit and Safety Project

3. Ordinance No. 26-1537
 - a. Exhibit A to Ordinance No. 26-1537 (Proposed 2023 RTP Amendments)
4. Staff Report to Ordinance No. 26-1537

Montgomery Park Streetcar Extension

5. Ordinance No. 26-1538
 - a. Exhibit A to Ordinance No. 26-1538 (Proposed 2023 RTP Amendments)
6. Staff Report to Ordinance No. 26-1538

WHEREAS, the 82nd Avenue Transit Project was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82nd Avenue corridor; and

WHEREAS, the 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations;

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 37706 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025, JPACT approved Resolution Number 25-5495 for the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on June 26, 2025, Metro Council approved Resolution No. 25-5495 endorsing the Locally Preferred Alternative for the 82nd Avenue Transit Project; and

WHEREAS, 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:

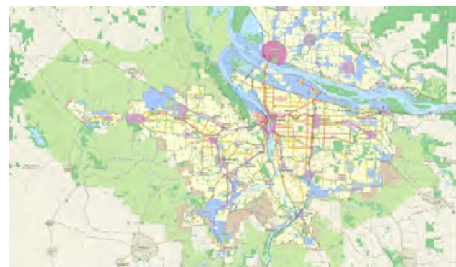
1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

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 82nd Avenue Locally Preferred Alternative

oregonmetro.gov/rtp

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the 82nd Avenue Transit Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in June 2025.

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

- Appendix AA: 82nd Avenue Transit 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 82nd Avenue Transit 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.



APPENDIX AA

2023 Regional Transportation Plan

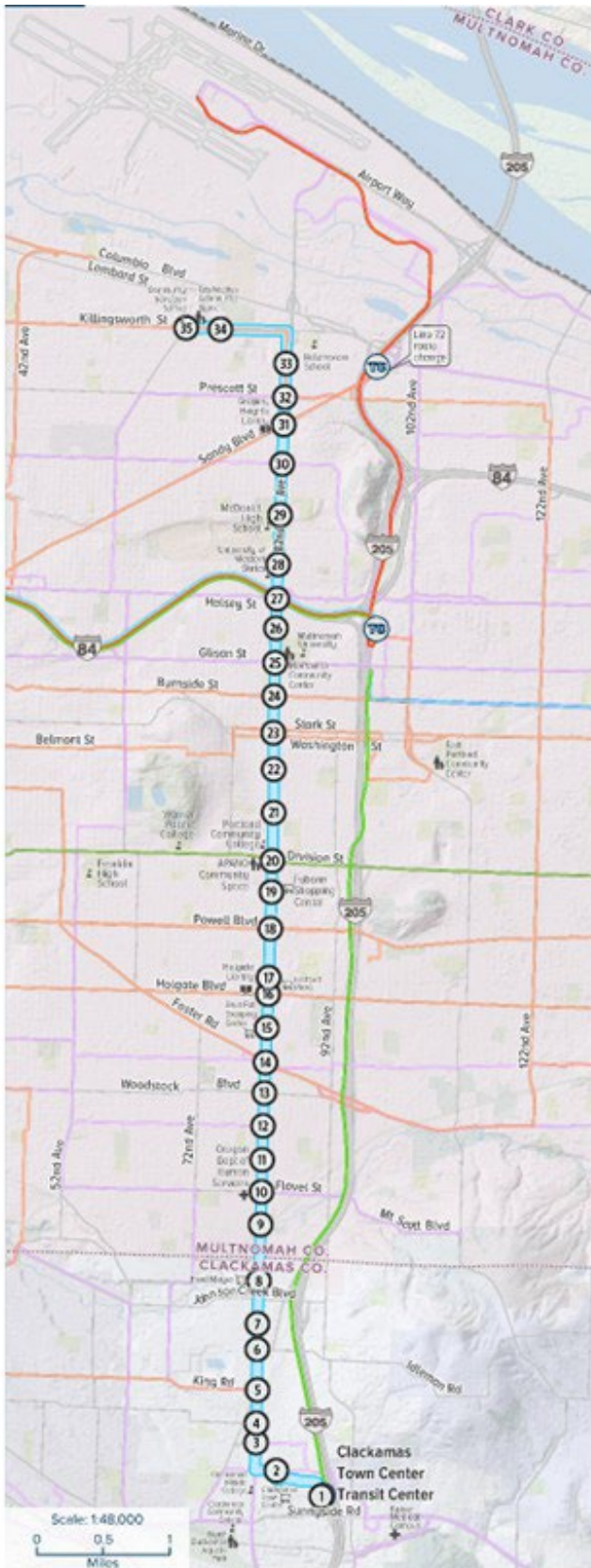
82nd Avenue Transit Project Locally Preferred Alternative

oregonmetro.gov/rtp

82nd Avenue Transit Project Steering Committee Locally Preferred Alternative

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.

82nd Avenue Transit Project Locally Preferred Alternative



Elements of Locally Preferred Alternative

Frequent express bus rapid transit route

General station location

Transit Network

Green MAX line

Red MAX line

Blue MAX line

Blue, green, red MAX lines

FX-frequent express service bus line

Frequent service bus line

Other bus line

Transit lines for LPA

Transit center

Community space

Medical facility

School

Major shopping hub

Library

Map Key	Proposed General Station Locations
1	Clackamas Town Center Transit Center
2	Clackamas Town Center
3	SE Cousey Ave & SE 82nd Ave
4	South of SE Boyer Dr (Winco) & SE 82nd Ave
5	SE King Rd & SE 82nd Ave
6	SE Otty Rd & SE 82nd Ave
7	SE Overland St & SE 82nd Ave
8	SE Lindy St & SE 82nd Ave
9	SE Crystal Springs Blvd & SE 82nd Ave
10	SE Flavel St & SE 82nd Ave
11	SE Bybee Blvd & SE 82nd Ave
12	SE Duke St & SE 82nd Ave
13	SE Woodstock St & SE 82nd Ave
14	SE Foster Rd & SE 82nd Ave
15	SE Raymond St & SE 82nd Ave
16	SE Holgate Blvd & SE 82nd Ave
17	SE Boise St & SE 82nd Ave
18	SE Powell Blvd & SE 82nd Ave
19	SE Woodward St & SE 82nd Ave
20	SE Division St & SE 82nd Ave
21	SE Mill St & SE 82nd Ave
22	SE Taylor Ct & SE 82nd Ave
23	SE Stark St / SE Washington St & SE 82nd Ave
24	E Burnside St & NE/SE 82nd Ave
25	NE Glison St & NE 82nd Ave
26	NE Holladay St & NE 82nd Ave
27	I-84 & NE 82nd Ave
28	NE Tillamook St & NE 82nd Ave
29	McDaniel High School & NE 82nd Ave
30	NE Fremont St & NE 82nd Ave
31	NE Sandy Blvd & NE 82nd Ave
32	NE Prescott St & NE 82nd Ave
33	NE Alberta St & NE 82nd Ave
34	NE Lombard St & NE 72nd Ave
35	NE Cully Blvd & NE Killingsworth St

Proposed Amendments to 2023 Regional Transportation Plan Chapter 3

Amend Figure 3.24 Regional Transit Network Map to:

- Revise the northern extent and terminus of 82nd 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)

Proposed Amendments to 2023 Regional Transportation Plan Chapter 5

- Update **Figure 5.2 Flow of transportation revenues into the greater Portland region** to:
 - add \$77,500,000 to assumed “Regional and Local Sources \$39 billion”,
 - add \$630,000 to assumed “Federal Sources \$15 billion”, and
 - add \$43,930,000 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 \$630,000.
- Update **Figure 5.6: Regional transportation revenue sources in the 2023 RTP** to add \$28,000,000.
- Update **Figure 5.7: Local transportation revenue sources in the 2023 RTP** to add \$49,500,000.
- Update **Table 5.5 RTP constrained revenue forecast for capital projects, 2023 to 2045 (YOE\$)** to reflect the addition of \$22,930,000 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 (YOE\$)** to add \$22,930,000 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 (YOE\$)** to add \$22,930,000 to “69.3 billion 2023-2045 RTP Constrained List”.
- Update **Table 5.7 Estimated costs for RTP Constrained Project List in YOE\$, 2023-2045** to:
 - add \$43,930,000 to:
 - “Transit Capital Investments (YOE\$) Near Term 2023-2030: 1,575,610,000”,
 - “Transit Capital Investments (YOE\$) Total 2023-2045: 4,647,590,000”,
 - remove \$21,000,000 from:
 - “Roads and Bridges Near Term 2023-2030: 3,047,874,000” and
 - “Roads and Bridges Total 2023-2045: 3,047,874,000”.
 - add \$22,930,000 to:
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Near Term 2023-2030: 8.57 billion”,
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Total 2023-2045: 27.87 billion”,
 - “Total estimated RTP Costs (YOE\$) Near Term 2023-2030: 19.07 billion”, and
 - “Total estimated RTP Costs (YOE\$) Total 2023-2045: 69.3 billion”.
- Update **Figure 5.11: Cost and number of RTP constrained capital projects by investment area (YOE\$)** to add \$43,930,000 to “Transit Capital \$4.6B”

- Update **Table 5.8: Demonstration of financial constraint of the 2023 RTP, 2023-2045 (YOE\$)** to add \$22,930,000:
 - 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 5.9: Road-related revenue forecast compared to total costs, 2023 - 2045 (YOE\$)** to remove \$21,000,000 from:
 - “Capital projects Constrained revenues: \$23,277,904,000”,
 - “Capital projects Constrained costs: \$23,225,276,000”,
 - “Total Constrained revenues: \$39,317,204,000”, and
 - “Total Constrained costs: \$38,509,965,000”.
- Update **Table 5.10: Transit-related revenue forecast compared to total costs, 2023 - 2045 (YOE\$)** to add \$43,930,000:
 - 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 \$22,930,000 to “27.9B Capital Project Spending”.
- Update **Table 6.3 : Estimated costs for Constrained RTP Project List** to:
 - add \$43,930,000 to:
 - “Transit Capital Near Term 2023-2030: \$1.58 billion”,
 - “Transit Capital Total 2023-2045: \$4.65 billion”,
 - remove \$21,000,000 from:
 - “Roads and bridges capital Near Term 2023-2030: \$3.05 billion” and
 - “Roads and bridges capital Total 2023-2045: \$7.41 billion”.
 - add \$22,930,000 to:
 - “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 \$22,930,000 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 6.6: Greater Portland region: Cost and number of RTP constrained list projects by investment category, 2023-2045** to add \$43,930,000 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 \$43,930,000 to “\$4.33B total constrained capital RTP spending [YOES]”
- Update **Figure 6.10: City of Portland and Port of Portland: Cost of RTP constrained list capital projects by investment category, 2023-2045** to remove \$21,000,000 from “\$2.20B total constrained capital RTP spending [YOES]”
- Update **Table 6.5: Summary of RTP constrained list transit capital projects and planned service** to add \$43,930,000 to “Estimated capital cost in YOES 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 northern extent and terminus of project #12029 to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).
- Update **Figure 6.19: Greater Portland region: Map of RTP constrained list transit capital projects and planned service, 2045** to revise the northern extent and terminus of project #12029 to match the Locally Preferred Alternative (to NE Cully Blvd /NE Killingsworth St from Sandy Blvd/Parkrose Sumner Transit Center).

- Update **Table 6.7: Summary of RTP constrained list roads and bridges projects** to remove \$21,000,000 from “Estimated capital cost in YOE dollars Near-term Constrained List (2023-2030): \$3.05 billion”.

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan



(shown in red ~~strikethrough~~ and underline)

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	TriMet	12029	HCT: 82nd Ave Transit Project	Clackamas Town Center	TBD <u>NE Cully Blvd and NE Killingsworth Street</u>	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make 82nd Avenue safer for all travel modes. <u>The 82nd Avenue Transit Project would implement a new bus rapid transit line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue.</u>	\$ 300,000,000 <u>\$ 344,000,000</u>	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	11844	82nd Ave Corridor Improvements	NE Lombard St	SE Clatsop St	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.	\$ 150,000,000 <u>\$ 129,000,000</u>	2023-2030	Yes

Projects submitted to RTP by nominating agency.

Download the project data in excel at: www.oregonmetro.gov/rtp

This page intentionally left blank

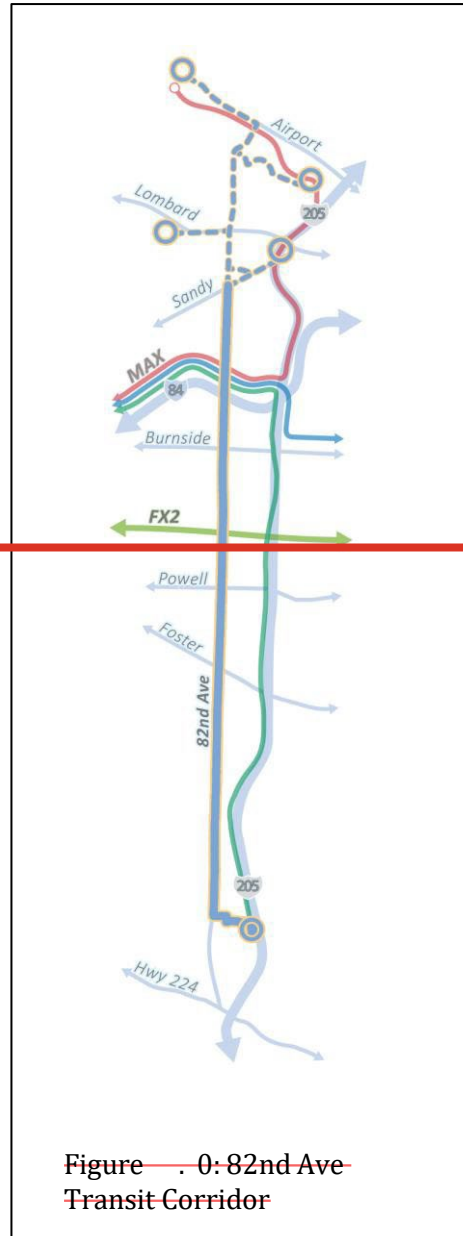
Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan ~~(shown in red strikethrough and underscore)~~

~~Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to develop a rapid bus transit project in the 82nd Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that will address community priorities outside of, but often related to the transit project investment.~~

~~The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car households, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional thoroughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic.~~

~~TriMet's Line 2 - Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system, and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed.~~

~~Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor.~~



It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

The 82nd Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting, and real-time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project. The project will be further bolstered by receiving a \$630,000 planning grant from the FTA's Areas of Persistent Poverty program.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero-car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post approval of the LPA and after early corridor design is underway.

82nd Avenue supports the movement of people and goods in a diverse and growing area, connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to Portland's Cully neighborhood. Once the area's primary north-south highway before Interstate 205 opened in 1983, 82nd Avenue has long been a critical regional mobility corridor, and the importance of transit and pedestrian connections has only grown since that time. A substantial number of people continue to travel the corridor each day to get where they need to go and more people are anticipated to do so in the future.

The 82nd Avenue Transit Project would implement a new bus rapid transit (BRT) line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The BRT line would be built and operated by TriMet. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue. It would operate as Frequent Express service, TriMet's brand of BRT, and would replace a portion of the existing 72-Killingsworth/82nd TriMet bus line.

The purpose of the transit project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region. The Project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future through context-sensitive transit improvements in a constrained corridor. Currently, 82nd Avenue is served by TriMet's Line 72, which is the highest ridership bus line in Oregon and experiences the greatest passenger travel delay of all TriMet bus lines.

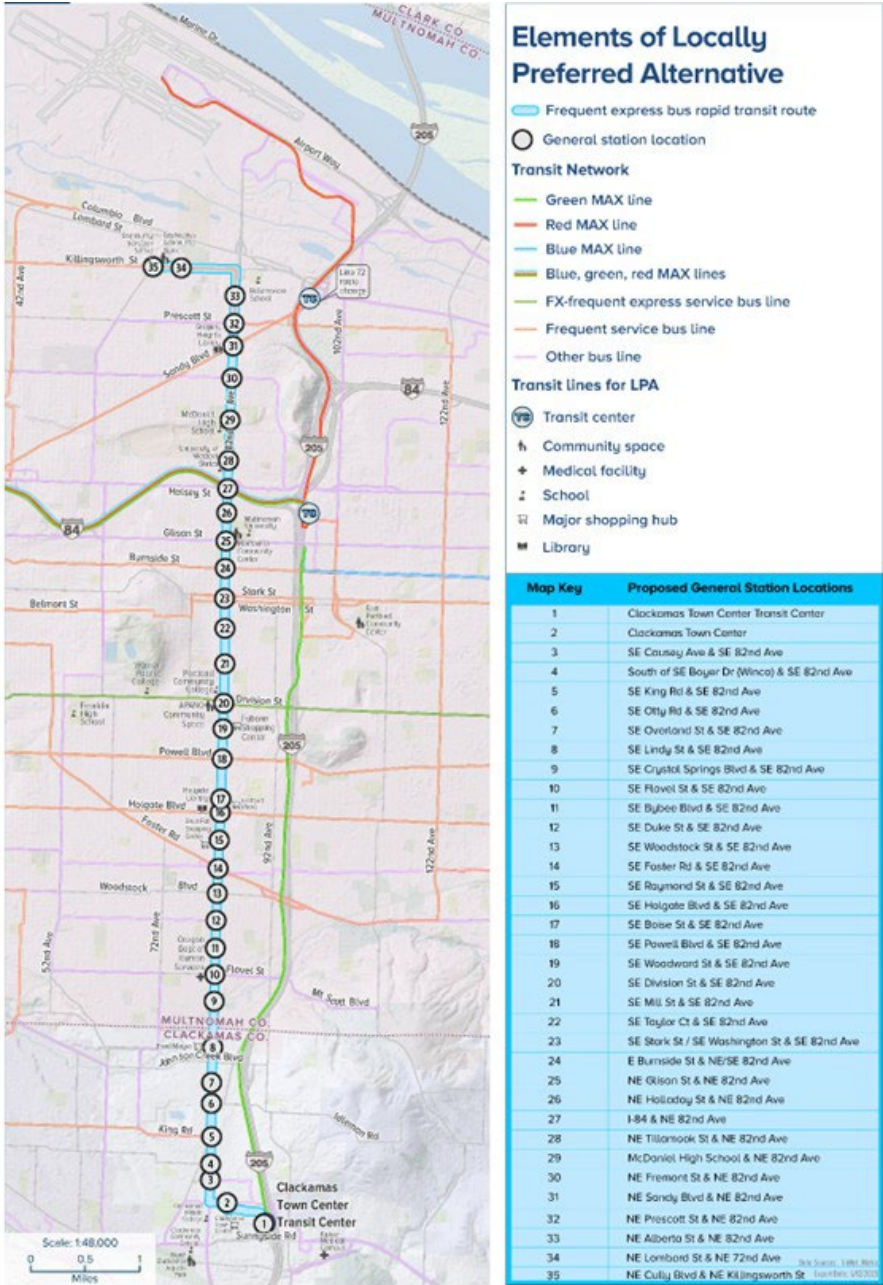
82nd Avenue has long been recognized as a priority corridor for high-capacity transit (HCT) investment. It was included in the 2009 HCT Plan, the 2018 RTP and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project. The 82nd Avenue corridor is included in the current 2023 RTP and was identified as a priority for high-capacity transit investment in the 2023 HCT Strategy.

In 2022, following years of community advocacy and a series of fatalities, the Oregon Department of Transportation transferred ownership of most of 82nd Avenue within the City of Portland to the Portland Bureau of Transportation. This transfer created a unique opportunity to coordinate transit and corridor investments to leverage local funds and advance the goals of transit riders, safety advocates, pedestrians, and local communities. In June 2022, Metro convened a Steering Committee composed of local agency partners and representatives from four community-based organizations—Oregon Walks, Clackamas Resource Center, Unite Oregon, and the 82nd Avenue Business Alliance. This committee was established to guide the project toward a Locally Preferred Alternative (LPA) that reflects regional consensus on the project parameters of the initiative. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, the Steering Committee unanimously recommended an LPA on January 16, 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 2029.

Additional project information is available at: <https://trimet.org/82nd/>.

Figure W.10: 82nd Avenue Transit Project Locally Preferred Alternative



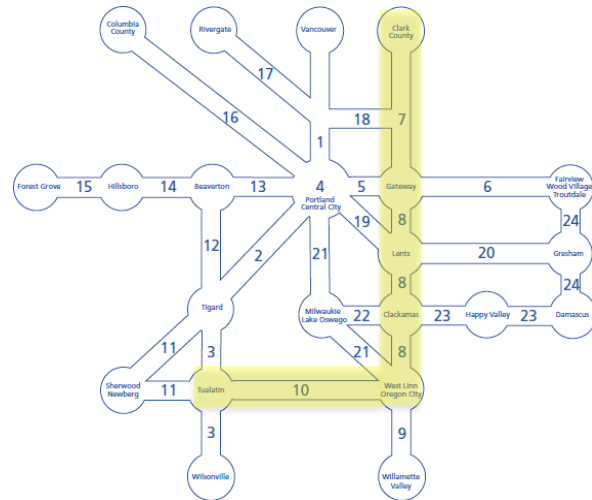
Proposed Amendments to Appendix V to the 2023 Regional Transportation Plan **(shown in red ~~strikethrough~~ and underline)**

Clark County to I-5 via Gateway, Oregon City and Tualatin (Mobility Corridors 7, 8 and 10)

Improvements are needed in this corridor to address existing gaps and deficiencies and expected growth in travel demand in Clark, Multnomah and Clackamas counties. Construction of upgrades to the I-205/Abernethy Bridge are underway and anticipated to be complete in 2025.

Transportation solutions in this corridor should address the following needs and opportunities:

- Maintain peak period and off-peak mobility and reliability from I-5 to Clark County for freight and longer trips, with an emphasis on connections to OR 213, OR 224 and the Sunrise Corridor.
- Maintain an acceptable level of access to the Oregon City, Clackamas and Gateway regional centers and Sunrise industrial area.
- Maintain acceptable levels of access to PDX, including air cargo access.
- Coordinate refinement planning activities with planning for the Stafford area.
- Adding general purpose lanes to I-205 should be considered to meet state and regional policies to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5 and to allow for potential of bus-on-shoulder operations for bypassing of traffic queues on I-205 during peak periods.
- Expanded transit service in the corridor including provision of I-205 express bus service between Clackamas regional center and Bridgeport in Tualatin, and frequent bus service between Clackamas regional center and Clackamas Community College via downtown Oregon City. **The 82nd Avenue Transit Project currently underway will add high capacity transit to this corridor.**



Attachment 2

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 26-1536 FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT

Date: April 6, 2026

Department: Planning, Development and Research

Meeting Date: April 23, 2026

Length: 15 minutes

Prepared by:

- Ally Holmqvist, Senior Planner, Metro

- Melissa Ashbaugh, Senior Planner, Metro

- Jesse Stemmler, Interim 82nd Avenue Transit Project Director, TriMet

Presenter: Ally Holmqvist, Senior Planner, ally.holmqvist@oregonmetro.gov

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 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project identified as a regional priority in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. Planning to develop the LPA identified additional details and information that required amendments to the 2023 RTP. The amendments include updates to reflect:

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

Metro and regional partners have made significant progress on the 82nd Avenue Transit Project, as well as the Tualatin Valley Highway Transit and Safety Project and Montgomery Park Streetcar Extension, and are ready to take the next step in pursuing key federal funding opportunities. This is a key step of the project development lifecycle outlined in the HCT Strategy for these identified Tier 1 priorities (see **Attachment 1**). To be eligible for federal and state funding, the endorsed transit project must have its LPA adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendment will include the endorsed 82nd Avenue LPA as part of the 2023 RTP in order to support the project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

IDENTIFIED POLICY OUTCOMES

To reflect the LPA as previously endorsed by Metro Council resolution, the requested amendment includes the following:

- Amendment to Chapter 3 System Policies to Achieve Our Vision Regional Transit Network Map (Figure 3.24) to:
 - Revise the northern extent and terminus of 82nd 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).
- 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 project 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: 82nd Avenue Transit Project to update the end location to NE Cully Boulevard (from TBD) and NE Killingsworth Street, add detail to the project description, and update the project cost to \$344M (from \$300M).
 - Project 11844: 82nd Avenue Corridor Improvements Project to update the project cost to \$119M (from \$150M).
- Amendments to Appendix W: Status of Current Major Projects to update description of the transit project to reflect endorsement of the LPA, including project status, timeline, maps and next steps.
- Amendments to Appendix V: Future Corridor Refinement Planning to update description for transportation solutions in the corridor to add or update information about the transit project in development.
- Create a new appendix that will contain the LPA: Appendix AA: 82nd Avenue Transit Project Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

ACTION REQUESTED

Hold a public hearing on the proposed RTP amendment and consider Ordinance No. 26-1536 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the 82nd Avenue Transit Project.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council adopt Ordinance No. 26-1536, consistent with JPACT's action. MPAC will make a recommendation to Metro Council at their meeting on April 22, 2026. Staff will notify Metro Council of their recommendation at the second reading on April 23, 2026.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet (Attachment 2) and finds that the requested amendment to the 2023 RTP to include the LPA for the 82nd Avenue Transit Project is regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements.

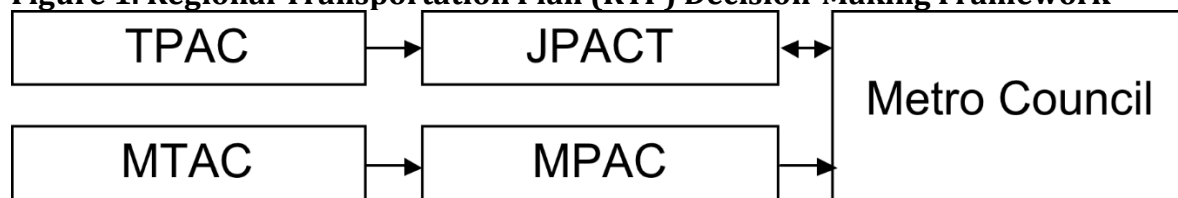
STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

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.

Attachment 3 describes in detail how the amendment is 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

Process Step	Outcomes
<u>Step 1</u> Sponsoring agency consults with Metro Staff	<i>Staff from TriMet (project sponsor) met with staff from Metro between <u>April and September 2025</u> on the requested amendment and the RTP consistency requirements. Metro staff also led the LPA process for the transit project.</i>
<u>Step 2</u> Sponsoring agency submittal	<i>Staff from TriMet submitted a memo for the requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in <u>October 2025</u>.</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 82nd Avenue as an Enhanced Transit Corridor for short-term implementation with the transit project 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 this high capacity transit project as a Tier 1: near-term HCT corridor – the highest priority for near-term HCT investment in the region. The project will also require project-level NEPA review. Additionally, the project corridor is designated on multiple RTP network maps – including transit, motor vehicle, bicycle, pedestrian, freight, and TSMO networks.</i>

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

Process Step	Outcomes
<p><u>Step 4</u> Public engagement consistency determination:</p>	<p><i>TriMet submitted a signed Public Engagement and Non-discrimination Certification and Documentation Forms as part of the 2023 RTP certifying that they have:</i></p> <ul style="list-style-type: none"> <i>• an adopted Title VI plan and implementation procedures;</i> <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> <i>• conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;</i> <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> <i>• retained records related to these public engagement activities in compliance with regulations.</i> <p><i>The LPA endorsement process documented the extensive, consistent project development public engagement activities since that time.</i></p>
<p><u>Step 5</u> RTP consistency determination:</p>	<p><i>The requested amendment has elements demonstrating progress toward objectives under all five regional goals that:</i></p> <ul style="list-style-type: none"> <i>• implement the Metro 2040 Growth Concept by advancing high-capacity transit along a Main Street improving mobility between Regional Centers via a transit solution supporting planned compact, higher density land uses;</i> <i>• invest in a corridor identified for transit improvements on the RTP Transit Network Vision;</i> <i>• improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many functions of mobility corridors;</i> <i>• improve multimodal options and access for Equity Focus Areas;</i> <i>• provide safer alternatives to driving, advancing implementation of Vision Zero on a Regional High Injury Corridor;</i> <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> <i>• advance transit and pedestrian system completion in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and</i> <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> <p><i>In all these ways, the requested amendment has 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

Process Step	Outcomes
<p><u>Step 6</u> Fiscal constraint determination</p>	<p>The estimated cost for the 82nd Avenue Transit Project increased from \$300M to \$344M. This difference is accounted for in:</p> <ul style="list-style-type: none"> • \$50M in new revenue (i.e., FTA Areas of Persistent Poverty Grant, Portland Clean Energy Fund Grant) not included in the RTP forecast; • \$28M in regional revenue (i.e., Regional Flexible Fund Bond approved by JPACT and the Metro Council in 2025); and • \$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.
<p><u>Step 7</u> Begin Formal Amendment Process</p>	<p>The RTP Amendment Process was initiated 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. This process was consistent with Metro’s public engagement and established RTP amendment procedures.</p> <p>Attachment 2 provides the process and timeline for considering the requested RTP amendment. To date that has included:</p> <ul style="list-style-type: none"> • a 45-day public comment period which concluded on December 19, including public hearings on December 4 and March 5 • Documentation of public comments and recommended actions in response (see Attachment 4) • Form 1 Notice to the Department of Land Conservation and Development on January 28 • Consideration and recommendation by MTAC, TPAC, JPACT and MPAC <p>Next steps in the process will include:</p> <ul style="list-style-type: none"> • Consideration by Metro Council (second reading and adoption on April 23) • Form 2 Notice to the Department of Land Conservation and Development by May 12

Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPA 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 the project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency

partners and outreach for the associated Building a Better 82nd Avenue project. Additionally, the project has demonstrated compliance with Title VI and regional public involvement requirements.

At the public hearing held during the comment period on December 4th, there was one comment in opposition to transit priority lanes being constructed as part of the project. It is important to note that neither the Locally Preferred Alternative nor the proposed amendments include this level of detail (rather route and station locations), as design is part of project development to occur in the next phase. This comment is detailed in the public comment report provided in **Attachment 4**.

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.
- Resolution No. 25-5495 (For the purpose of endorsing the Locally Preferred Alternative for the 82nd Avenue Project), adopted by the Metro Council on June 26, 2025.

Local jurisdiction actions include:

- 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 Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland endorsed the Locally Preferred Alternative for the 82nd Avenue Transit Project with letters of support dated June 10, 2025, May 5, 2025, and May 2, 2025, respectively.
- 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.

Anticipated Effects: Adoption of the Ordinance will allow project staff to continue working with TriMet and partners on the project 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 a new FX bus line along 82nd Avenue in 2029

Budget Impacts: Adoption of the Ordinance 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

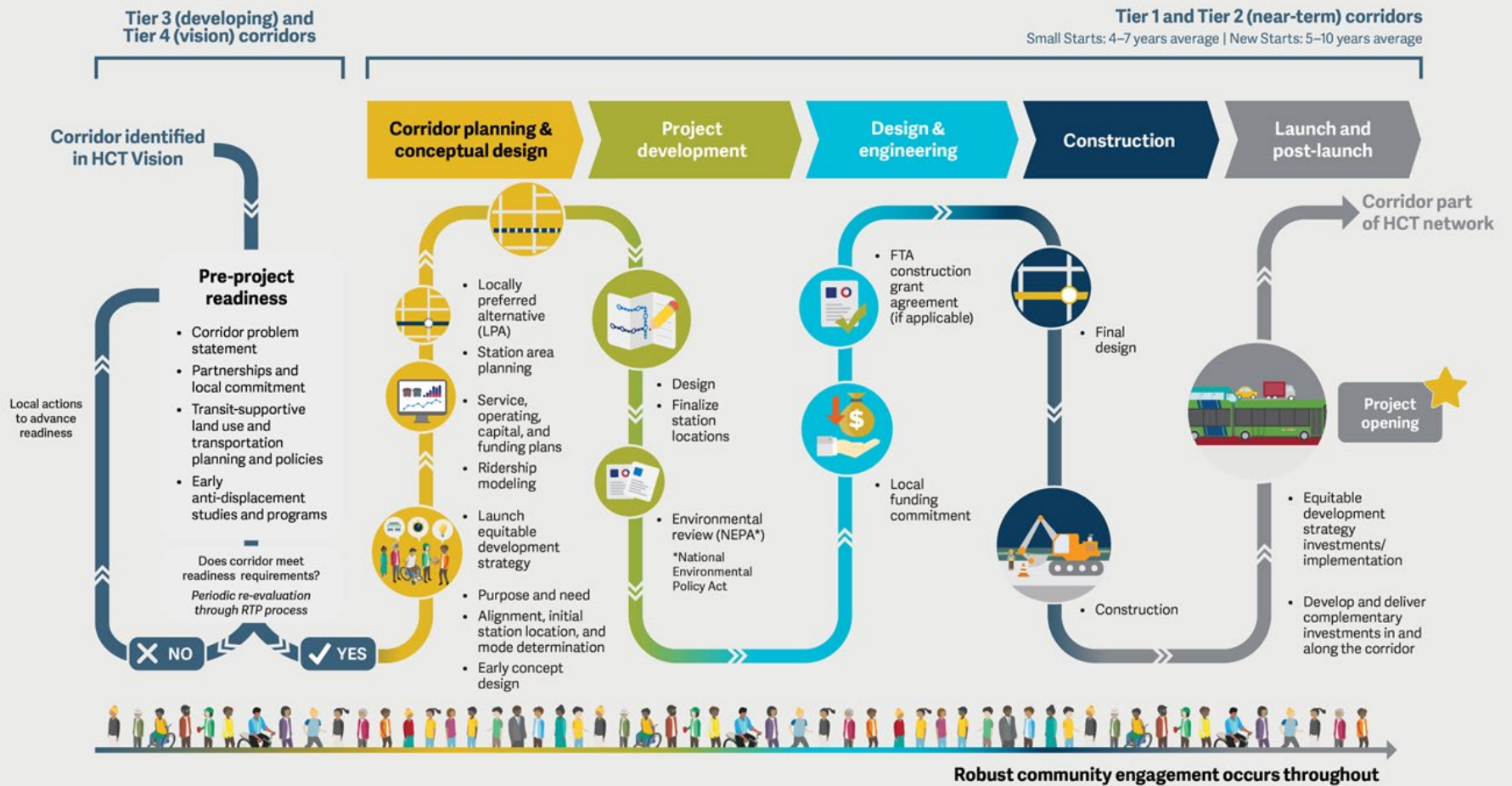
- Attachment 1: High Capacity Transit Project Development Lifecycle
- Attachment 2: Transit Project Locally Preferred Alternative RTP Amendments Updated Process Timeline
- Attachment 3: 82nd Avenue Transit Project Locally Preferred Alternative RTP Amendment Request Memo
- Attachment 4: Public Comment Report (2025)

High Capacity Transit Project Development Lifecycle

How will corridors move forward?

The figure below shows how corridors move through different stages of planning, engineering, and construction.

Tier 1 and 2 corridors are ready to move forward in the near term, while tier 3 and 4 corridors need more work to make them ready for investment.



Transit Project Locally Preferred Alternative 2023 Regional Transportation Plan Amendments Process Schedule

Below is a consolidated schedule showing the timeline for considering adoption of the proposed 82nd Avenue, Montgomery Park Streetcar, and TV Highway 2023 Regional Transportation Plan amendments.

Round	Meeting	Actions Necessary	Documents Necessary	Date
Public Comment Period (45 days) <i>DLCD Proposed Change PAPA Notice (post acknowledgement plan amendment)</i>	45 Day Comment Period	<ul style="list-style-type: none"> Public notice of comment period 30 days in advance of start of comment period – Friday, October 3 Public notice of comment period at start of comment period Amendment documents posted on Metro website Notice of public comment period emailed to Metro committees and RTP/Transportation Planning interested parties' lists 	Public review and public hearing amendment materials: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment Staff Report¹ Attachments to Staff Report Documented Public Comment Print Notices 	<u>November 3 – December 19, 2025</u>
	Metro Council	Public Hearing		December 4, 2025
	<i>Notice of Proposed Change to Plan (Form 1)</i>	<i>Email PAPA notice with required attachments for each amendment (submit to DLCD 35 days before first reading)</i>		<i>January 28, 2026</i>
1st Reading and Public Hearing Introduce RTP Amendments to Advisory Committees	TPAC	<ul style="list-style-type: none"> Review and discuss, identify any needed changes 	Revised draft amendment materials: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment Staff Report² Attachments to Staff Report <ul style="list-style-type: none"> Draft Public Comment Report Table documenting comments proposing a change and recommended action(s) to respond to public comment 	February 6, 2026
	MTAC	<ul style="list-style-type: none"> Review and discuss, identify any needed changes 1st Reading and Public Hearing 		February 18, 2026
	JPACT			February 19, 2026
	MPAC			February 25, 2026
	Metro Council			March 5, 2026
Final rec'ds and action by Advisory Committees and Council 2nd Reading, Final Public Hearing and action	MTAC	<ul style="list-style-type: none"> Review final documents Make recommendation to MPAC on their adoption recommendation 	Final: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment (with any recommended actions incorporated) Findings Staff Report² Attachments to Staff Report <ul style="list-style-type: none"> Final Public Comment Report Table documenting comments proposing a change and recommended action(s) to respond to public comment 	March 18, 2026
	MPAC	<ul style="list-style-type: none"> Review final documents Consider MTAC recommendation Make recommendation to Metro Council on adoption 		April 22, 2026
	TPAC	<ul style="list-style-type: none"> Review final documents Make recommendation to JPACT on adoption 		April 3, 2026
	JPACT	<ul style="list-style-type: none"> Review final documents Consider TPAC recommendation on adoption Consider adoption of Ordinance and make recommendation to Council 		April 16, 2026
	Metro Council	<ul style="list-style-type: none"> Review final documents Consider MPAC recommendation and JPACT action 2nd Reading and Final Public Hearing Consider adoption as recommended by JPACT (or remand to JPACT) 		April 23, 2026
<i>DLCD Adopted Change PAPA Notice</i>	<i>Notice of Adopted Change to Plan (Form 2)</i>	<i>Email PAPA notice with required attachments for each amendment (submit to DLCD within 20 days of adoption)</i>	<i>Include final documents above</i>	<i>May 12, 2026</i>

¹ Staff Report address RTP project amendments checklist in [RTP Appendix Y](#).

Attachment 3

Date: October 21, 2025
To: Kim Ellis, Climate Program Manager; Ally Holmqvist, Senior Transportation Planner
From: Jesse Stemmler, Interim 82nd Avenue Transit Project Director
Subject: 82nd Avenue Transit Project RTP Amendment Request

Overview

This memo formally requests an amendment to the [Regional Transportation Plan \(RTP\)](#) to incorporate the [Locally Preferred Alternative \(LPA\)](#) for the 82nd Avenue Transit Project and contains the background information needed to help Metro Staff to review the requested amendment for consistency with the RTP and develop the legislation and supporting staff reports for consideration by the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

Background

82nd Avenue supports the movement of people and goods in a diverse and growing area, connecting people to essential jobs, education facilities, shopping and community services from Clackamas Town Center to Portland's Cully neighborhood. Once the area's primary north-south highway before Interstate 205 opened in 1983, 82nd Avenue has long been a critical regional mobility corridor, and the importance of transit and pedestrian connections has only grown since that time. A substantial number of people continue to travel the corridor each day to get where they need to go and more people are anticipated to do so in the future.

The purpose of the 82nd Avenue Transit Project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is one of the most important transit corridors in the region (see Appendix A for the Initial Purpose and Need Statement approved by the project's Steering Committee). The Project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future through context-sensitive transit improvements in a constrained corridor. Currently, 82nd Avenue is served by TriMet's Line 72, which is the highest ridership bus line in Oregon and experiences the greatest passenger travel delay of all TriMet bus lines.

82nd Avenue has long been recognized as a priority corridor for high-capacity transit investment. It was included in the 2009 High Capacity Transit (HCT) Plan, the 2018 Regional Transportation Plan (RTP) and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project. The 82nd Avenue corridor is included in the current 2023 RTP and was identified as a priority for high-capacity transit investment in the 2023 High Capacity Transit (HCT) Strategy.

In 2022, following years of community advocacy and a series of fatalities, the Oregon Department of Transportation (ODOT) transferred ownership of most of 82nd Avenue within the City of Portland to the Portland Bureau of Transportation (PBOT). This transfer created a unique opportunity to coordinate transit and corridor investments to leverage local funds and advance the goals of transit riders, safety advocates, pedestrians, and local communities. In June 2022, Metro convened a Steering Committee composed of local agency partners and representatives from four community-based organizations—Oregon Walks, Clackamas Resource Center, Unite Oregon, and the 82nd Avenue Business Alliance. This committee was established to guide the project toward a Locally Preferred Alternative (LPA) that reflects regional consensus on the project parameters of the

initiative. After extensive public engagement, technical analysis, collaboration across agencies, and direction from the steering committee, the Steering Committee unanimously recommended an LPA on January 16, 2025.

Following the Steering Committee recommendation, the LPA for the project was endorsed as follows:

- The TriMet Board of Directors unanimously adopted Resolution 25-03-15, to recommend confirmation of the LPA on March 26, 2025.
- The Port of Portland submitted a letter of support on May 2, 2025.
- The Oregon Department of Transportation submitted a letter of support on May 5, 2025.
- The Multnomah County Board of Commissioners unanimously adopted Resolution No. 2025-023, to adopt the LPA on April 17, 2025.
- The Portland City Council adopted Resolution No. 37706, to adopt the LPA and Conditions for Approval on May 21, 2025.
- JPACT approved Resolution No. 25-5495 and submitted the resolution to the Metro Council for approval on June 12, 2025.
- The Board of Clackamas County Commissioners submitted a letter of support on June 10, 2025.
- Metro Council adopted Resolution No. 25-5495 endorsing the LPA on June 26, 2025.

Project Description and Map

The 82nd Avenue Transit Project (Project) would implement a new bus rapid transit (BRT) line and related improvements in a 10-mile corridor in Portland and unincorporated Clackamas County, Oregon. The BRT line would be built and operated by TriMet. The line would connect the NE Cully Boulevard and NE Killingsworth Street area in Portland and the Clackamas Town Center Transit Center in Clackamas County, running primarily along NE/SE 82nd Avenue. It would operate as Frequent Express (FX) service, TriMet's brand of BRT, and would replace a portion of the existing 72-Killingsworth/82nd TriMet bus line.

The following agency partners will help deliver the project:

- TriMet will be the Project Sponsor and the Grantee for the FTA CIG Small Starts program.
- Metro will lead the environmental analysis and approvals required under NEPA.
- PBOT, Clackamas County, and ODOT are project partners supporting Project Development activities.
- The Federal Transit Administration is the lead federal agency for NEPA and a key financial partner through the FTA's CIG Small Starts program.

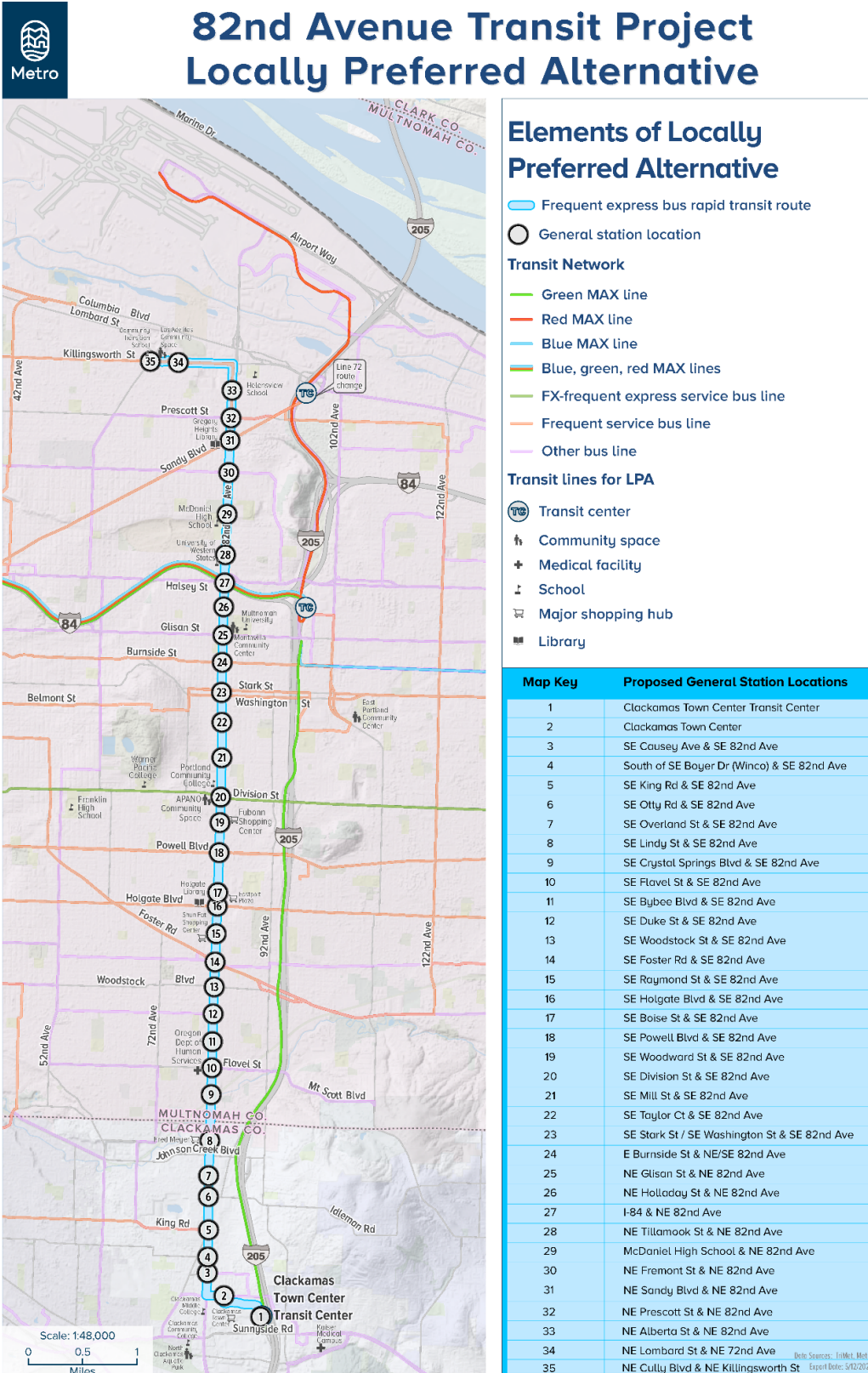
The Project includes the following scope elements:

- 68 station platforms at 35 stations – pick up locations will have upgrades including weather protection, seating, real-time information, and lighting
- Sidewalk, curb ramp, accessibility, and crossing improvements at station locations
- New signals, signal upgrades and improvements to benefit transit
- Roadway improvements/repaving at station areas
- Higher capacity hydrogen electric articulated buses
- Continuing discussions on physical transit priority through Business Access and Transit (BAT lanes)

Figure 1 outlines the project area and endorsed LPA, which starts at NE Cully Boulevard and NE Killingsworth Street in Portland and ends at Clackamas Town Center Transit Center in Clackamas

County. The northern extent of the LPA differs from the conceptual draft alignment reflected in the RTP transit network and project maps which will be updated.

Figure 1: Project Area Map



Project Development Phase Schedule and Deliverables

The Locally Preferred Alternative being amended into the RTP will support further progress on the Project and is a required step to qualify for key federal funding opportunities. It is necessary to complete the NEPA process covering all aspects of the project proposed for FTA funding, develop sufficient information for FTA to develop a project rating, complete sufficient engineering and design to develop an accurate and reliable cost, scope, and schedule for the Project, obtain all non-CIG funding commitments, complete all critical third-party agreements, meet other FTA readiness requirements, and ultimately prepare for construction. The Project formally entered the Project Development phase in July 2025, with Project Development anticipated to be completed in spring 2027, with service opening in summer 2029.

The Project Development phase includes required deliverables that will be informed by the core design team, project partners, and community engagement, including:

- Completion of environmental approvals under the National Environmental Policy Act (NEPA).
- Development of preliminary design and engineering documents.
- Development of materials necessary for a Small Starts rating by FTA and subsequent Small Starts Construction Grant Agreement.

The anticipated schedule for Project Development phase deliverables is as follows:

- Preliminary design and engineering (summer 2024 – spring 2026)
 - 15% design (early 2025)
 - 30% design (summer 2025)
 - 60% design (spring 2026)
- Draft finance plan (early 2025)
- Initial Small Starts application for rating (early 2025)
- Update to the Regional Transportation Plan and related financial elements, as necessary (fall 2025- summer 2026)
- Environmental approvals under NEPA (early 2025 – spring 2026)
 - Class-of-Action determination (anticipating a documented categorical exclusion)
 - NEPA assessment and findings, including all needed analysis and public engagement
- Small Starts construction grant agreement (spring 2027)
- Final design and construction Documents (fall 2026-spring 2027), including cost estimates for each stage documenting the total anticipated construction cost in year of expenditure dollars:
 - 90% Design package (fall 2026)
 - 100% Design – issued for construction (spring 2027)

The proposed time period for the Construction phase spring 2027-summer 2029.

Public Engagement

Metro and TriMet staff offered several opportunities for community members to learn about and provide input on the 82nd Avenue Transit Project. Many of public engagement events were co-hosted with the Portland Bureau of Transportation (PBOT) as part of their Building a Better 82nd Avenue Project to allow community members to provide input on both projects and clarify scope and purpose of each project. A demographic assessment was conducted as part of the development of the [Existing Conditions](#) report.

Additionally, members of the 82nd Avenue Coalition and community based organizations were represented on the Steering Committee, which was the decision-making body for the LPA. Appendix B includes the full summary of public engagement activities and input. Public engagement will continue to be an important aspect of the project moving forward.

Two key ways in which community engagement shaped the Project were:

- *Northern terminus selection:* To understand and address community compatibility concerns around a potential Cully neighborhood terminus, the Project team formed the Cully Terminus Evaluation Group. From July to October 2024, staff collaborated with eight Cully residents to explore design options near NE Killingsworth St and Cully Blvd. The group identified preferred transit facility locations, emphasized pedestrian safety, and raised concerns about parking loss and traffic increases—leading to design adjustments. By the final meeting, all members supported a Cully terminus.
- *General station locations:* To understand and address potential community concerns regarding stop consolidation, several rounds of engagement were conducted. Public input guided the selection and refinement of station locations. Initial concepts were shaped by technical analysis and partner workshops, then reviewed through an online open house and four in-person workshops between April and August 2023. Participants provided location-specific feedback, shared placement priorities, and weighed in on “either/or” station options. Key themes included safer access, improved station amenities, personal security, and better connectivity. This feedback, combined with technical analysis, directly informed station siting and design.

RTP Consistency and Regional Significance

The Project advances the following RTP goals, objectives, and policies, and RTP modal function(s) of the facility:

Goal 1 – Mobility Options

- (Objective 1.1) Increases proportion of trips made by use of transit and reduces per capita vehicle miles traveled.
- (Objective 1.2) Completes gap in planned regional network.
- (Objective 1.3) Increases household and job access to frequent transit service.
- (Objective 1.4) Maintains reliable person-trip and freight mobility in a regional mobility corridor.

Goal 2 – Safe System

- (Objective 2.1) Contributes to eliminating fatal and severe injury crashes by 2035.
- (Objective 2.3) Maintains and brings facilities up to a state of good repair.

Goal 3 – Equitable Transportation

- (Objective 3.1) Contributes to eliminating disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
- (Objective 3.2) Contributes to eliminating barriers that people of color, people with low incomes, youth, older adults, people with disabilities, and other marginalized communities face to meeting their travel needs.

Goal 4 – Thriving Economy

- (Objective 4.1) Focuses growth and transportation investment in a designated 2040 growth area and provides access to jobs, markets, and community places within and beyond the region.
- (Objective 4.2) Maintains access to industry and freight intermodal facilities.
- (Objective 4.3) Attracts new businesses and family-wage jobs and retains those already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- (Objective 4.4) Reduces the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
- (Objective 4.5) Bring facilities up to a state of good repair and avoid deferred maintenance.

Goal 5 – Climate Action and Resilience

- (Objective 5.1) Contributes to meeting adopted targets for reducing transportation-related greenhouse gas emissions and vehicles miles per capita.
- (Objective 5.2) Increases the share of jobs and households in walkable, mixed-use areas served by frequent transit service.
- (Objective 5.3) Preserves and protects the region’s biological, water, historic and culturally important plants, habitats, and landscapes, and integrates green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution.
- (Objective 5.4) Increases the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events.
- (Objective 5.5) Brings facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.

The Project is consistent with and supports implementation of the following RTP System, Regional Design and Regional Network Policies:

- *3.2.1 2040 Growth Concept:* The Project supports the Metro 2040 Growth Concept by advancing permanent high-capacity transit and higher-density growth along a designated Main Street of 82nd Avenue, as well as supporting planned land uses adopted in the 2040 Growth Concept by improving mobility to Regional Centers via transit.
- *3.2.2 Transportation Equity Policies:* The Project improves multimodal options and permanent transit access in several Equity Focus Areas.
- *3.2.3 Safety and Security Policies:* The Project advances safe access to transit on a Regional High Injury Corridor.
- *3.2.4 Climate Action Policies and Resilience Policies:* The Project supports Metro’s Climate Smart Strategy and related policies. It will advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible. It will include improvements to the pedestrian network and connect the local street grid with safe crossings.
- *3.2.6 Mobility Policies:* The Project will advance mobility policies. It will improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials.
- *3.3 Regional Network Policies:* The Project supports regional network policies, including policies which aim to provide transit as an attractive, convenient, accessible, and affordable travel option. It supports RTP Policy Map designations for the Transit and Pedestrian networks.

Identification of the Project followed the RTP congestion management process policies in the following ways:

- The Project utilizes multiple tools in the Congestion Management Process (CMP) toolbox. It is planned to utilize transit signal priority and access management strategies to support system management and operations. It will utilize active transportation strategies by implementing new walking connections to key destinations. It will utilize transit strategies by constructing high capacity transit and expanding transit coverage.

The Project is regionally significant. In 2018, Metro adopted the region's first [Regional Transit Strategy](#), in support of the [2018 Regional Transportation Plan \(RTP\)](#). The RTP identified the 82nd Avenue as an Enhanced Transit Corridor (ETC) for short-term implementation and included the Project in its [financially-constrained project list](#) (12029). In 2023, Metro adopted the [Regional High Capacity Transit \(HCT\) Strategy](#) as part of [the 2023 Regional Transportation Plan update](#), which designates the Project as a Tier 1: near-term HCT corridor; this is the highest priority for near-term HCT investment in the region. The Project will also require project-level NEPA review. Additionally, 82nd Avenue is designated on multiple RTP network maps—transit, motor vehicles, bicycle, pedestrian, freight, and TSMO networks.

Performance

The Project makes progress toward federal and regional performance targets:

- *Mobility*, by increasing transit and pedestrian mode shares, improving access to jobs via transit, contributing to completing the transit network and the pedestrian system near transit, increasing the share of households that are located near transit and pedestrian facilities, and improving throughway reliability.
- *Safety*, by contributing to eliminating transportation related fatalities and serious injuries.
- *Equity*, by contributing to eliminating transportation related fatalities and serious injuries in equity focus areas, contributing to completing the pedestrian system in equity focus areas, and improving access to jobs within equity focus areas.
- *Economy*, by increasing the number and variety of jobs that households can reach within a reasonable time.
- *Climate and Environment*, by reducing per capita greenhouse gas emissions from light-duty vehicles and per capita vehicles miles traveled, helping to meet revised statewide goals requiring accelerated reductions in greenhouse gas emissions, and keeping air pollution from mobile sources levels below thresholds set by the federal government.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region. As part of its evaluation, the 2023 High Capacity Transit Strategy found that implementing all of the corridor improvements identified in the vision would result in a 0.6% reduction in CO₂e emissions regionwide. [82nd Avenue landed in the top 20% of vision corridors evaluated where a high capacity transit investment would result in climate benefit.](#) The HCT Strategy's analysis found that a high capacity transit investment on 82nd Avenue could result in a reduction of around 190 metric tons of CO₂e per year.

The [2023 RTP Climate Smart Strategy \(CSS\)](#) states that implementing the Regional Transit Strategy vision of making transit convenient, frequent, accessible and affordable is a key strategy with a high

relative climate benefit. The CSS includes a number of near-term actions for Metro and partners related to high capacity transit, including: 1) expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and 2) expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.

To make progress toward the [Climate Smart Strategy](#) Performance targets, the Project implements elements of the 2040 Growth Concept and local and adopted land use and transportation plans; makes transit convenient, frequent, accessible, and affordable; makes walking safe and convenient; makes streets and highways safe and reliable; uses technology to actively manage the transportation system; provides information and incentives to expand the use of travel options; supports transition to cleaner low carbon fuels; secures adequate funding for transportation investments; and demonstrates leadership on climate change.

This is a safety project eligible for state and federal safety program funding, with Highway Safety Improvement Program funds committed for Project Development.

Fiscal Constraint

The cost estimate included in the [2023 RTP financially constrained project list](#) was \$300 million in year-of-expenditure dollars. That estimate has increased to approximately \$343 million based on refined design and partner priorities. Currently, \$30.63 million for Project Development has been committed, with an additional \$83 million committed from the FTA Low or No-Emissions Grant Program, the Portland Clean Energy Fund, and TriMet match for other federal funds. TriMet is pursuing FTA Small Starts Capital Investment Grant (CIG) funding and will seek up to the maximum Small Starts CIG funding amount of \$150 million. Additionally, the project was approved for Regional Flexible Fund Step 1A.1 New Project Bonds on July 31, 2025 by [Resolution 25-5510](#). Additional local sources, including those in Table 1 below, will be committed as required by the FTA CIG program.

As indicated in the Project Development section above, preliminary engineering, design, and construction will all occur in the 2023-2030 near-term RTP investment time period.

Table 1. 82nd Avenue Transit Project Fiscal Constraint Documentation

Fund Source and Type	Revenue Dollar Amount	New Revenue (not assumed in 2023 RTP Forecast)¹	Revenue Assumed in 2023 RTP Forecast - 82nd Avenue Transit Project (#12029)²	Proposed Shift Revenue in the 2023 RTP Forecast from 82nd Avenue Corridor Improvements Project (#11844)³
FTA CIG – 5309 Small Starts	\$150,000,000		\$150,000,000	
FTA – Areas of Persistent Poverty	\$630,000	\$630,000		
FTA – Low or No Emission Grant	\$23,800,000		\$23,800,000	
Regional Flexible Fund Bonds	\$28,000,000	\$28,000,000		
Portland Clean Energy Fund (PCEF) Grant	\$49,500,000	\$49,500,000		
State/Regional/Local Funds <ul style="list-style-type: none"> • TriMet – General Funds/Bonds • Carbon Reduction Program Funds • State revenues related to jurisdictional transfer 	\$92,000,000		\$71,000,000	\$21,000,000
Total⁴	\$343,930,000	\$78,130,000	\$244,800,000	\$21,000,000

¹These dollars are new revenues not accounted for in the forecast in the adopted 2023 RTP. The revenues include new funds awarded by PCEF on December 18, 2024 and the RFFA Bond revenues approved by JPACT and the Metro Council on July 31, 2025. While this amount is more than the cost increase for the project (\$43M) the budget also needs to demonstrate additional local revenue sources to make up for \$55.2M in state funding assumed in the 2023 RTP that is not part of the revenue sources assumed in the current project budget.

²These dollars are revenues already assumed for the 82nd Avenue Transit Project in the revenue forecast in the adopted 2023 RTP, covering the project’s estimated cost in the adopted 2023 RTP.

³The current 82nd Avenue Transit Project financial plan includes \$21 million in State revenues related to the jurisdictional transfer of 82nd Avenue from ODOT to the City of Portland. These State revenues were accounted for in the adopted 2023 RTP revenue forecast, but not specifically committed to the 82nd Avenue Transit Project (RTP ID 12029); they were assumed to help fund the City’s related 82nd Avenue corridor project (RTP ID 11844). The amendment proposes to reduce the cost of the corridor improvements (RTP ID 11844) by \$21 million and update the 82nd Avenue Transit Project financial plan to shift \$21 million of the state revenues assumed for the corridor project (RTP ID 11844) to the transit project (RTP ID 12029) to demonstrate fiscal constraint.

⁴Totals are generally rounded to the nearest \$100,000.

Attachments:

- [A: 82nd Avenue Transit Project Initial Purpose and Need Statement](#)
- [B: 2025 Engagement Summary](#)
- [C: Metro Council Staff Report on LPA Endorsement Recommendation June 26, 2025](#)
- [D: Existing Conditions](#)

ORDINANCE 26-1536 FOR THE PURPOSE OF ADMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT

Report of Comments Received and Recommended Actions

(comments received November 3 through December 19, 2025)

The proposed amendments were released for public review from November 3 through December 19, 2025. Public agencies, advocacy groups and members of the public were invited to submit comments by mail, phone or online via Metro's website, and through testimony provided at a public hearing held by the Metro Council on December 4, 2025. This document summarizes recommended changes to respond to comments received during the comment period. New wording is shown in underline; deleted words are shown in ~~strikeout~~.

#	Line or Page	Last name	First name	Affiliation	Date	Method	Comment	Response	Proposed change identified in comment (changes shown in strikeout and <u>underline</u>)	Staff recommendation (changes shown in strikeout and <u>underline</u>)
1	N/A	Littlefield	Todd	Area resident	12/2/2025	Public Hearing Testimony	I live in Lents, one block from the TriMet no. 17 bus, and the park and ride on 94th and Holgate, so I am a big believer in transit. I'm here to talk about 82nd Avenue and making one lane each direction a bus lane. I'm not sure, because I haven't gotten an accurate count of how many cars use 82nd Avenue a day - I heard it's 20,000 plus. I don't know if that includes the bus passengers. 82nd is a massive thoroughfare for tens of thousands of people each day. That's going to destroy their commute and Holgate, Powell and Foster are a nightmare as-is during commute hours in the morning. 92nd is a nightmare as-is. So unless you are going to build 92nd out to four lanes then the 82nd proposal cannot happen. You're going to make life miserable for commuters and the businesses. The businesses I've talked to are against this if they are even aware of it. So in my opinion this issue is probably more like a 95/5 issue so I'm not sure why you would even vote for doing this. So if you could put it to a vote to the people, expand 82nd to widen it to put in more lanes for the bus, but the current proposal is really going to irritate people.	Thank you for your comment. Transit priority on 82nd Avenue is something that is being discussed as part the next phase of project development, with a recommendation anticipated in early 2026. The endorsed Locally Preferred Alternative and proposed amendment to the Regional Transportation Plan focuses on the route, termini, and general station locations, and does not include this level of detail on transit priority.	Comment does not propose a change to the amendments.	No change recommended.

Attachment 3

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023	)	ORDINANCE NO. 26-1537
REGIONAL TRANSPORTATION PLAN TO)	
INCLUDE THE LOCALLY PREFERRED	)	Introduced by Chief Operating Officer
ALTERNATIVE FOR THE TUALATIN VALLEY	)	Marissa Madrigal in concurrence with
HIGHWAY TRANSIT AND SAFETY PROJECT	)	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, 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 2023 HCT Strategy identified the Tualatin Valley Highway corridor 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 Tualatin Valley Highway Transit and Safety Project was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives, to develop and recommend a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, the TV Highway Transit and Safety Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on February 13, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 on April 22, 2025, endorsing the LPA; and

WHEREAS, the Cornelius City Council unanimously adopted Resolution Number 2025-16 on May 5, 2025, endorsing the LPA; and

WHEREAS, the Hillsboro City Council unanimously adopted Resolution Number 2881 on May 6, 2025, endorsing the LPA; and

WHEREAS, the Forest Grove City Council unanimously adopted Resolution Number 2025-17 on May 12, 2025, endorsing the LPA; and

WHEREAS, the Beaverton City Council unanimously adopted Resolution Number 25084 on May 27, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 on May 28, 2025, recommending confirmation of the LPA; and

WHEREAS, the LPA was endorsed by the Oregon Department of Transportation with a letter of support dated May 28, 2025; and

WHEREAS, at its meeting on June 12, 2025, JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on June 26, 2025, Metro Council approved Resolution No. 25-5504 endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project; and

WHEREAS, 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:

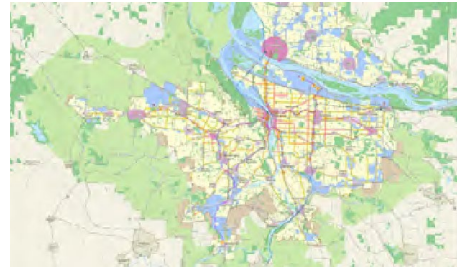
1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

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 **Tualatin Valley
Highway Transit and
Safety Project Locally
Preferred Alternative**

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in June 2025.

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

- Appendix A: Financially Constrained List of Projects and Programs
- Appendix BB: Tualatin Valley Highway Transit and Safety Project LPA (***new***)
- 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 Tualatin Valley Highway Transit and Safety 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.

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	Washington County	TriMet	TriMet	11589	HCT: Tualatin Valley Highway Transit and Safety Project	Forest Grove	Beaverton Transit Center	<p>Planning, design and construction of Rapid Transit Project along Tualatin Valley Highway to provide easier, faster and more reliable bus service as well as necessary safety and accessibility improvements and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make Tualatin Valley Highway safer for all travel modes.</p> <p><u>The TV Highway Transit and Safety Project would bring bus rapid transit service to the 16.5-mile corridor of Tualatin Valley Highway between Beaverton and Forest Grove. The project would replace the existing Line 57 bus line, connecting Beaverton, Aloha, Hillsboro, Cornelius, and Forest Grove.</u></p>	\$ 300,000,000	2023-2030	Yes

Adopted by Metro Ordinance No. 23-1496 on 11/30/23.

27 of 68

Download the project data in excel at: www.oregonmetro.gov/rtp

Projects submitted to RTP by nominating agency.

This page intentionally left blank.



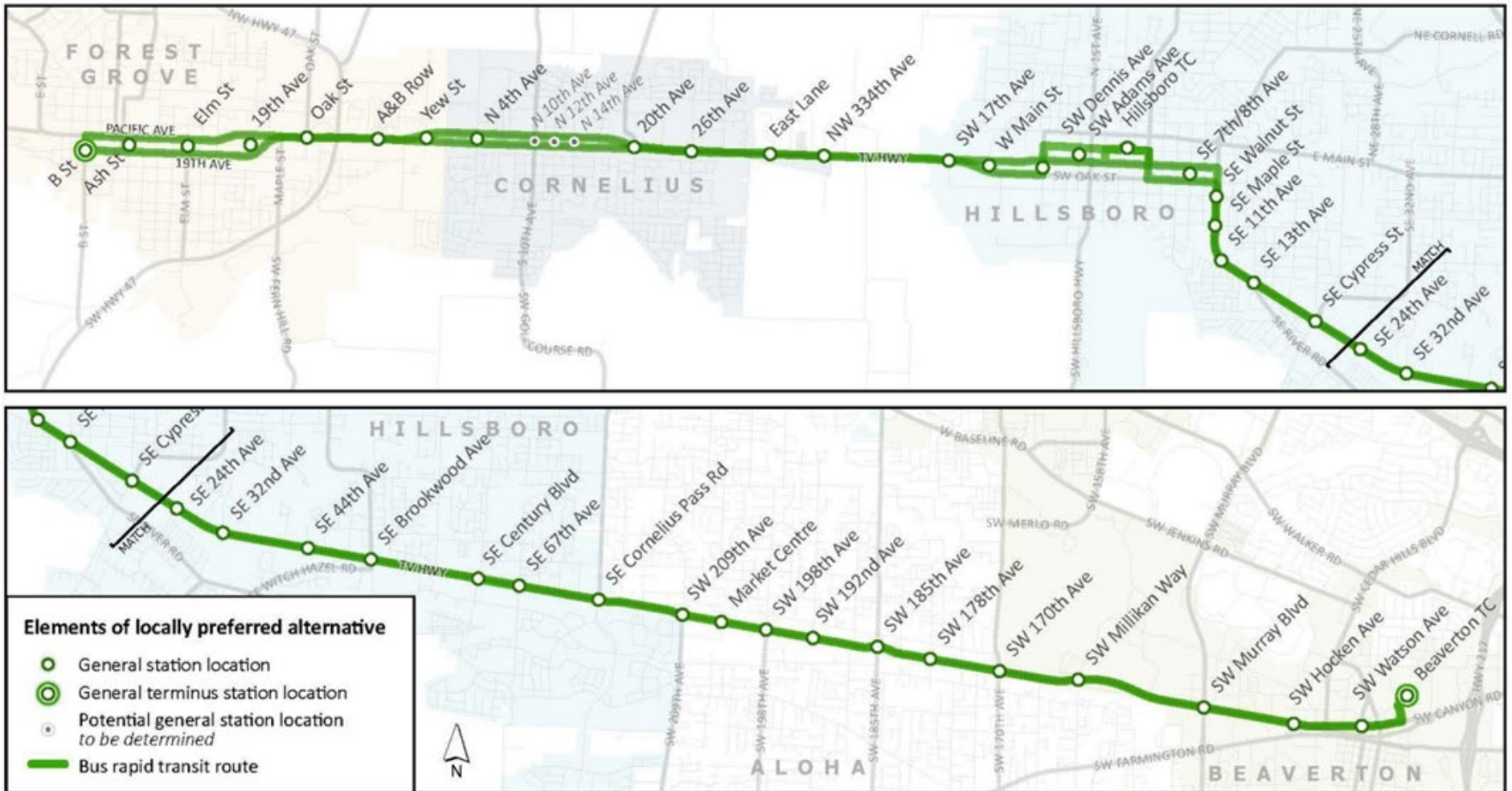
APPENDIX BB
2023 Regional Transportation Plan
Tualatin Valley Highway
Transit and Safety
Project Locally Preferred
Alternative

This page intentionally left blank.

Tualatin Valley Highway Transit and Safety Project
Locally Preferred Alternative (LPA) Description

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

TV Highway Transit and Safety Project
Locally Preferred Alternative Map



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

Table of Contents

Purpose and background	1
I-5 Interstate Bridge Replacement (IBR) Program (previously Columbia River Crossing Project)	4
Sunrise Project and Sunrise Community Visioning Project	7
Southwest Corridor Transit Project	8
I-5 Rose Quarter Improvement Project	10
I-205 Abernethy Bridge and Phase 1A Construction	12
I-205 Toll Project and I-205 Corridor Improvements.....	13
I-5 & I-205 Regional Mobility Pricing Project.....	15
I-5 Boone Bridge Replacement	17
Earthquake Ready Burnside Bridge Project.....	18
Tualatin Valley Highway Transit and Development <u>Safety</u> Project.....	20
82nd Avenue Transit Project	21

FIGURES

Figure W.1: I-5 Interstate Bridge Replacement Program overview	5
Figure W.2: Southwest Corridor Locally Preferred Alternative Route Map.....	9
Figure W.3: I-5 Rose Quarter Improvement Project Location.....	10
Figure W.4: I-5 Rose Quarter Improvement Project Features	11
Figure W.5: I-205 Abernethy Bridge and Phase 1A Project Area Map.....	13
Figure W.6: I-205 Toll Project and I-205 Improvements Area Map	14
Figure W.7: Regional Mobility Pricing Project extents.....	16

Figure W.8: Earthquake Ready Burnside Bridge Proposed Typical Cross Section19

Figure W.9: ~~TriMet Line 57 Route Map~~ [Tualatin Valley Highway Transit and Safety Project Map](#) .. 20

Figure W.10: 82nd Ave Transit Corridor21

TABLES

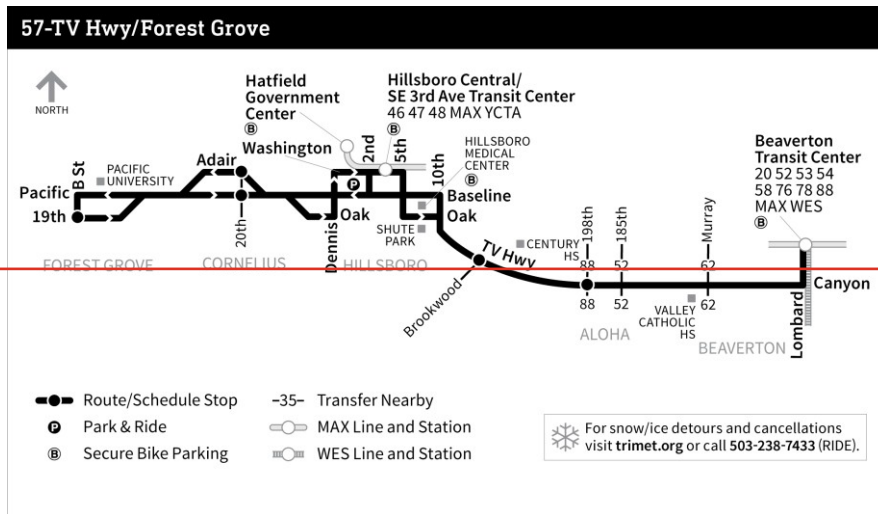
Table W.1: Progress on Major Project Development (as of November 2023)..... 2

Table W.2: Anticipated IBR Program funding sources 7

Tualatin Valley Highway Transit and Development Safety Project

The Tualatin Valley (TV) Highway Transit and Development Safety project is studying the feasibility of converting the existing TriMet Line 57 bus to a bus rapid transit (BRT) line through major federal investment. The route map for Line 57 is shown in Figure W.9.

Figure W.9: TriMet Line 57 Route Map



Metro supported the creation of a community-led equitable development strategy (EDS) alongside the transit study to support community stability in the face of a major transportation investment in the corridor. The goal of the transit study was to identify a locally preferred alternative (LPA) that would enable partners to apply for federal funding of transit improvements. A BRT project would improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment would also improve corridor safety with station access infrastructure for pedestrians and provide a more dignified and attractive transit rider experience through improvements to stations such as shelters and lighting. The BRT project may be nested within or completed in tandem with a roadway includes project elements that more directly addresses the significant safety needs along this high-crash corridor, especially those of people walking, biking, and accessing transit.

The project Steering Committee, consisting of representatives from the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; Washington County; ODOT, TriMet and Metro; and four community representatives, is moving toward agreement on recommended an LPA anticipated in late 2023 February 2025, which has since been endorsed by all project partners. The LPA will covers the entire length of the corridor (Beaverton Transit Center to 19th and B Street in Forest Grove) and identifies the transit mode, route and general station locations may include a minimum operable segment that defines an initial federal capital investment in a portion of the corridor.

Figure W.9: Tualatin Valley Highway Transit and Safety Project Map



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 December 2030.

The EDS was completed in June 2023 and approved by the [TV Highway Equity Coalition](#) (TEC), the body who guided its development. Strategies from the EDS are being advanced by government and nonprofit partners throughout the corridor and are independent of the implementation stage of the transit study.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-transit-project>.

Proposed Amendments to Appendix V to the 2023 Regional Transportation Plan (~~shown in red strikethrough and underscore~~)

RTP Design and Functional Classifications

The [Tualatin Valley Highway Corridor Plan](#) (TVCP), completed by ODOT, Metro, the cities of Hillsboro and Beaverton, and Washington County in 2013, gave policy direction to maintain the design and function of Tualatin Valley Highway as an urban arterial that will not exceed motorized vehicle capacity of two through travel lanes in each direction. Tualatin Valley Highway is classified as a “Major Arterial” on the Arterial & Throughway map and a “Regional Street” on the System Design map. The corridor has been included on the high capacity transit network since 2010 and remains a Tier 1 corridor which is currently under study to determine the most appropriate transit investment.

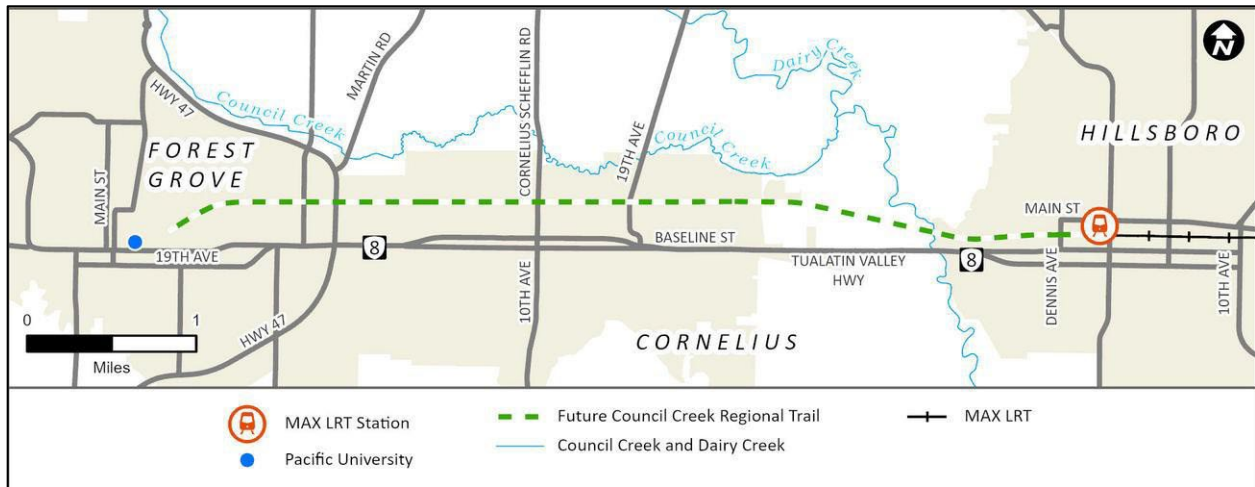
Recent planning efforts include Washington County’s [Moving Forward TV Highway Plan](#) (2019), studying improvements to multimodal networks for the segment from 106th Ave to Cornelius Pass Road. The [East Forest Grove Safety Action Plan](#) (2022) which examined the portion of OR 8 between Cornelius and Quince St / OR 47. The East Forest Grove plan identified multi-modal improvements to address safety along this section of the corridor.

Forest Grove is actively pursuing funding to implement recommendations from this planning effort, and new sidewalk in this area and crossing at A & B Row will be constructed by ODOT starting in 2025. Aspects of the Moving Forward TV Highway Plan formed ~~ed~~ the basis of the ~~current~~ transit and ~~safety project~~ roadway study being led by Metro.

Additional intersection and crossing projects are ongoing in the corridor, both in construction and in design and planning by ODOT from the 2021-24 STIP and 2024-27 STIP and by Washington County and the City of Hillsboro.

Mobility for people walking and biking in RTP Mobility Corridor 15 from Hillsboro to Forest Grove is being addressed by creation of a parallel facility, the [Council Creek Regional Trail](#). This multiuse regional trail is in design and will move to construction in 2026 providing an off-street, low-stress way for people to walk and bike between the Forest Grove and Cornelius town centers, and to connect to the western end of the Hillsboro regional center, including the MAX Blue Line. While this facility will provide mobility among these centers, it does not provide direct access to destinations along Tualatin Valley Highway for people walking and biking.

Figure V.4: Council Creek Regional Trail general location



A high capacity transit solution for Tualatin Valley (TV) Highway ~~has yet to be~~ was identified and recommended by the TV Highway Transit and Safety Project. The current project study is investigateding means for delivering a corridor-based bus rapid transit (BRT) line to Tualatin Valley Highway that would replace TriMet’s existing line 57 with high-capacity service. This service ~~will~~ould improve transit speed and reliability, as well as provide improved pedestrian access to station locations and improved rider experience through investments in stations, such as weather protection. This project focuses on enhancing transit and transit access and does not address the wholesale multimodal mobility needs of the corridor. Future planning and design will be necessary to identify implementable strategies to construct corridor-wide enhancements that meet the specifications of ODOT’s context-sensitive design approach for multimodal mobility.

Attachment 4

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 26-1537 FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT

Date: April 6 2026

Department: Planning, Development and Research

Meeting Date: April 23, 2026

Length: 15 minutes

Prepared by:

- Ally Holmqvist, Senior Planner, Metro

- Kate Hawkins, Senior Planner, Metro

- Josh Brennan, Tualatin Valley Highway Transit and Safety Project Director, TriMet

Presenter: Ally Holmqvist, Senior Planner, ally.holmqvist@oregonmetro.gov

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 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the Tualatin Valley Highway Transit and Safety Project identified as a regional priority in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. Planning to develop the LPA identified additional details and information that required amendments to the 2023 RTP. The amendments include updates to reflect:

- the endorsed LPA route alignment,
- LPA project description, and
- the project timeline and status and related future corridor-refinement activities in appendices of the 2023 RTP.

Metro and regional partners have made significant progress on the Tualatin Valley Highway Transit and Safety Project, as well as the 82nd Avenue Transit Project and Montgomery Park Streetcar Extension, and are ready to take the next step in pursuing key federal funding opportunities. This is a key step of the project development lifecycle outlined in the HCT Strategy for these identified Tier 1 priorities (see **Attachment 1**). To be eligible for federal and state funding, the endorsed transit project must have its LPA adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendment will include the endorsed Tualatin Valley Highway Transit and Safety Project LPA as part of the 2023 RTP in order to support the project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

IDENTIFIED POLICY OUTCOMES

To reflect the LPA as previously endorsed by Metro Council resolution, the requested amendment includes the following:

- Amendments to the Appendix A: Constrained Priorities Project List to update the project description with additional detail.
- Amendments to Appendix W: Status of Current Major Projects to update description of the transit project to reflect endorsement of the LPA, 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 project in development.
- Create a new appendix that will contain the LPA: Appendix BB: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

ACTION REQUESTED

Hold a public hearing on the proposed RTP amendment and consider Ordinance No. 26-1537 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council adopt Ordinance No. 26-1536, consistent with JPACT's action. MPAC will make a recommendation to Metro Council at their meeting on April 22, 2026. Staff will notify Metro Council of their recommendation at the second reading on April 23, 2026.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet (Attachment 2) and finds that the requested amendment to the 2023 RTP to include the LPA for the Tualatin Valley Highway Transit and Safety Project is regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

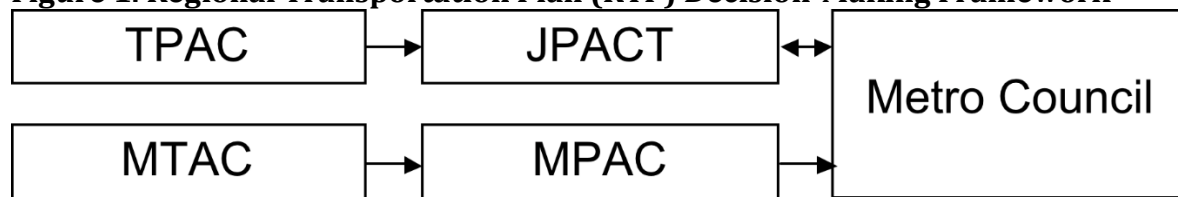
In 2023, JPACT and the Metro Council adopted a significant update to the RTP that brought together the input of thousands of people who live, work and travel across the greater Portland region. Meaningful engagement and consultation with Tribes, community members, community-based organizations, businesses, 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.

Attachment 3 describes in detail how the amendment is 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

Process Step	Outcomes
<u>Step 1</u> Sponsoring agency consults with Metro Staff	<i>Staff from TriMet (project sponsor) met with staff from Metro between <u>April and September 2025</u> on the requested amendment and the RTP consistency requirements. Metro staff also led the LPA process for the transit project.</i>
<u>Step 2</u> Sponsoring agency submittal	<i>Staff from TriMet submitted a memo for the requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in <u>October 2025</u>.</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 Tualatin Valley Highway as an Enhanced Transit Corridor for short-term implementation with the transit project 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 this high capacity transit project as a Tier 1: near-term HCT corridor – the highest priority for near-term HCT investment in the region. The project will also require project-level NEPA review. Additionally, the project corridor is designated on multiple RTP network maps – including transit, motor vehicle, bicycle, pedestrian, freight, and TSMO networks.</i>
Process Step	Outcomes
<u>Step 4</u> Public engagement consistency determination:	<p><i>TriMet submitted a signed Public Engagement and Non-discrimination Certification and Documentation Forms as part of the 2023 RTP certifying that they have:</i></p> <ul style="list-style-type: none"> • <i>an adopted Title VI plan and implementation procedures;</i> • <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> • <i>conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;</i> • <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> • <i>retained records related to these public engagement activities in compliance with regulations.</i> <p><i>The LPA endorsement process documented the extensive, consistent project development public engagement activities since that time.</i></p>

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

Process Step	Outcomes
<p><u>Step 5</u> RTP consistency determination:</p>	<p><i>The requested amendment has elements demonstrating progress toward objectives under all five regional goals that:</i></p> <ul style="list-style-type: none"> • <i>implement the Metro 2040 Growth Concept by advancing high-capacity transit along a designated Corridor improving mobility between Regional Centers via a transit solution supporting planned compact, higher density land uses;</i> • <i>invest in a corridor identified for transit improvements on the RTP Transit Network Vision;</i> • <i>improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many functions of mobility corridors;</i> • <i>improve multimodal options and access for Equity Focus Areas;</i> • <i>provide safer alternatives to driving, advancing implementation of Vision Zero on a Regional High Injury Corridor;</i> • <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> • <i>advance transit and pedestrian system completion in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and</i> • <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> <p><i>In all these ways, the requested amendment has 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>
<p><u>Step 6</u> Fiscal constraint determination</p>	<p><i>There are no updates to project cost included in the proposed amendment.</i></p>

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

Process Step	Outcomes
<p><u>Step 7</u> Begin Formal Amendment Process</p>	<p><i>The RTP Amendment Process was initiated 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. This process was consistent with Metro’s public engagement and established RTP amendment procedures.</i></p> <p><i>Attachment 2</i> provides the process and timeline for considering the requested RTP amendment. To date that has included:</p> <ul style="list-style-type: none"> • <i>a 45-day public comment period which concluded on December 19, including public hearings on December 4 and March 5</i> • <i>Form 1 Notice to the Department of Land Conservation and Development on January 28</i> • <i>Consideration and recommendation by MTAC, TPAC, JPACT and MPAC</i> <p><i>Next steps in the process will include:</i></p> <ul style="list-style-type: none"> • <i>Consideration by Metro Council (second reading and adoption on April 23)</i> • <i>Form 2 Notice to the Department of Land Conservation and Development by May 12</i>

Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPA 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 the project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency partners. Additionally, the project has demonstrated compliance with Title VI and regional public involvement requirements.

No public comments were on the Tualatin Valley Highway Transit and Safety Project or this proposed amendment during the comment period.

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.
- 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.

Local jurisdiction actions include:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project on May 12, 2025.

- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety 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 Tualatin Valley Highway Transit and Safety Project on May 28, 2025.
- The Oregon Department of Transportation endorsed the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project with a letter of support dated May 28, 2025.

Anticipated Effects: Adoption of the Ordinance will allow project staff to continue working with TriMet and partners on the project 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 a new FX bus line along Tualatin Valley Highway in 2030

Budget Impacts: Adoption of the Ordinance 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

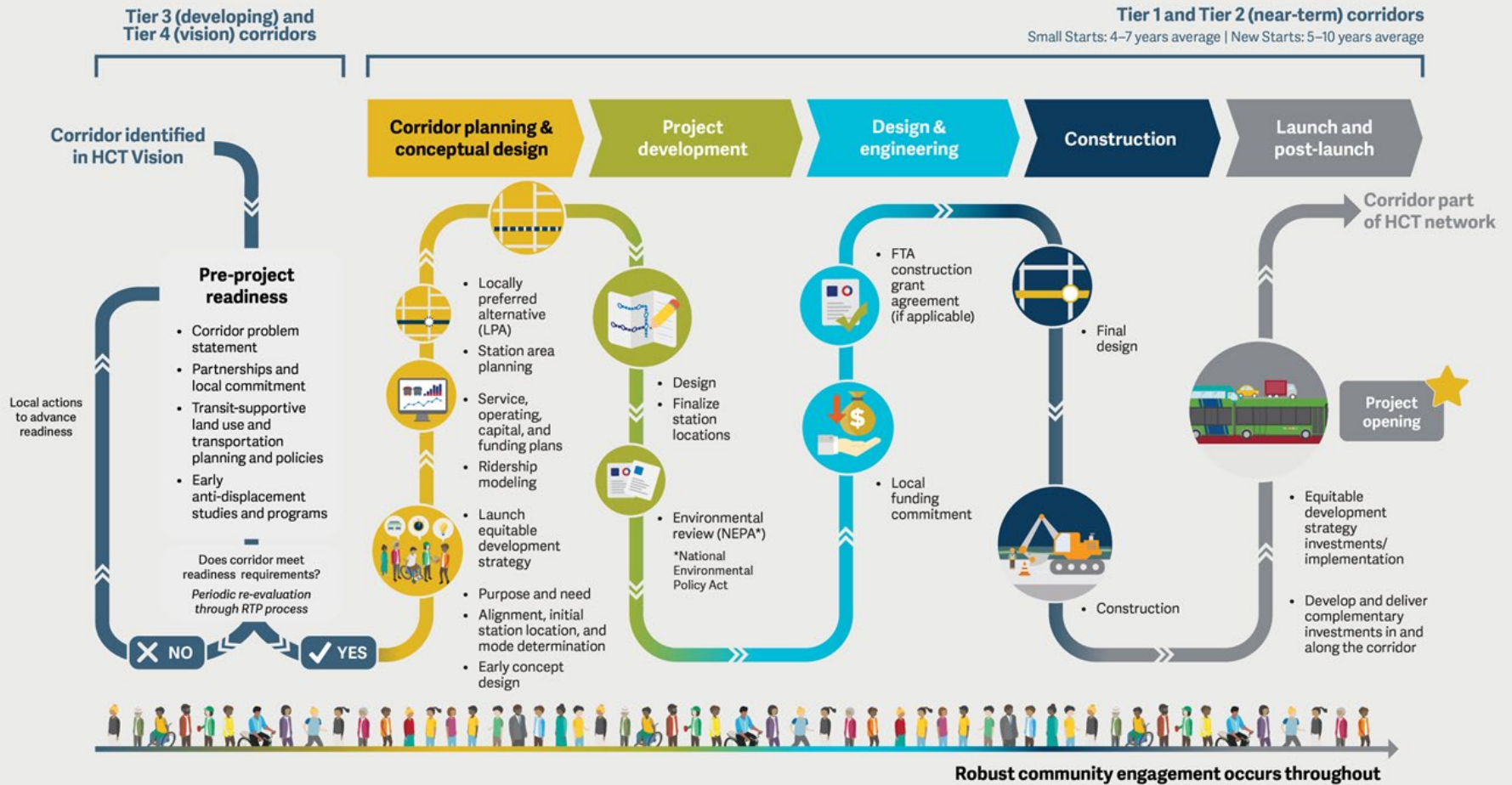
- Attachment 1: High Capacity Transit Project Development Lifecycle
- Attachment 2: Transit Project Locally Preferred Alternative RTP Amendments Process Timeline
- Attachment 3: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative RTP Amendment Request Memo

High Capacity Transit Project Development Lifecycle

How will corridors move forward?

The figure below shows how corridors move through different stages of planning, engineering, and construction.

Tier 1 and 2 corridors are ready to move forward in the near term, while tier 3 and 4 corridors need more work to make them ready for investment.



Transit Project Locally Preferred Alternative 2023 Regional Transportation Plan Amendments Process Schedule

Below is a consolidated schedule showing the timeline for considering adoption of the proposed 82nd Avenue, Montgomery Park Streetcar, and TV Highway 2023 Regional Transportation Plan amendments.

Round	Meeting	Actions Necessary	Documents Necessary	Date
Public Comment Period (45 days) <i>DLCD Proposed Change PAPA Notice (post acknowledgement plan amendment)</i>	45 Day Comment Period	<ul style="list-style-type: none"> Public notice of comment period 30 days in advance of start of comment period – Friday, October 3 Public notice of comment period at start of comment period Amendment documents posted on Metro website Notice of public comment period emailed to Metro committees and RTP/Transportation Planning interested parties' lists 	Public review and public hearing amendment materials: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment Staff Report¹ Attachments to Staff Report Documented Public Comment Print Notices 	<u>November 3 – December 19, 2025</u>
	Metro Council	Public Hearing		December 4, 2025
	<i>Notice of Proposed Change to Plan (Form 1)</i>	<i>Email PAPA notice with required attachments for each amendment (submit to DLCD 35 days before first reading)</i>		<i>January 28, 2026</i>
1st Reading and Public Hearing Introduce RTP Amendments to Advisory Committees	TPAC	<ul style="list-style-type: none"> Review and discuss, identify any needed changes 	Revised draft amendment materials: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment Staff Report² Attachments to Staff Report <ul style="list-style-type: none"> Draft Public Comment Report Table documenting comments proposing a change and recommended action(s) to respond to public comment 	February 6, 2026
	MTAC	<ul style="list-style-type: none"> Review and discuss, identify any needed changes 1st Reading and Public Hearing 		February 18, 2026
	JPACT			February 19, 2026
	MPAC			February 25, 2026
	Metro Council			March 5, 2026
Final rec'ds and action by Advisory Committees and Council 2nd Reading, Final Public Hearing and action	MTAC	<ul style="list-style-type: none"> Review final documents Make recommendation to MPAC on their adoption recommendation 	Final: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment (with any recommended actions incorporated) Findings Staff Report² Attachments to Staff Report <ul style="list-style-type: none"> Final Public Comment Report Table documenting comments proposing a change and recommended action(s) to respond to public comment 	March 18, 2026
	MPAC	<ul style="list-style-type: none"> Review final documents Consider MTAC recommendation Make recommendation to Metro Council on adoption 		April 22, 2026
	TPAC	<ul style="list-style-type: none"> Review final documents Make recommendation to JPACT on adoption 		April 3, 2026
	JPACT	<ul style="list-style-type: none"> Review final documents Consider TPAC recommendation on adoption Consider adoption of Ordinance and make recommendation to Council 		April 16, 2026
	Metro Council	<ul style="list-style-type: none"> Review final documents Consider MPAC recommendation and JPACT action 2nd Reading and Final Public Hearing Consider adoption as recommended by JPACT (or remand to JPACT) 		April 23, 2026
<i>DLCD Adopted Change PAPA Notice</i>	<i>Notice of Adopted Change to Plan (Form 2)</i>	<i>Email PAPA notice with required attachments for each amendment (submit to DLCD within 20 days of adoption)</i>	<i>Include final documents above</i>	<i>May 12, 2026</i>

¹ Staff Report address RTP project amendments checklist in [RTP Appendix Y](#).

Attachment 3

Date: October 20, 2025
To: Kim Ellis, Climate Program Manager; Ally Holmqvist, Senior Transportation Planner
From: Josh Brennan, TV Highway Project Director; Bernadette Le, Associate Project Manager
Subject: Tualatin Valley Highway Transit Project RTP Amendment Request

Purpose

This memo formally requests an amendment to the [Regional Transportation Plan \(RTP\)](#) to incorporate the [Locally Preferred Alternative \(LPA\)](#) for the Tualatin Valley (TV) Highway Transit and Safety Project and contains the background information needed to help Metro Staff to review the requested amendment for consistency with the RTP and develop the legislation and staff reports for consideration by the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

Project Description and Background

The TV Highway corridor is approximately 16.2 miles long, extending between the Beaverton Transit Center and 19th and B Street in Forest Grove, and is currently served by TriMet Line 57. This corridor connects Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton and generally follows OR-8 from Beaverton to Forest Grove. OR-8 was originally built as a farm-to-town road with limited multi-modal infrastructure. The alignment is also located directly north of the Union Pacific Railroad tracks for a significant portion of the alignment through Beaverton, Aloha and Hillsboro creating challenging constraints with the railroad to the south and development to the north. The alignment also follows local roads in Hillsboro in order to access the Hillsboro Transit Center.

This corridor is currently served by TriMet's Line 57, which runs between Beaverton and Forest Grove, primarily along TV Highway. Line 57 is a frequent service line operating at 15 minutes or better throughout the day, seven days a week. It has the highest ridership in Washington County with around 6,440 average weekday boardings. This line has also seen a one of the strongest bounce back rates since COVID-19 in the TriMet system with around 89% of the ridership when comparing 2019 to 2025.

Within the TV Highway corridor, there are transfer opportunities to two MAX light rail lines, the Westside Express Service (WES) Commuter rail line, and 10 TriMet fixed-route bus lines, Ride Connection Community Connector service in Cornelius and Forest Grove, as well as regional bus service.

There are many essential services located along and nearby the 16 mile TV Highway corridor. This project will help improve transit access to 6,775 business entities and 1,349 family-supportive services sites, including educational opportunities and medical care. Employment growth in this area (47%) is also expected to be higher than the region (38%) and comparable to Washington County (47%), according to a Metro report.

Many families also live in this area and the population is expected to grow rapidly in the coming years. The 2019-2023 American Community Survey found that in this corridor area there is a higher percentage of youth compared to the region and Washington County (22.9%, 19.9%, and 22.0%, respectively) as well as a higher percentage of family households with 5 or more members (18.8%, 11.7%, and 12.8%, respectively). Population growth is also forecasted to be higher in the ½ mile area around the corridor (38%) compared to the Portland region (28%) as well as Washington County (25%) (Metro).

The project would address three major needs in the corridor:

- *Safety*: need to improve access to transit and bus stop amenities in a high injury corridor
- *Transit speed and reliability*: need to provide faster and more reliable transit service in order to be more competitive with driving and to improve access to destinations
- *Transit-dependent communities*: need to provide safe, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

The TV Highway Corridor has long been identified as a priority for major transit investment and previous plans/studies of the corridor have documented transit issues, community concerns and potential solutions. The 2009 High Capacity Transit (HCT) System Plan, the 2013 Tualatin Valley Highway Corridor Plan, the 2018 Regional Transportation Plan (RTP), the 2018 Regional Transit Strategy, the 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, the Get Moving 2020 Bond Measure, and the 2023 Regional Transportation plan all call for a major transit investment in the corridor. The 2009 High Capacity Transit System Plan identified the corridor as a Next Phase Regional Priority Corridor (Beaverton to Hillsboro) and Developing Regional Priority Corridor (Hillsboro to Forest Grove). The 2018 RTP identified the corridor for major transit investment and then the 2023 Regional Transportation Plan includes a high-capacity transit project as a Tier 1 corridor in the 2030 Near-Term Constrained Project list, the top level of regional prioritization for advancing in the near-term.

These previous plans have analyzed TV Highway/Line 57 within the regional transit network and explored a set of corridor-wide and location-specific transit improvements, such as transit signal priority enhancements and station location and access improvements (Get Moving 2020). Previous planning processes have also identified that pedestrian safety for riders getting to transit stops is a key priority for the community (2013 Tualatin Valley Highway Corridor Plan, 2019 Moving Forward TV Highway Enhanced Transit and Access Plan). In addition to these past plans, recent research has highlighted the dire need to improve safety along the corridor. Between 2018 and 2022, 19% of the roadway fatalities that occurred within Washington County occurred along the 16.2 mile project corridor, which is only 0.5% of the roadway miles within the County, and about half of the fatalities were pedestrians.

TriMet worked closely with Metro during the planning phase to complete early planning for a transit and safety project in this corridor. The Oregon Department of Transportation (ODOT) was also a key partner as the owner of the roadway from Beaverton to Highway 47. The Washington County and the cities of Forest Grove, Cornelius, Hillsboro and Beaverton were all members of the project steering committee, helping to guide the team to identify a project that meets the needs of their residents. The steering committee also included four members from community-based organizations that serve people in the area along TV Highway: Unite Oregon, Centro Cultural, Adelante Mujeres and APANO. These members brought community perspectives to the discussion that may otherwise not be represented.

In February 2025, the project Steering Committee recommended a locally preferred alternative (LPA) that identifies the project's transit mode, route and general station locations. The committee also approved a funding strategy to secure local, regional, state and federal funding for the project.

A timeline of partners and jurisdictions endorsements of the LPA is as follows:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.

- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.
- JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval on June 12, 2025.
- Metro Council adopted Resolution No. 25-5504 endorsing the LPA on June 26, 2025.

Project Description and Map

The TV Highway Transit & Safety Project will bring TriMet FX–Frequent Express bus service to the 16.2 mile corridor. The FX line would be built and operated by TriMet. The line would connect Beaverton, Aloha, Hillsboro, Cornelius, and Forest Grove. It would operate as Frequent Express (FX) service, TriMet’s brand of BRT, and would replace the existing Line 57 bus line.

The following agency partners will help deliver the project:

- TriMet will be the Project Sponsor and the Grantee for the FTA CIG Small Starts program.
- Metro will lead the environmental analysis and approvals required under NEPA.
- Washington County, the Cities of Beaverton, Cornelius, Hillsboro, and Forest Grove, and ODOT are project partners supporting Project Development activities.
- ODOT and Forest Grove are AHJs along the corridor related to permitting requirements
- The Federal Transit Administration is expected to be the lead federal agency for NEPA and an important financial partner through the FTA’s CIG Small Starts program.

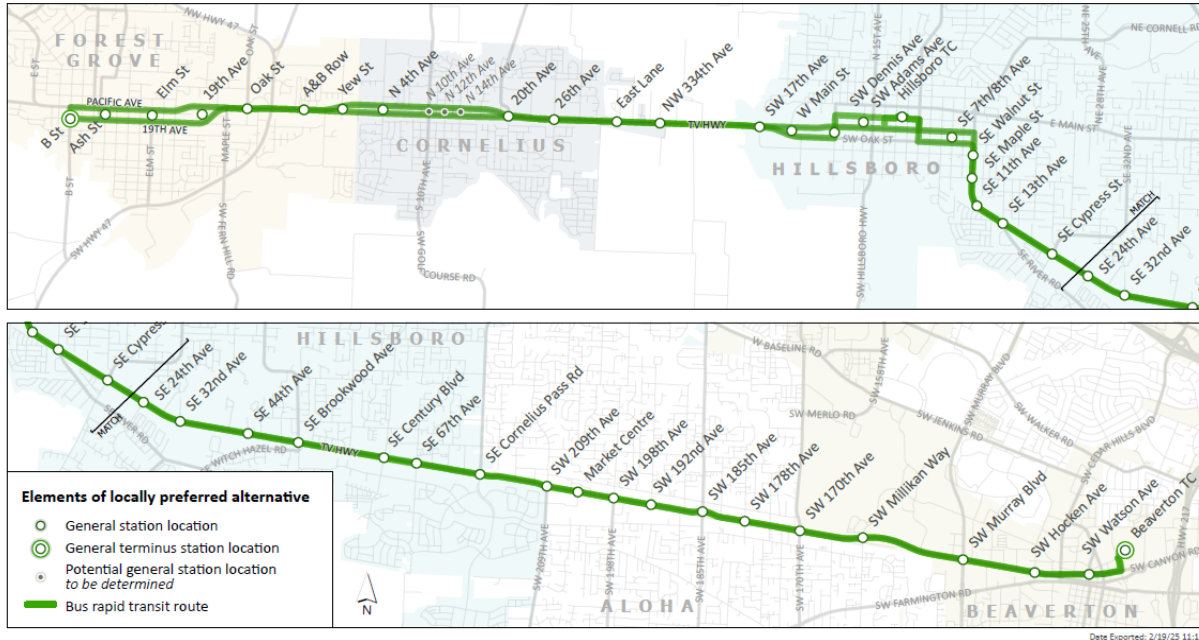
Early project designs include the following proposed modal and design elements:

- Eliminates partial pullout stop design and creates safer bus/bike interactions at stations
- Station amenities and platforms at 41 station pairs
- Accommodating UPRR requirements for station locations in and adjacent to UPRR ROW
- Four rebuilt intersections (to accommodate bus pullouts where there are existing traffic safety issues and to shift away from the UPRR tracks)
- 17 new vehicles
- 59 signal upgrades to accommodate transit signal priority
- TV Highway would be upgraded to 12-minute service from the existing 15 min service
- New or existing enhanced crossings at each station pair
- Sidewalk and crossing connections linking to optimized station platforms to ensure access
- Station-area lighting upgrades

Figure 1 outlines the project area and endorsed LPA, which starts at Beaverton Transit Center and ends at 19th Avenue and B Street in Forest Grove.

Figure 1: Project Area Map

TV Highway transit project Recommended Locally Preferred Alternative



Project Development Phase Schedule and Deliverables

The Locally Preferred Alternative being amended into the RTP will support further progress on the Project and is a required step to qualify for key federal funding opportunities. It is also necessary to complete the NEPA process covering all aspects of the project proposed for FTA funding, develop sufficient information for FTA to develop a project rating, complete sufficient engineering and design to develop a firm and reliable cost, scope, and schedule for the project, obtain all non-CIG funding commitments, complete all critical third-party agreements, and meet other FTA readiness requirements.

The Project formally entered the Project Development phase in October 2025, with Project Development anticipated to be completed in spring 2028, with service opening in fall 2030.

The schedule for Project Development Phase deliverables is as follows:

- Environmental Approvals under NEPA (early 2026 — early 2027)
 - Purpose and Need
 - Class-of-Action consultation, coordination, and determination
 - NEPA assessment and findings, including traffic, SEE analysis, and public engagement (intended to culminate in a Documented Categorical Exclusion)
- Preliminary Engineering and Design (fall 2025 — early 2027). Assuming the required NEPA class of action results in an Documented Categorical Exclusion (DCE) . At each design step listed below an official project cost estimate shall be prepared that documents the total anticipated construction cost in year of expenditure dollars:
 - "15%" design (expected to be the result of incorporating comments and adjustments to LPA Plan Set)
 - "30%" design (generally a typical design level for interim review)

- "60%" design (expected to be the plan set used for cost estimation and negotiation of Construction Grant Agreement with FTA)
- Draft Finance Plan
- Development of initial Small Starts application for rating and subsequent Small Starts Construction Grant Application
- Final Design and Construction Documents (early 2027 – 2028). At each design step listed below an official project cost estimate shall be prepared that documents the total anticipated construction cost in year of expenditure dollars:
 - "90%" design
 - "Issued for Construction" (IFC) Plan Set, including specifications and special provisions

The proposed time period for the Engineering and Construction phase is April 2028-December 2030.

Public Engagement

The project planning phase included three phases of public engagement, which focused on raising project awareness, engaging with the TV Highway Equity Coalition (TEC), and seeking feedback on proposed station locations. During phase one, the project team engaged over 160 community members to introduce them to the project. In the second phase, the project team convened public workshops and asked community members about their visions for transit in the corridor, what successful equitable development looks like, and which destinations along the Line 57 route are most important to them. The third phase of engagement included an online survey, StoryMap, and tabling at community events to seek feedback on proposed station locations, gauge community support for proposed investments, and allow space for open-ended comments.

Public engagement activities helped shape the project in several ways:

- At TEC meetings and community workshops in 2023, participants confirmed that the proposed criteria for station locations were appropriate and that no additional criteria needed to be added.
- Community members identified safe access to bus stops and improved waiting areas for transit riders were top priority items and should be included in the project scope. This feedback, alongside technical analysis, was considered by decision-makers when recommending station locations and safety improvements.
- Four community representatives from the TEC served on the project Steering Committee. The committee was charged with advancing the project through key decision points and recommending a LPA.

See Attachment A: Fall 2024 Engagement Summary for a summary of public engagement efforts and the community feedback received.

In the project development phase, the project will establish a Community Advisory Committee (CAC) and a Policy & Budget (P&B) Committee. Meetings for these committees will be public. The Community Advisory Committee will advise the project team on project design, station platform locations, community outreach activities, and development of other Project elements. The P&B Committee will consist of one elected/executive from each jurisdictional partner agency and one member of the CAC. The Committee will advise the relevant road authorities about changes in their rights of way. The Committee will also serve as a public forum for the Project team to provide Project updates, public engagement and CAC updates, and opportunities for jurisdictional partners and CAC leadership to collaborate and provide advice.

RTP Consistency and Regional Significance

The project advances the following RTP goals, objectives, and policies, and RTP modal function(s) of the facility:

Goal 1 – Mobility Options

- (Objective 1.1) Increases proportion of trips made by use of transit and reduces per capita vehicle miles traveled.
- (Objective 1.2) Completes gap in planned regional network.
- (Objective 1.3) Increases household and job access to frequent transit service.
- (Objective 1.4) Maintains reliable person-trip and freight mobility in a regional mobility corridor.

Goal 2 – Safe System

- (Objective 2.1) Contributes to eliminating fatal and severe injury crashes by 2035.
- (Objective 2.3) Maintains and brings facilities up to a state of good repair.

Goal 3 – Equitable Transportation

- (Objective 3.1) Contributes to eliminating disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
- (Objective 3.2) Contributes to eliminating barriers that people of color, people with low incomes, youth, older adults, people with disabilities, and other marginalized communities face to meeting their travel needs.

Goal 4 – Thriving Economy

- (Objective 4.1) Focuses growth and transportation investment in a designated 2040 growth area and provides access to jobs, markets, and community places within and beyond the region.
- (Objective 4.2) Maintains access to industry and freight intermodal facilities.
- (Objective 4.3) Attracts new businesses and family-wage jobs and retains those already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
- (Objective 4.4) Reduces the share of income that households in the region spend on transportation to lower overall household spending on transportation and housing.
- (Objective 4.5) Bring facilities up to a state of good repair and avoid deferred maintenance.

Goal 5 – Climate Action and Resilience

- (Objective 5.1) Contributes to meeting adopted targets for reducing transportation-related greenhouse gas emissions and vehicles miles per capita.
- (Objective 5.2) Increases the share of jobs and households in walkable, mixed-use areas served by frequent transit service.
- (Objective 5.3) Preserves and protects the region’s biological, water, historic and culturally important plants, habitats, and landscapes, and integrates green infrastructure strategies to maintain habitat connectivity, reduce stormwater run-off, and reduce light pollution.
- (Objective 5.4) Increases the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events.

- (Objective 5.5) Brings facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.

The Project is consistent with and supports implementation of the following RTP System, Regional Design and Regional Network Policies:

- *3.2.1 2040 Growth Concept:* The Project supports the Metro 2040 Growth Concept by advancing permanent high-capacity transit along a designated Corridor of Tualatin Valley Highway, as well as supporting planned land uses adopted in the 2040 Growth Concept [by improving mobility between Regional Centers via transit.](#)
- *3.2.2 Transportation Equity Policies:* The Project improves multimodal options and permanent transit access in several Equity Focus Areas.
- *3.2.3 Safety and Security Policies:* The Project advances safe access to transit on a Regional High Injury Corridor.
- *3.2.4 Climate Action Policies and Resilience Policies:* The Project supports Metro’s Climate Smart Strategy and related policies. It will advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible. It will include sidewalk and crossing connections linking the local street grid to optimized station platforms.
- *3.2.6 Mobility Policies:* The Project will advance mobility policies. It will improve transit and pedestrian travel and access, while balancing motor vehicle travel and the many other functions of arterials. It prioritizes the safety and comfort of travelers of all modes through multimodal network completion.
- *3.3 Regional Network Policies:* The Project supports regional network policies, including policies which aim to provide transit as an attractive, convenient, accessible, and affordable travel option. [It supports RTP Policy Map designations for the Transit and Pedestrian networks.](#)

Identification of the Project followed the RTP congestion management process policies in the following ways:

- The Project utilizes multiple tools in the Congestion Management Process (CMP) toolbox. It is planned to utilize transit signal priority and access management strategies to support system management and operations. It will utilize active transportation strategies by implementing new walking connections to key destinations. It will utilize transit strategies by constructing high capacity transit and expanding transit coverage. The project incorporates TSMO strategies and transit system improvements to manage congestion and support planned land uses adopted in local comprehensive plans and the [2040 Growth Concept.](#)

The Project is regionally significant. TV Highway was first identified as a priority corridor for high-capacity transit (HCT) in the 2009 [HCT System Plan.](#) In 2018, Metro adopted the region’s first [Regional Transit Strategy,](#) in support of the [2018 Regional Transportation Plan \(RTP\).](#) The RTP included an “enhanced transit concept” investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of [Washington County’s 2019 Moving Forward TV Highway Enhanced Transit and Access Plan,](#) as well as the 2020 regional transportation funding measure. In 2023, Metro updated and replaced the HCT Plan with the [Regional HCT Strategy](#) as part of the [2023 Regional Transportation Plan update,](#) which designates

TV Highway as a Tier 1: near-term HCT corridor, the highest priority for near-term HCT investment in our region. The current planning effort builds on the analysis and findings from these prior plans and will also require analysis and approvals required by the National Environmental Policy Act (NEPA). Additionally, TV Highway is designated on multiple RTP network maps—transit, motor vehicles, bicycle, pedestrian, freight, and TSMO networks.

Performance

The Project makes progress toward federal and regional performance targets:

- *Mobility*, by increasing transit, bike, and pedestrian mode shares, improving access to jobs via transit, contributing to completing the transit network and the bicycle and pedestrian system near transit, increasing the share of households that are located near transit and bicycle and pedestrian facilities, and improving throughway reliability.
- *Safety*, by contributing to eliminating transportation related fatalities and serious injuries.
- *Equity*, by contributing to eliminating transportation related fatalities and serious injuries in equity focus areas, contributing to completing the bicycle and pedestrian system in equity focus areas, and improving access to jobs within equity focus areas.
- *Economy*, by maintaining driving and transit travel times and contributing to completing the bicycle and pedestrian system in job and activity centers.
- *Climate and Environment*, by reducing per capita greenhouse gas emissions from light-duty vehicles and per capita vehicles miles traveled, helping to meet revised statewide goals requiring accelerated reductions in greenhouse gas emissions, and keeping air pollution from mobile sources levels below thresholds set by the federal government.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region. As part of its evaluation, the 2023 High Capacity Transit Strategy found that implementing all of the corridor improvements identified in the vision would result in a 0.6% reduction in CO_{2e} emissions regionwide. TV Highway landed in the top 30% of vision corridors evaluated where a high capacity transit investment would result in greenhouse gas reduction. The HCT Strategy’s analysis found that a high capacity transit investment on TV Highway could result in a reduction of around 160 metric tons of CO_{2e} per year.

The 2023 RTP Climate Smart Strategy (CSS) states that implementing the Regional Transit Strategy vision of making transit convenient, frequent, accessible and affordable is a key strategy with a high relative climate benefit. The CSS includes a number of near-term actions for Metro and partners related to high capacity transit, including: 1) expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and 2) expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.

To make progress toward the CSS performance targets, the Project implements elements from the 2040 Growth Concept and local adopted land use and transportation plans, makes transit convenient, frequent, accessible, and affordable, makes biking and walking safe and convenient, makes streets and highways safe and reliable, uses technology to actively manage the transportation system, provides information and incentives to expand the use of travel options, supports transition to cleaner low carbon fuels, secures adequate funding for transportation

investments, demonstrates leadership on climate change, and adopts new metrics for climate analysis.

In spring 2025, TriMet applied for a U.S. Department of Transportation Safe Streets for All (SS4A) Grant to fund the safety elements of this project. Based on the grant eligibility requirements, this project was eligible for this federal funding source. Awardees may be announced as soon as late 2025.

Fiscal Constraint

The cost estimate included in the [2023 RTP financially constrained project list](#) was \$300,000,000 in year-of-expenditure dollars and that estimate has not changed. TriMet will be pursuing FTA Small Starts Capital Investment Grant (CIG) funding and will likely seek up to the maximum Small Starts CIG funding amount of \$150 million. In spring 2025, TriMet also applied for a U.S. Department of Transportation Safe Streets for All (SS4A) Grant to fund the safety elements of this project. Local and regional Project partners have agreed to work together to contribute approximately \$100M and the project is pursuing additional funding options to secure the remaining \$50M, such as grants. The combined \$150 million in local, regional and other funding will allow for critical investments in transit and safety throughout the corridor and leverage the federal investment through the Small Starts program.

As indicated in the Project Development section above, preliminary engineering, design, and construction will all occur in the 2023-2030 near-term RTP investment time period.

Attachments:

- [A: Fall 2024 Engagement Summary](#)
- [B: Metro Council Staff Report on LPA Endorsement Recommendation June 26, 2025](#)
- C: Initial Purpose and Need Statement

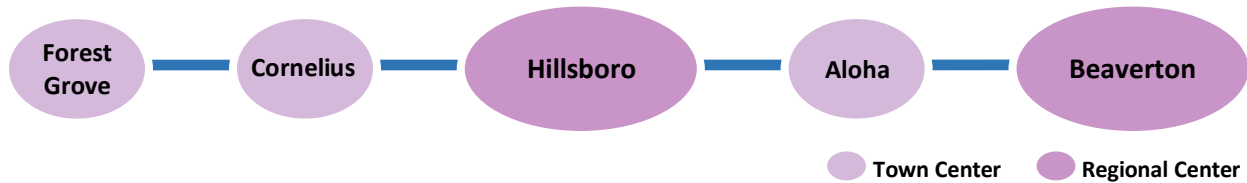
TV Highway Transit Project

Initial Purpose and Need Statement

BACKGROUND

Tualatin Valley (TV) Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through the communities of Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton (Figure 1). It serves as an access route to Highway 217 from points west, connects to the regional light rail system in two locations, and supports one of the highest ridership bus lines in the region. The corridor also serves many communities of color, limited English proficiency speakers, and lower income communities.

Figure 1. TV Highway Corridor Communities



In 2010, TV Highway was identified as a priority corridor for high capacity transit (HCT) in the HCT System Plan. In 2018, Metro updated and replaced the HCT System Plan with the Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The 2018 RTP includes an “enhanced transit concept” investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of Washington County’s 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, as well as the 2020 regional transportation funding measure. The current planning effort builds on the analysis and findings from these prior plans.

PURPOSE

The purpose of the TV Highway Transit Project is to improve speed, reliability, accessibility and safety for transit riders on TV Highway, and in particular for communities of color and low-income communities.

NEED

The TV Highway Transit Project would address three major needs in the corridor:

1. **Safety:** need to improve access to transit and bus stop amenities in a high injury corridor
2. **Transit speed and reliability:** need to provide faster and more reliable transit service in order to be more competitive with driving and to improve access to destinations

3. **Transit-dependent communities:** need to provide safe, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

The following subsections provide more information on each need.

Safety

TV Highway is designated as a regional high injury corridor in the 2018 Regional Transportation Safety Strategy (RTSS) and a priority high crash corridor in Washington County's Transportation Safety Action Plan (2016). The portion of TV Highway between Beaverton and Hillsboro had the seventh highest rate of serious crashes per mile out of the 181 high injury corridors identified in the 2018 RTSS.¹ Overall, there were 237 serious injuries and 39 fatalities on TV Highway between 2007 and 2018, an average of 18 serious injuries and 3 deaths per year.² Seventy-two percent of those fatalities were people either walking or bicycling. TV Highway has inadequate multimodal and transit infrastructure, which creates safety concerns as well as barriers to access.

Approximately 29 percent of TV Highway lacks sidewalks, and approximately 32 percent of bike lanes are missing or substandard along the highway.³ Many of the Line 57 bus stops lack landing pads, lighting, shelters, and protected crossings. Between 2007 and 2018, 53 percent of all pedestrian serious injuries and fatalities on TV Highway occurred within 100 feet of a transit stop, which highlights the importance of access and safety improvements for pedestrians near transit stations.⁴

Transit speed and reliability

Transit travel time on the Line 57 is nearly double that of auto travel time, which impacts existing transit riders, limits the attractiveness for new riders, and hinders access to destinations along the corridor.⁵ This transit delay is primarily caused by congestion and delay at signalized intersection, and will only get worse as traffic continues to grow over time. Substandard bus stops also result in slower boarding procedures and longer dwell times, which account for approximately 13 percent of average runtimes on the Line 57, contributing to overall transit delay.⁶ Unreliability is also a top reason for riders to be dissatisfied with their Line 57 trips.⁷ Improving transit travel time and reliability within the corridor would provide an attractive alternative to driving, which could free up roadway capacity for other vehicles in the corridor, including freight and other commercial vehicles within this designated freight corridor.

Transit-dependent communities

The TV Highway corridor has relatively high concentrations of people who rely on transit and therefore need safe, efficient, and reliable transit to access community resources, jobs, and educational opportunities. In comparison to both the region and Washington County, communities in the corridor have higher concentrations of low-income households, people of color, people with limited English language proficiency, and youth. Eighty-three percent of the corridor study area is in an equity focus area as defined by the 2018 RTP, and all of TV Highway is bordered on at least one side by an equity focus area.⁸ The Line 57 bus ranks tenth in the TriMet system in terms of providing access to communities of concern, jobs, affordable housing, and social services.⁹ The

route has a relatively high share of riders who speak Spanish, identify as people of color, do not have a car available, and have a low household income.¹⁰

APPROACH

The project will seek funding from the Federal Transit Administration (FTA), specifically from FTA's Section 5309 Capital Investment Grants Program. To qualify for this funding, the project will proceed using FTA's definition of a corridor-based bus rapid transit Small Starts project. Because the project will seek federal funding, it must comply with the National Environmental Policy Act.

NOTES

- ¹ Based on fatal and severe injury crashes from 2010 to 2014 on the 8-mile stretch of TV Highway between SW Cedar Hills Boulevard in Beaverton and SE 10th Avenue in Hillsboro.
- ² Oregon Department of Transportation (ODOT) crash data (based on the portion of TV Highway (OR 8) and associated roadways following the general route of the Line 57 bus).
- ³ TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.
- ⁴ ODOT crash data (same geographic extent as above).
- ⁵ TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.
- ⁶ TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.
- ⁷ Based on responses to a fall 2021 survey of Line 57 riders.
- ⁸ Equity focus areas are Census tracts where the rate of people of color, people with low income (i.e., incomes equal to or less than 200 percent of the Federal Poverty Level), or people with limited English proficiency is greater than the regional average and double the density of one or more of these populations. The corridor study area includes a 0.5-mile buffer on either side of the Line 57 route.
- ⁹ TriMet, 2017.
- ¹⁰ Based on responses to a fall 2021 survey of Line 57 riders. Of the respondents who answered each question, 34 percent completed the survey in Spanish, 52 percent identified as people of color (based on race and ethnicity questions), 64 percent reported incomes below 200 percent of the Federal Poverty Level (based on household size), and 70 percent do not have a car, motorcycle, or truck available to use.

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:

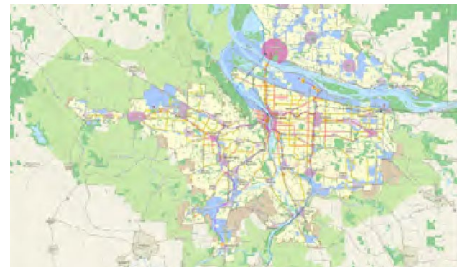
1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

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

This page intentionally left blank

Montgomery Park Transit Project

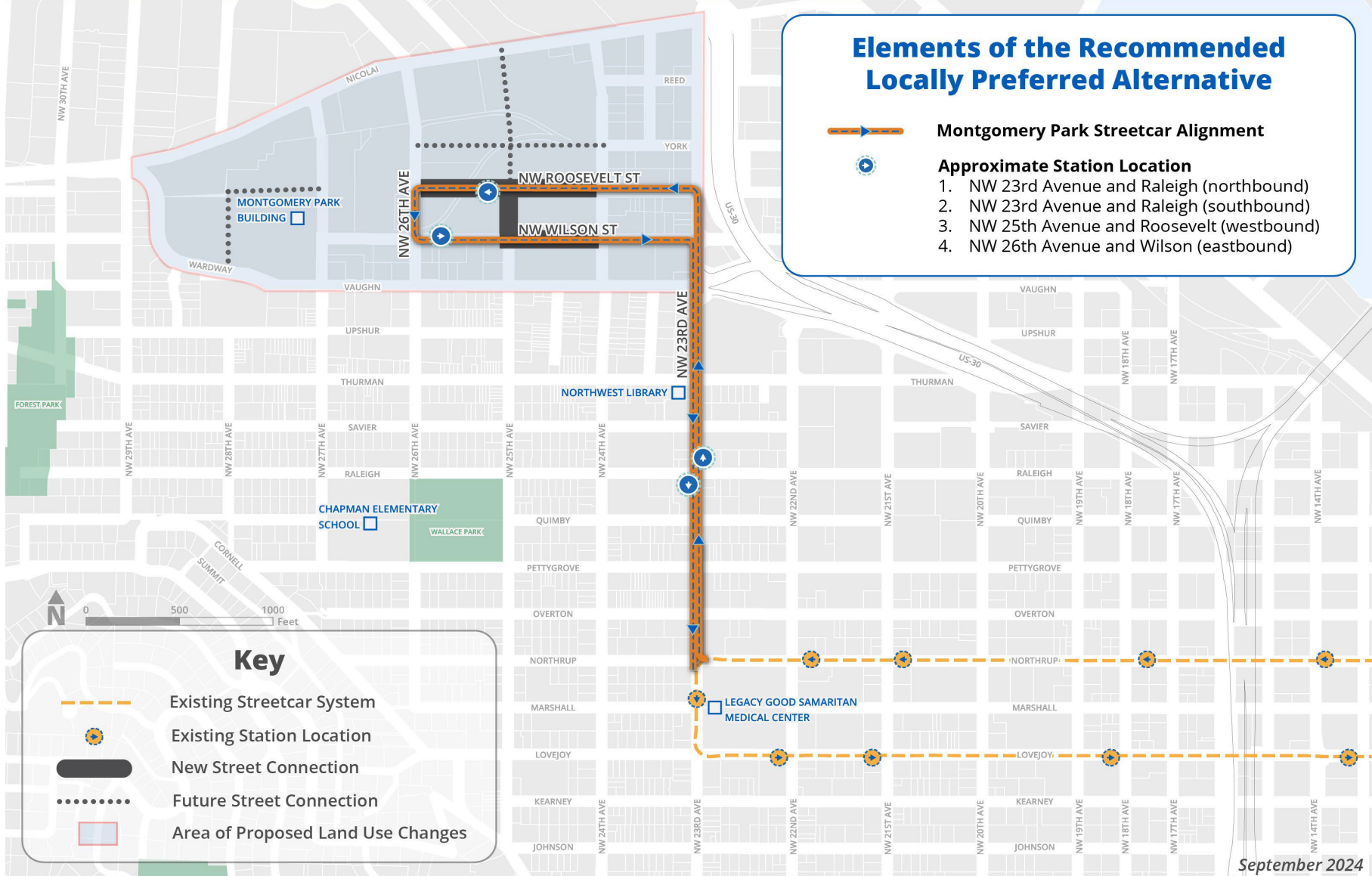
Recommended Locally Preferred Alternative | September 2024



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



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 (YOE\$)** 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 (YOE\$)** 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 (YOE\$)** 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 YOE\$, 2023-2045** to:
 - add \$115,000,000 to:
 - “Transit Capital Investments (YOE\$) Near Term 2023-2030: 1,575,610,000”,

- “Transit Capital Investments (YOE\$) Total 2023-2045: 4,647,590,000”,
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Near Term 2023-2030: 8.57 billion”,
 - “RTP Capital Projects and Programs (YOE\$) Total Estimated RTP Costs (YOE\$) Total 2023-2045: 27.87 billion”,
 - “Total estimated RTP Costs (YOE\$) Near Term 2023-2030: 19.07 billion”, and
 - “Total estimated RTP Costs (YOE\$) Total 2023-2045: 69.3 billion”.
- Update **Figure 5.11: Cost and number of RTP constrained capital projects by investment area (YOE\$)** 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 (YOE\$)** 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 (YOE\$)** 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 (YOE\$)** 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

Projects submitted to RTP by nominating agency.
Download the project data in excel at: www.oregonmetro.gov/rtp

This page intentionally left blank

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

Table of Contents

Purpose and background 1

I-5 Interstate Bridge Replacement (IBR) Program (previously Columbia River Crossing Project)4

Sunrise Project and Sunrise Community Visioning Project7

Southwest Corridor Transit Project8

I-5 Rose Quarter Improvement Project10

I-205 Abernethy Bridge and Phase 1A Construction12

I-205 Toll Project and I-205 Corridor Improvements.....13

I-5 & I-205 Regional Mobility Pricing Project.....15

I-5 Boone Bridge Replacement17

Earthquake Ready Burnside Bridge Project.....18

Tualatin Valley Highway Transit and Development..... 20

82nd Avenue Transit Project21

Montgomery Park Streetcar Extension.....23

FIGURES

Figure W.1: I-5 Interstate Bridge Replacement Program overview 5

Figure W.2: Southwest Corridor Locally Preferred Alternative Route Map..... 9

Figure W.3: I-5 Rose Quarter Improvement Project Location..... 10

Figure W.4: I-5 Rose Quarter Improvement Project Features 11

Figure W.5: I-205 Abernethy Bridge and Phase 1A Project Area Map..... 13

Figure W.6: I-205 Toll Project and I-205 Improvements Area Map 14

Figure W.7: Regional Mobility Pricing Project extents..... 16

Figure W.8: Earthquake Ready Burnside Bridge Proposed Typical Cross Section.....19

Figure W.9: TriMet Line 57 Route Map.....20

Figure W.10: 82nd Ave Transit Corridor21

[Figure W.11: Montgomery Park Streetcar Extension Map 23](#)

TABLES

Table W.1: Progress on Major Project Development (as of November 2023)..... 2

Table W.2: Anticipated IBR Program funding sources

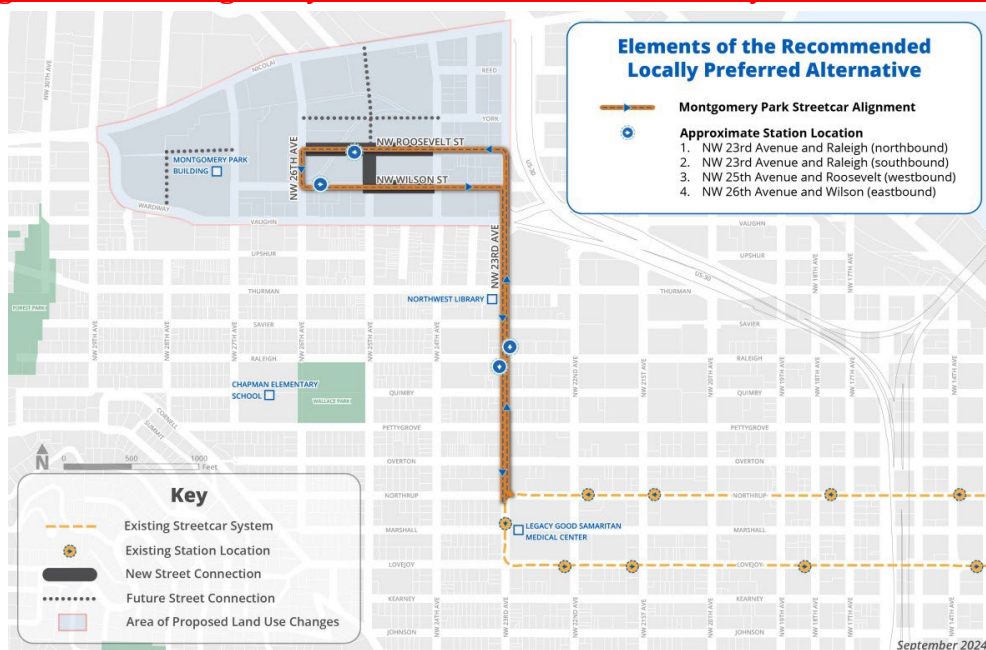
Montgomery Park Streetcar Extension

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



Attachment 6

STAFF REPORT

IN CONSIDERATION OF ORDINANCE 26-1538 FOR THE PURPOSE OF AMENDING THE 2023 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE LOCALLY PREFERRED ALTERNATIVE FOR THE MONTGOMERY PARK STREETCAR EXTENSION

Date: April 6, 2026

Department: Planning, Development and Research

Meeting Date: April 23, 2026

Length: 15 minutes

Prepared by:

- Ally Holmqvist, Senior Planner, Metro

- Alex Oreschak, Senior Planner, Metro
- Shawn Canny, Transportation Planner II, PBOT

Presenter: Ally Holmqvist, Senior Planner, ally.holmqvist@oregonmetro.gov

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 July 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the Montgomery Park Streetcar Extension identified as a regional priority in the 2023 RTP (and its element the High Capacity Transit Strategy) to improve transit speed, reliability, capacity, safety, comfort and access aligned with the vision established in the regional transit strategy. Planning to develop the LPA identified additional details and information that required amendments to the 2023 RTP. The amendment includes updates to reflect:

- the endorsed LPA route alignment on the regional transit network map,
- LPA project description, cost and anticipated revenues, and
- the project timeline and status in appendices of the 2023 RTP.

Metro and regional partners have made significant progress on the Montgomery Park Streetcar Extension, as well as the 82nd Avenue Transit Project and Tualatin Valley Highway Transit and Safety Project, and are ready to take the next step in pursuing key federal funding opportunities. This is a key step of the project development lifecycle outlined in the HCT Strategy for these identified Tier 1 priorities (see **Attachment 1**). To be eligible for federal and state funding, the endorsed transit project must have its LPA adopted in the RTP. The next full RTP update must be completed by November 30, 2028.

The requested amendment will include the endorsed Montgomery Park Streetcar LPA as part of the 2023 RTP in order to support the project moving into project development and becoming eligible to compete for federal and state funding opportunities now.

IDENTIFIED POLICY OUTCOMES

To reflect the LPA as previously endorsed by Metro Council resolution, the requested amendment includes the following:

- Amendment to Chapter 3 System Policies to Achieve Our Vision Regional Transit Network Map (Figure 3.24) 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.
- 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 project not accounted for in the adopted 2023 RTP financial forecast.
- Amendments to the Appendix A: Constrained Priorities Project List to update project cost and description for:
 - 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 description of the transit project to reflect endorsement of the LPA, including project status, timeline, maps and next steps.
- Create a new appendix that will contain the LPA: Appendix CC: Montgomery Park Streetcar Extension Locally Preferred Alternative
- Amendments to numbering, pagination, formatting and other scrivener's errors as needed.

ACTION REQUESTED

Hold a public hearing on the proposed RTP amendment and consider Ordinance No. 26-1538 For the Purpose of Amending the 2023 Regional Transportation Plan to Include the Locally Preferred Alternative for the Montgomery Park Streetcar Extension.

STAFF RECOMMENDATIONS

Staff recommends that Metro Council adopt Ordinance No. 26-1536, consistent with JPACT's action. MPAC will make a recommendation to Metro Council at their meeting on April 22, 2026. Staff will notify Metro Council of their recommendation at the second reading on April 23, 2026.

Following the amendment procedures, Metro staff has reviewed the information submitted by TriMet (project sponsor) and City of Portland (project owner) in Attachment 2 and finds that the requested amendment to the 2023 RTP to include the LPA for the Montgomery Park Streetcar Extension is regionally significant and consistent with the 2023 RTP and federal fiscal constraint requirements.

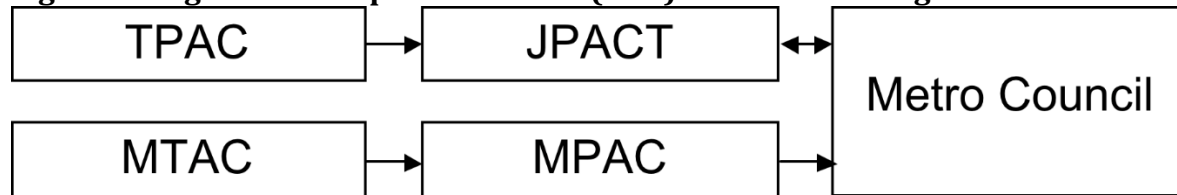
STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

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.

Attachment 3 describes in detail how the amendment is 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

Process Step	Outcomes
<u>Step 1</u> Sponsoring agency consults with Metro Staff	<i>Staff from TriMet (project sponsor) and City of Portland (project owner) met with staff from Metro between <u>April and September 2025</u> on the requested amendment and the RTP consistency requirements. Metro staff also participated as a partner in the LPA process for the transit project.</i>
<u>Step 2</u> Sponsoring agency submittal	<i>Staff from TriMet and City of Portland submitted a memo for the requested amendment including the RTP consistency background information outlined in the RTP Project Amendment Checklist as outlined in Appendix Y: RTP Amendment Process in <u>October 2025</u>.</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 an Enhanced Transit Corridor in Montgomery Park for short-term implementation with the transit project 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 this high capacity transit project as a Tier 1: near-term HCT corridor – the highest priority for near-term HCT investment in the region. The project will also require project-level NEPA review. Additionally, the project corridor is designated on multiple RTP network maps – including transit, bicycle, and pedestrian networks.</i>

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

Process Step	Outcomes
Step 4 Public engagement consistency determination:	<p><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></p> <ul style="list-style-type: none"><i>• an adopted Title VI plan and implementation procedures;</i><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><i>• conducted project-specific engagement and analyzed potential inequitable impacts for marginalized groups;</i><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><i>• retained records related to these public engagement activities in compliance with regulations.</i> <p><i>The LPA endorsement process documented the extensive, consistent project development public engagement activities since that time.</i></p>
Process Step	Outcomes
Step 5 RTP consistency determination:	<p><i>The requested amendment has elements demonstrating progress toward objectives under all five regional goals that:</i></p> <ul style="list-style-type: none"><i>• implement the Metro 2040 Growth Concept by advancing high-capacity transit along a Main Street improving mobility within the Central City via a transit solution supporting planned compact, higher density land uses;</i><i>• invest in a corridor identified for transit improvements on the RTP Transit Network Vision;</i><i>• improve transit, bicycle and pedestrian travel and access, while balancing motor vehicle and travel functions of mobility corridors;</i><i>• improve multimodal options and access for Equity Focus Areas;</i><i>• provide safer alternatives to driving, advancing Vision Zero;</i><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><i>• advance transit, bicycle and pedestrian system completion in a job and activity center to provide safe and convenient options for short trips and connections to transit, supporting the economy; and</i><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> <p><i>In all these ways, the requested amendment has 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

Process Step	Outcomes
<p><u>Step 6</u> Fiscal constraint determination</p>	<p>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:</p> <ul style="list-style-type: none"> • \$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); • \$57.5M in additional FTA Capital Investment Grant award; and • \$10M in regional revenue (i.e., Regional Flexible Fund Bond approved by JPACT and the Metro Council in 2025).
<p><u>Step 7</u> Begin Formal Amendment Process</p>	<p>The RTP Amendment Process was initiated 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. This process was consistent with Metro’s public engagement and established RTP amendment procedures.</p> <p>Attachment 2 provides the process and timeline for considering the requested RTP amendment. To date that has included:</p> <ul style="list-style-type: none"> • a 45-day public comment period which concluded on December 19, including public hearings on December 4 and March 5 • Documentation of public comments and recommended actions in response (see Attachment 4) • Form 1 Notice to the Department of Land Conservation and Development on January 28 • Consideration and recommendation by MTAC, TPAC, JPACT and MPAC <p>Next steps in the process will include:</p> <ul style="list-style-type: none"> • Consideration by Metro Council (second reading and adoption on April 23) • Form 2 Notice to the Department of Land Conservation and Development by May 12

Known Support and Opposition

Overall, public input and prior endorsements demonstrate support for the transit project LPA by agency and community partners in the region. Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components for the project. Analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with agency partners and outreach for the associated Montgomery Park Area Plan. Additionally, the project has demonstrated compliance with Title VI and regional public involvement requirements.

No public comments were received on the Montgomery Park Streetcar Extension or this proposed amendment during the comment period.

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. 25-5505 (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.

Anticipated Effects: Adoption of the Ordinance will allow project staff to continue working with TriMet and partners on the project 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 the streetcar extension to Montgomery Park in 2030

Budget Impacts: Adoption of the Ordinance 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

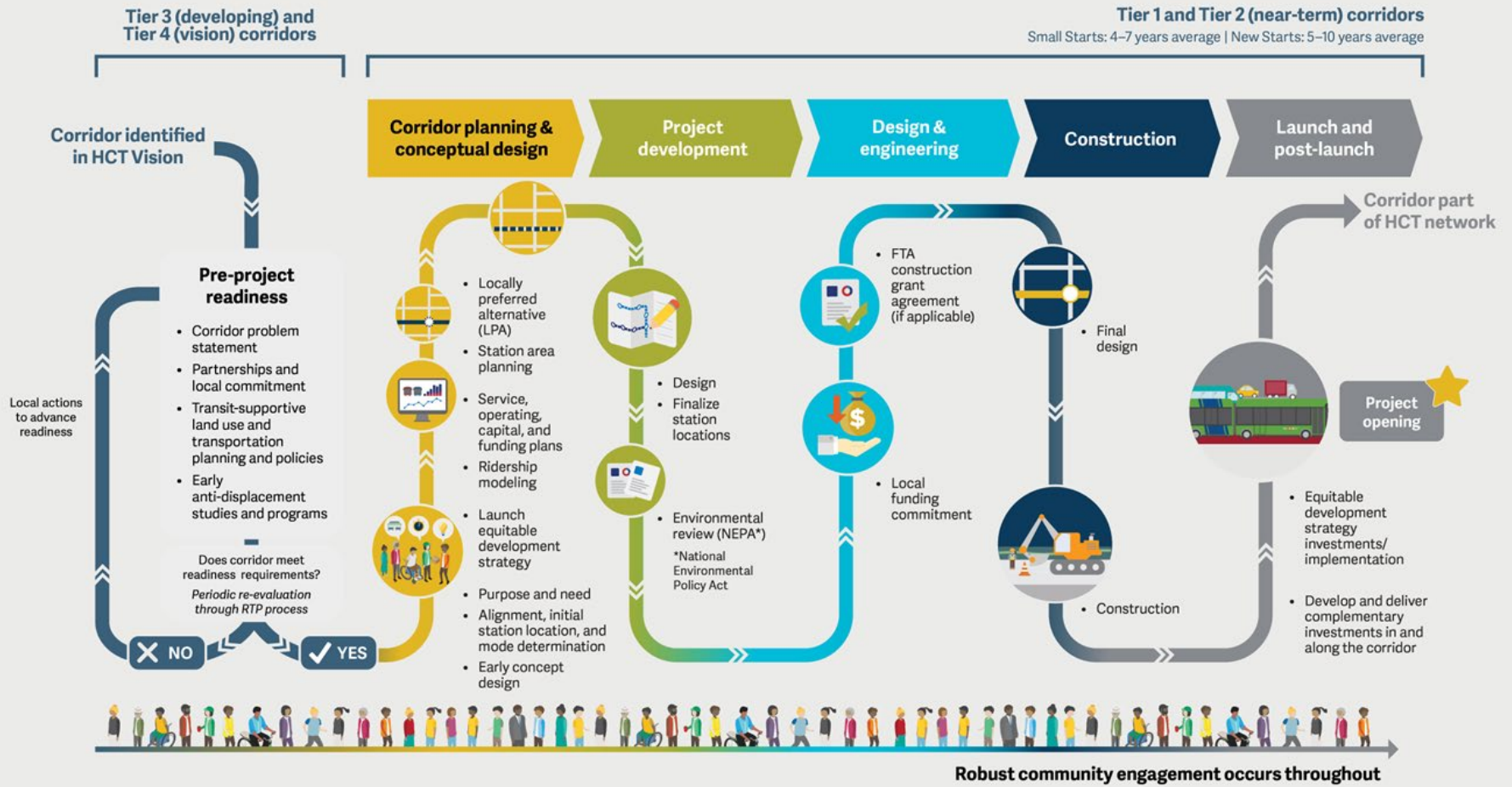
- Attachment 1: High Capacity Transit Project Development Lifecycle
- Attachment 2: Transit Project Locally Preferred Alternative RTP Amendments Process Timeline
- Attachment 3: Montgomery Park Streetcar Extension Locally Preferred Alternative RTP Amendment Request Memo

High Capacity Transit Project Development Lifecycle

How will corridors move forward?

The figure below shows how corridors move through different stages of planning, engineering, and construction.

Tier 1 and 2 corridors are ready to move forward in the near term, while tier 3 and 4 corridors need more work to make them ready for investment.



Transit Project Locally Preferred Alternative 2023 Regional Transportation Plan Amendments Process Schedule

Below is a consolidated schedule showing the timeline for considering adoption of the proposed 82nd Avenue, Montgomery Park Streetcar, and TV Highway 2023 Regional Transportation Plan amendments.

Round	Meeting	Actions Necessary	Documents Necessary	Date
Public Comment Period (45 days) <i>DLCD Proposed Change PAPA Notice (post acknowledgement plan amendment)</i>	45 Day Comment Period	<ul style="list-style-type: none"> Public notice of comment period 30 days in advance of start of comment period – Friday, October 3 Public notice of comment period at start of comment period Amendment documents posted on Metro website Notice of public comment period emailed to Metro committees and RTP/Transportation Planning interested parties' lists 	Public review and public hearing amendment materials: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment Staff Report¹ Attachments to Staff Report Documented Public Comment Print Notices 	<u>November 3 – December 19, 2025</u>
	Metro Council	Public Hearing		December 4, 2025
	<i>Notice of Proposed Change to Plan (Form 1)</i>	<i>Email PAPA notice with required attachments for each amendment (submit to DLCD 35 days before first reading)</i>		January 28, 2026
1st Reading and Public Hearing Introduce RTP Amendments to Advisory Committees	TPAC	<ul style="list-style-type: none"> Review and discuss, identify any needed changes 	Revised draft amendment materials: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment Staff Report² Attachments to Staff Report <ul style="list-style-type: none"> Draft Public Comment Report Table documenting comments proposing a change and recommended action(s) to respond to public comment 	February 6, 2026
	MTAC	<ul style="list-style-type: none"> Review and discuss, identify any needed changes 1st Reading and Public Hearing 		February 18, 2026
	JPACT			February 19, 2026
	MPAC			February 25, 2026
	Metro Council			March 5, 2026
Final rec'ds and action by Advisory Committees and Council 2nd Reading, Final Public Hearing and action	MTAC	<ul style="list-style-type: none"> Review final documents Make recommendation to MPAC on their adoption recommendation 	Final: <ul style="list-style-type: none"> Ordinance Exhibit(s) to Ordinance <ul style="list-style-type: none"> RTP Amendment (with any recommended actions incorporated) Findings Staff Report² Attachments to Staff Report <ul style="list-style-type: none"> Final Public Comment Report Table documenting comments proposing a change and recommended action(s) to respond to public comment 	March 18, 2026
	MPAC	<ul style="list-style-type: none"> Review final documents Consider MTAC recommendation Make recommendation to Metro Council on adoption 		April 22, 2026
	TPAC	<ul style="list-style-type: none"> Review final documents Make recommendation to JPACT on adoption 		April 3, 2026
	JPACT	<ul style="list-style-type: none"> Review final documents Consider TPAC recommendation on adoption Consider adoption of Ordinance and make recommendation to Council 		April 16, 2026
	Metro Council	<ul style="list-style-type: none"> Review final documents Consider MPAC recommendation and JPACT action 2nd Reading and Final Public Hearing Consider adoption as recommended by JPACT (or remand to JPACT) 		April 23, 2026
<i>DLCD Adopted Change PAPA Notice</i>	<i>Notice of Adopted Change to Plan (Form 2)</i>	<i>Email PAPA notice with required attachments for each amendment (submit to DLCD within 20 days of adoption)</i>	<i>Include final documents above</i>	<i>May 12, 2026</i>

¹ Staff Report address RTP project amendments checklist in [RTP Appendix Y](#).

Attachment 3

Date: October 29, 2025
To: Kim Ellis, Climate Program Manager; Ally Holmqvist, Senior Transportation Planner
From: Shawn Canny, City Transportation Planner II; Brenda Martin, Capital Project Manager
Subject: Portland Streetcar Montgomery Park Extension RTP Amendment Request

Overview

This memo formally requests an amendment to the [Regional Transportation Plan \(RTP\)](#) to incorporate the [Locally Preferred Alternative \(LPA\)](#) and updated estimated cost for the [Portland Streetcar Montgomery Park Extension Project](#) (Project). It contains the background information needed to help Metro staff to review the requested amendment for consistency with the RTP and develop the legislation and supporting staff reports for consideration by the Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

Background

For more than 20 years, the Portland Streetcar has been one of the City of Portland's tools for equitable and sustainable development. Since 2018, the City has been exploring ways to build upon the success of streetcar and connect the existing network to Montgomery Park in Northwest Portland. These efforts culminated in the development and adoption of the [Montgomery Park Area Plan \(MPAP\)](#), which adopted land use and transportation changes to establish a new transit-oriented, mixed-use district in Northwest Portland west of Highway 30 and between NW Nicolai and NW Vaughn streets served by streetcar. Alongside the MPAP, the [Project's Locally Preferred Alternative \(LPA\)](#) was developed, identifying the transit mode, alignment, and general station locations.

Montgomery Park has been identified as a priority destination for major high-capacity transit investment for several years, with previous plans and studies of the area documenting transit issues, potential transit-oriented development, community concerns and goals, and potential solutions. A timeline of the development of planning documents specifically related to the project is as follows:

- The project was first identified for transit investment in the 2009 [Portland Streetcar System Concept Plan](#).
- The [2035 Portland Transportation System Plan \(TSP\)](#), [2018 Metro Regional Transportation Plan \(RTP\)](#), and [2018 Metro Regional Transit Strategy](#) all call for a major transit investment to Montgomery Park, with the RTP including the corridor in its financially constrained project list (1139) and the TSP including it on its unconstrained list (60035); the currently ongoing update to the TSP will include the project on its financially constrained list
- In 2018, Portland City Council adopted the [Enhanced Transit Corridors Plan](#) and funded the [Preliminary Northwest Portland Streetcar Extension and Land Use Alternatives Analysis](#).

- In 2019, a Federal Transit Administration (FTA) transit-oriented development (TOD) planning grant administered through metro helped fund the [Montgomery Park to Hollywood Transit and Land Use Development Strategy \(MP2H\)](#). In Northwest Portland, MP2H became the Montgomery Park Area Plan (MPAP).
- In 2023, the [Metro High Capacity Transit Strategy](#) prioritized the corridor as a Tier 1 priority for major transit investment (ID C28).
- The 2023 RTP update includes the Project in its [financially constrained project list](#) (11319).
- Portland City Council unanimously adopted [Ordinance 192000](#) on December 11, 2024, adopting the MPAP.
- In December 2024, TriMet submitted a letter to the Federal Transit Administration (FTA) requesting entry in the Project Development phase of the FTA's Capital Investment Grant Small Starts program. The FTA responded with concurrence in January 2025. The project is listed on the [FTA's CIG program webpage](#).

Additionally, the LPA for the project has been endorsed as follows:

- The Portland City Council unanimously adopted [Resolution 37692](#) to endorse the LPA on December 11, 2024.
- JPACT approved Resolution No. 25-5505 and made a recommendation to the Metro Council for approval on June 26, 2025.
- Metro Council adopted [Resolution No. 25-5505](#) endorsing the LPA on July 31, 2025.

Project Description and Map

The Project will extend the Portland Streetcar North-South (NS) 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. The streetcar will run northward on NW 23rd Avenue to NW Roosevelt Street and utilize a new one-way parallel couplet with westbound movement on NW Roosevelt Street from NW 23rd Avenue to NW 26th Avenue, southbound movement on NW 26th Avenue from NW Roosevelt Street to NW Wilson Street, and eastbound movement on NW Wilson Street from NW 26th Avenue to NW 23rd Avenue. The streetcar will then return southbound on NW 23rd Avenue to connect to the existing streetcar tracks south of NW Northrup Street. General station locations are at NW 23rd and Raleigh Street (northbound and southbound), NW 25th Avenue and NW Roosevelt Street (westbound) and NW 26th Avenue and Wilson Street (eastbound/end-of-line).

The Project includes the following scope elements (for more detail, see [MPAP Volume 3: Transportation Plan](#)):

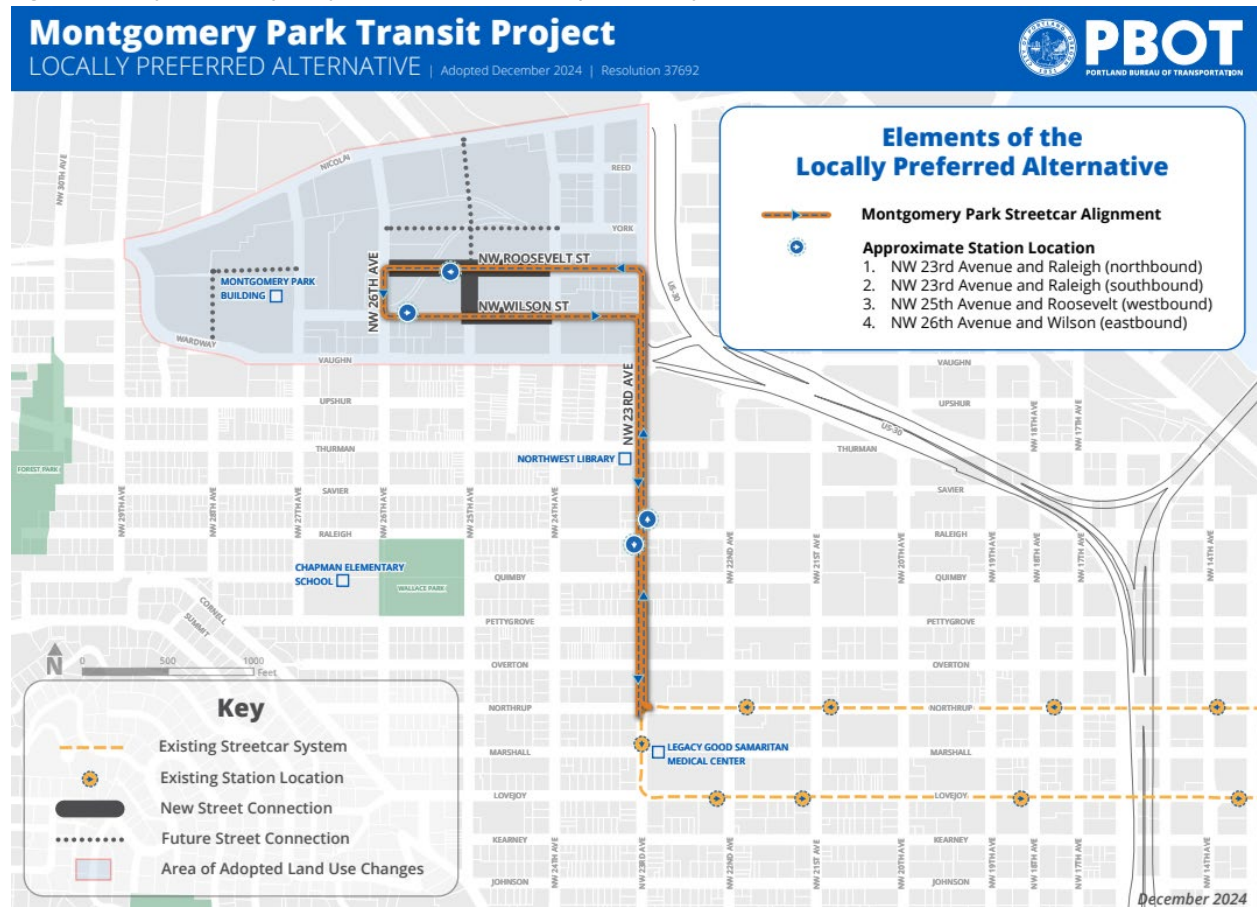
- The Project will construct new trackwork for two-way north-south streetcar movement on NW 23rd Avenue between NW Wilson Street to the north and NW Northrup Street to the south to support future trip demand in a new transit-oriented district.
- The Project will construct trackwork along a new parallel one-way couplet on NW Roosevelt Street (westbound) and NW Wilson Street (eastbound) between NW 23rd Avenue and NW 26th

Avenue, as well as along NW 26th Avenue between Roosevelt and Wilson streets (southbound) to support streetcar movement.

- The project will construct multimodal street extensions of NW Roosevelt Street between NW 24th Avenue and NW 26th Avenue, as well as NW Wilson Street between NW 24th Avenue and NW 25th Avenue to support streetcar movement, improve multimodal safety, and connect the local street grid to local connectivity standards.
- The project will add new buffered or protected bike lanes on NW Roosevelt Street and NW Wilson Street between NW 23rd Avenue and NW 26th Avenue, to improve bicycle safety
- The project will add four new streetcar stops along the alignment, two of which will be located on NW 23rd Avenue at NW Raleigh Street (northbound and southbound), as well as at NW 25th Avenue and NW Roosevelt Street (westbound) and NW 26th Avenue and NW Wilson Street (eastbound); the NW Wilson Street station will include a charging station for new off-wire capable streetcars, as the extension is planned to be off-wire.
- The project will rehabilitate NW 23rd Avenue between NW Vaughn and NW Lovejoy streets, including utility repair and relocation, stormwater remediation, and accessibility upgrades to support state of good repair and resiliency on the Neighborhood Main Street.
- The project will add or repair sidewalks and ramps along the streetcar alignment to improve pedestrian safety and meet Americans with Disabilities Act (ADA) requirements.
- The project will add wide furnishing zones along street extensions to support large species of street trees and improve tree canopy and improve resiliency in the area.
- The project will construct or modify signalized intersections along the streetcar alignment as needed to support transit reliability and multimodal safety, as well as planning the use of Transit Signal Priority (TSP) to ensure transit reliability.
- The project will purchase up to 12 new cars to support line operations and shorter headways.

See Figure 1 below for the endorsed LPA map for the project.

Figure 1: Project Locally Preferred Alternative Map and Project Elements



Purpose and Need

The Portland Streetcar Montgomery Park Extension Project will complete design and construction for an extension of Portland Streetcar to enhance transportation connectivity and access to and from key destinations in a developing transit-oriented district of Portland, Oregon. Service will be enhanced through:

- Providing low cost, high quality rapid and reliable mass transit connections in the Montgomery Park Area and Northwest Portland, as well as further enhancing the area's connections to Portland's Central City, Portland State University, Oregon Health and Sciences University, and other important local and regional destinations.
- Improving connections with current bus service at future streetcar stations and creating centralized connections to multiple transportation options near the Project terminus at Montgomery Park.
- Expanding mobility and access to employment and housing opportunities as well as critical destinations for the area's current and future residents and employees, who include transit-dependent, low-income, and minority populations.

- Preserving and promoting a healthy environment by minimizing adverse impacts on the environment and reducing congestion and carbon emissions by providing an attractive zero-emissions alternative for single occupancy vehicle (SOV) users.
- Improvement the local streetscape including new stormwater management and accessibility upgrades.

The Project will address four major needs in the corridor:

- *Meet Regional and Local Travel Demand:* According to Portland's [2035 Comprehensive Plan](#), Portland is predicted to add 260,000 new residents and 140,000 new jobs by 2035. The Northwest Portland area—of which the Montgomery Park Area is part—alone is expected to grow by 14,000 new households and 1,500 new jobs. Portland Streetcar, Inc. reports that streetcar ridership has grown overall, peaking at more than 16,000 average daily riders prior to Covid and rebounding to more than 10,000 in 2025. Portland's existing streetcar service is subject to the pressure of growing population and anticipated travel demand, and roadway congestion in the project corridor caused by this growth will continue to degrade transit performance as well as automobile performance and have negative environmental impacts.
- *Address Local Planning Goals:* This project aligns with the [2003 Northwest District Plan](#), the [2009 Streetcar System Concept Plan](#), the [2020 Northwest in Motion Plan](#), the [2015 Climate Action Plan](#), the [2023 Regional Transportation Plan](#), and the [Montgomery Park Area Plan](#), and is prioritized in the 2035 Comprehensive Plan and Transportation System Plan as a means of accomplishing the plans' goals of reducing reliance on SOVs to achieve ambitious mode shift goals, reducing vehicle miles traveled (VMT), and achieving net-zero carbon emissions while supporting dense, equitable, and sustainable communities. The area is also poised for change, as there is substantial private development planned and anticipated on the more than 45 acres, including the Montgomery Park office complex, currently the second largest office building in the state, and the former ESCO Steel manufacturing site, which are both currently in various stages of development.
- *Serve Underrepresented Communities:* The proposed transit project will extend access to housing opportunity and employment, including for underrepresented communities. The proposed project area is near the densest and high-opportunity neighborhoods in Portland, as well as the one of the largest urban parks in the United States. Further, Portland Streetcar reports that more than a third of Portland's regulated affordable housing stock is located within a quarter mile of streetcar tracks, and plans have been developed for a further increase of housing in the area. Related land use changes and benefits agreements in the project area are anticipated to lead to hundreds of new middle-wage job opportunities and 2,000 or more new housing units, including 200 or more regulated affordable housing units. Past streetcar extensions were fundamental to broader housing development and neighborhood revitalization efforts. The extension to Montgomery Park will preserve and enhance access to living-wage jobs and connect people to opportunities through affordable, accessible low-carbon transportation options. The streetcar extension and its associated

investments in roadway construction will act as a catalyst for a new district focused on delivering more equitable and climate-friendly outcomes.

- *Maximize Local Investment:* The project will leverage a mix of funding sources, including federal, local, and private funds, to support construction and operation. The potential for using Local Improvement Districts (LIDs) to capture private investment for infrastructure underscores the project's capacity to generate community benefits.

Project Development Phase Schedule and Deliverables

The Locally Preferred Alternative being amended into the RTP will support further progress on the Project and is a required step to qualify for key federal funding opportunities. It is necessary to complete the NEPA process covering all aspects of the project proposed for FTA funding, develop sufficient information for FTA to develop a project rating, complete sufficient engineering and design to develop an accurate and reliable cost, scope, and schedule for the Project, commit all non-CIG funding commitments, complete all critical third-party agreements, and meet other FTA readiness requirements. The Project formally entered the Project Development phase in January 2025, and implementation is expected to be implemented through Summer 2030.

The Project Development Phase includes required deliverables that will be informed by the core design team, project partners, and community engagement, including:

- Completion of environmental approvals under the National Environmental Policy Act (NEPA).
- Development of preliminary design and engineering documents.
- Development of materials necessary for a Small Starts rating by FTA and subsequent Small Starts Construction Grant Agreement.

The anticipated schedule for the Project Development Phase deliverables is as follows:

- Preliminary Design and Engineering (Spring 2026 – Fall 2027)
 - 15% design (Spring 2026)
 - 30% design (Summer/Fall 2026)
 - 60% design (Spring 2027) (expected to be the plan set used for cost estimation and negotiation of Construction Grant Agreement with FTA)
- Draft Finance Plan (Fall 2026)
- Update to the Regional Transportation Plan and related financial elements, as necessary
- Environmental Approvals under NEPA (Fall 2026 – Fall 2027)
 - Purpose and Need
 - Class-of-Action Determination (anticipating a Documented Categorical Exclusion)
 - NEPA assessment and findings, including all needed analysis and public engagement
- Development of initial Small Starts Application for rating and subsequent Small Starts Construction Grant Agreement (Fall 2026)
- 30% of all non-CIG funding committed at submission of rating materials after 30% design (Fall 2026)

- Final Design and Construction Documents (Summer 2027-Spring 2028), including cost estimates for each stage documenting the total anticipated construction cost in year of expenditure dollars:
 - 95% Design Package
 - 100% Design – Issued for Construction
- 100% local funding sources committed prior to applying for final SSGA (Winter 2027/28)

The anticipated time period for the Construction phase is Spring 2028 – Summer 2030 and for vehicle procurement is Spring 2026 – Summer 2030.

Agency Partners and Roles

The following agency partners will help deliver the project:

- The Tri-County Metropolitan Transportation District of Oregon (TriMet) will be the Project Sponsor and the Grantee for the FTA CIG Small Starts program on behalf of the City of Portland.
- The Portland Bureau of Transportation (PBOT) will be the FTA CIG subrecipient. As owner of the Portland Streetcar System and Assets, the agency will lead on design and construction for the project.
- Portland Streetcar, Inc. will assist with funding, strategy, design, and partnerships to support Project delivery.
- Metro will support completion of the environmental review process.
- The Federal Transit Administration is the lead federal agency for NEPA and a key financial partner through the FTA's CIG Small Starts program.

Intergovernmental Agreements with both Metro and TriMet are currently in process to formalize roles and responsibilities for Project Development and construction.

Public Engagement

Following a demographic assessment completed as part of public involvement planning as part of the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H) (which in Northwest Portland evolved into the Montgomery Park Area Plan (MPAP)), the Project team conducted various public engagement efforts was conducted in two general phases over five years:

- *Phase 1: Fall 2019 – Winter 2021/22:* During Phase 1, the project team gathered feedback as they developed and analyzed alternative transportation and land use development scenarios for Northwest Portland, with focus on the area around Montgomery Park. The project team convened a Project Working Group of 16 community members representing a variety of viewpoints, many of whom had connections to local neighborhood groups, business organizations, transportation advocates, and area property owners. An FTA TOD planning grant administered by Metro supported direct funding to two area Community Based Organizations (CBOs) to provide outreach to underserved communities regarding

their aspirations, concerns, and priorities for the area and Project: Friendly House, Inc; and Northwest Industrial Business Association (NIBA)/Columbia Corridor Association. During this phase, the project team asked questions to better understand transportation and land use conditions, sought feedback on what goals the MPAP should seek to achieve, and gathered input on various land use development scenarios and potential streetcar extension alignments. Phase 1 engagement methods included 7 Project Working Group Meetings; 1 Project Kickoff Open House; 1 Urban Design Concept Open House; the 2 aforementioned Community Based Organization Partnerships, including mailers, surveys, conversations, and community forums; meetings with neighborhood and business organizations; and 1 comment period for the draft plan.

- *Phase 2: Spring 2023 – Winter 2024/25:* Phase 2 focused on learning more about the community's needs and priorities for the Project itself, which informed the final MPAP recommendations and the LPA. This phase combined in-person meetings; an online open house and survey; project mailers; meetings with neighborhood groups; tabling at open houses and events in the area; direct canvassing of businesses along the proposed alignment; A BIPOC-focused urban design focus group; and intercept surveys both near existing area streetcar stations and around regulated affordable housing developments along streetcar in Northwest Portland.

Community engagement has helped shape the development of the MPAP and the LPA for the Project since 2019, when community members helped define the planning process goals. Overall Key takeaways from community engagement can be found in the adopted [Montgomery Park Area Transportation Plan](#) (Volume 3 of the MPAP). Two key ways in which community engagement shaped the MPAP and Project are as follows:

- *Area of change and final Project alignment:* During the MPAP planning process, several land use development scenarios and supportive alignments for streetcar were explored. When the Project Working Group and other stakeholders repeatedly expressed concern about the potential for broad loss of industrial land in the planning area, the plan shifted focus to a smaller area where the greatest expected change might occur (west of US-30) in order to preserve industrial uses elsewhere. This allowed for the development of plan recommendations that balanced stakeholder interests in new jobs, more housing, and the preservation of low-barrier-to-entry middle-wage jobs in the area. As a result, the streetcar alignment shifted to serve the area of greatest potential growth. Additionally, the project's related adopted [Public Benefits Agreement](#) addresses these priorities by requiring a minimum of 400 middle-wage jobs in a variety of sectors in the plan area and the provision of at least 200 units of affordable housing prior to development of other buildings on the land subject to the agreement.¹
- *Commemoration of York:* Through engagement with the Portland Harbor Community Coalition, the Project team was introduced to the York Collective. The York Collective

¹ More information is available in [Volume 1](#) of the adopted Montgomery Park Area Plan, beginning on Page 36 (PDF Page 44).

includes Black Portlanders and allies with interest in exploring and advancing opportunities to share and elevate information about the legacy of York, an enslaved member of the Lewis and Clark Corps of Discovery, and for whom NW York Street in the Project area is named. The group has produced a broad vision for a “justice- and climate-centered transit and land use development strategy along York Street.” Through continued engagement, this group has ensured that public art commemorating York is part of implementation of the MPAP, and an action item directing City staff to continue to assist the group and others seeking equitable outcomes to seek further engagement and resource identification toward their goals for the area.²

RTP Consistency and Regional Significance

The Project advances the following RTP goals and objectives:

Goal 1 – Mobility Options:

- *Objective 1.1 Travel Options:* Provides travel options to support mode shift and reduced per capita vehicle miles traveled by constructing multimodal facilities and improving the pedestrian, bicycle, and transit network while supporting transit-oriented development so people can meet their daily needs without a personal automobile.
- *Objective 1.2 System Completion:* Supports system completion by filling gaps in the pedestrian, bike, and transit network through key connections and local street grid completion.
- *Objective 1.3 Access to Transit:* Improves access to transit for existing and future residents, workers, and visitors.
- *Objective 1.4 Regional Mobility:* Supports regional mobility by ensuring that modal functions for facilities support regional mobility, including goods movement.

Goal 2 – Safe System:

- *Objective 2.1 Vision Zero:* Implements Complete Street designs in support of Vision Zero. Streets will be human scaled with wide sidewalk corridors, and dedicated bike facilities along the new couplet north of NW Vaughn Street will reduce modal conflicts.
- *Objective 2.3 State of Good Repair:* Brings NW 23rd Avenue between NW Vaughn and NW Lovejoy streets to a state of good repair.

Goal 3 – Equitable Transportation:

- *Objectives 3.1 and 3.2 Transportation Equity and Barrier-Free Transportation:* Advances transportation equity and barrier-free transportation by improving access to permanent, high-capacity transit for residents in an Equity Focus Area (Tract 49.01) while serving future residents of affordable housing in the new transit-oriented district. The Project will improve access to nearby industrial jobs while supporting new middle-wage job requirements in the

² More information is available in [Volume 1](#) of the adopted Montgomery Park Area Plan, on pages 13 and 84 (PDF pages 21 and 92).

Montgomery Park area, all while connecting people to services, jobs, and educational opportunities in Portland's Central City and throughout the region.

Goal 4 – Thriving Economy:

- *Objective 4.1 Connected Region:* Supports a connected region through focused investment and growth in an expanded Neighborhood Center in Northwest Portland.
- *Objective 4.2 Access to industry and freight intermodal facilities:* Facilities continued access to industry and intermodal freight facilities for goods movement to and from the industrial lands around the Project area.
- *Objective 4.3 Access to Jobs and Talent:* Integrates captured public benefits to require 400 new middle-wage jobs in the Montgomery Park area, per the related Public Benefits Agreement.
- *Objective 4.4 Transportation and housing affordability:* Supports the development of housing choices and new jobs in an urban district where people can meet their needs without a personal automobile.
- *Objective 4.5 State of Good Repair:* Brings NW 23rd Avenue between NW Vaughn and NW Lovejoy streets to a state of good repair.

Goal 5 – Climate Action and Resilience:

- *Objective 5.1 Climate Change Mitigation:* Supports climate change mitigation by providing accessible non-driving transportation options to support reduced per capita vehicle miles traveled.
- *Objective 5.2 Climate-Friendly Communities:* Develops a new climate-friendly community by coordinating the Project with an increase in middle-wage jobs and housing choices in a high-opportunity, walkable, mixed-use area served by permanent high capacity frequent transit service and active transportation options.
- *Objective 5.3 Resource Conservation:* Integrates green infrastructure including onsite stormwater remediation, wide furnishing zones, and large varieties of street trees.
- *Objective 5.4 Adaptation and Resilience:* Promotes reduced urban heat island effect through the planting of large street trees along the Project's couplet north of NW Vaughn Street.
- *Objective 5.5 State of Good Repair:* Brings NW 23rd Avenue between NW Vaughn and NW Lovejoy to a state of good repair, and upgrades water and stormwater facilities.

The Project is consistent with and supports implementation of the following RTP System, Regional Design and Regional Network Policies:

- *3.2.1 2040 Growth Concept:* The Project supports the Metro 2040 Growth Concept by advancing permanent high-capacity transit and higher-density growth along a designated Main Street of NW 23rd Avenue and within the Central City regional hub, as well as supporting planned land uses adopted in Portland's Comprehensive Plan and the 2040 Growth Concept. The Project supports the preservation of nearby industrial land north of NW Nicolai Street east of US-30, and updated MPAP policies prioritize freight movement and access to this land.

- *3.2.2 Transportation Equity Policies:* The Project improves multimodal options and permanent transit access in an Equity Focus Area (Tract 49.01). Additionally, the Project advances a new equitable transit-oriented district with housing choices including affordable housing in a high-opportunity area of Northwest Portland.
- *3.2.3 Safety and Security Policies:* While the Project area does not include any Regional High Injury Corridors or Intersections, the Project advances implementation of Vision Zero and the Safe System approach and implements Complete Street policies to reduce modal conflicts and improve safety for all modes.
- *3.2.4 Climate Action Policies and Resilience Policies:* The Project supports Metro’s Climate Smart Strategy and related policies. It will support implementation of the MPAP to support reduced vehicle miles traveled per capita and related greenhouse gas emissions. It will advance a major high-capacity transit investment to make transit more convenient, frequent, and accessible. It will include improvements to the bicycle and pedestrian network and connect the local street grid with safe crossings. Implementation will also include the development of a parking management strategy for the Montgomery Park area, to be implemented alongside the construction of new streets in the project area. Private developments in the area will be subject to the City of Portland’s Transportation Demand Management (TDM) policies to support mode shift and reduced vehicle miles traveled per capita. Additionally, the Project will support Metro’s transportation preparedness and resilience policies by supporting the designation of regional emergency transportation routes in the project area, integrating green infrastructure, and expanding the region’s tree canopy.
- *3.2.6 Mobility Policies:* The Project will advance mobility policies. It pairs a major transportation system investment with adopted land use changes to enhance efficiency. It will provide people and businesses a variety of seamless and well-connected travel modes so that people and businesses can meet their daily needs. It prioritizes the safety and comfort of travelers of all modes through multimodal network completion. It prioritizes an investment in an Equity Focus Area.
- *3.3 Regional Network Policies:* The Project supports regional network policies. It advances design and complete streets policies by implementing multimodal street connectivity and Complete Streets Policies. It is supportive of 2023 RTP Policy Map designations for transit, bike, pedestrian, and regional emergency routes in the Project area and implements Project C28 in the Regional High Capacity Transit Vision. It supports adjacent RTP Policy Map designations for Design, Freight, and Motor Vehicles.

Identification of the Project followed the RTP congestion management process policies in the following ways:

- The Project utilizes multiple tools in the Congestion Management Process (CMP) toolbox. It utilizes transit-oriented development and new mixed-use land uses alongside parking management to support a walkable, employment- and housing-focused district facilitated by compact land uses in combination with walking, biking, and transit connections. It is planned to utilize transit signal priority and access management strategies to support system

management and operations. It will utilize active transportation strategies by implementing new biking and walking connections to key destinations. It will utilize transit strategies by constructing high capacity transit and expanding transit coverage. It will also utilize street and throughway capacity strategies by connecting the local street grid to distribute vehicle trips through the Project area.

- The Project aligns with the City of Portland's advancement of the Regional Transportation Functional Plan's Transportation Solutions (3.08.220) in the order listed. Private development in the Montgomery Park area will be subject to Portland's local TDM requirements; Additional TSMO strategies include operational and access management improvements. The project includes transit, bicycle, and pedestrian system improvements, as well as traffic-calming designs, The project utilizes land use strategies to achieve required performance standards. The project improves local street connectivity to provide alternative routes and encourage walking, biking, and access to transit. Finally, the project makes motor vehicle capacity improvements by completing the local street grid to disperse driving trips as the area grows.

The Project is regionally significant. In 2018, Metro adopted the region's first [Regional Transit Strategy](#), in support of the [2018 Regional Transportation Plan \(RTP\)](#). The RTP identified the extension of Portland Streetcar to Montgomery Park as an Enhanced Transit Corridor (ETC) for short-term implementation and included the Project in its [financially-constrained project list](#) (11319). Subsequent area planning was completed as part of the [Montgomery Park Area Plan](#) (adopted 2024). In 2023, Metro adopted the [Regional High Capacity Transit \(HCT\) Strategy](#) as part of [the 2023 Regional Transportation Plan update](#), which designates the Project as a Tier 1: near-term HCT corridor; this is the highest priority for near-term HCT investment in the region. The Project will also require project-level NEPA review. Additionally, NW 23rd Avenue within the project area is designated on the pedestrian, transit and TSMO Regional Transportation Plan network maps (NW Wilson Street is also designated on the TSMO network map).

Performance

The Project makes progress toward federal and regional performance targets:

- *Mobility*, by increasing pedestrian, bike, and transit mode shares, improving access to jobs via transit, contributing to completing the transit network and bicycle and pedestrian system near transit, and increasing the share of households that are located near multimodal options.
- *Equity*, by prioritizing safe system completion and access to jobs in an equity focus area.
- *Economy*, by advancing completion of the bicycle and pedestrian system in a job and activity center to provide safe and convenient options for short trips and connections to transit.
- *Climate and Environment*, by helping reduce per capita greenhouse gas emissions from light-duty vehicles and per capita vehicle miles traveled, helping meet revised statewide goals requiring accelerated reductions in greenhouse gas emissions, and keeping air pollution from mobile sources at levels below thresholds set by the federal government.

Fast, convenient and linked to the broader transit and transportation network – high capacity transit provides a viable, more affordable alternative to driving. Fewer cars on the road leads to less air pollution, more physical activity, less time in traffic, fewer crashes and more reliability for moving people and goods – supporting the health, safety, mobility, economy and quality of life of our region. As part of its evaluation, the 2023 High Capacity Transit Strategy found that implementing all of the corridor improvements identified in the vision would result in a 0.6% reduction in CO_{2e} emissions regionwide. Using established transit elasticities to estimate the change in ridership that could occur on a given corridor through a high capacity transit investment and the corresponding change in auto vehicle miles traveled that would be expected, converted to greenhouse gas emissions using an average fleet emissions factor for year 2030, a streetcar extension in Montgomery Park was roughly estimated to potentially result in a weekday reduction of around 60 metric tons of CO_{2e} per year.

Implementing the Regional Transit Strategy vision of making transit convenient, frequent, accessible and affordable is a key strategy with a high relative climate benefit included in the Climate Smart Strategy (CSS). The CSS includes a number of near-term actions for Metro and partners related to high capacity transit, including: 1) expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations; and 2) expand partnerships with transit agencies, cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance.

To make progress toward the [Climate Smart Strategy](#) Performance targets, the Project implements elements of the 2040 Growth Concept and local and adopted land use and transportation plans; makes transit convenient, frequent, accessible, and affordable; making biking and walking safe and convenient; uses technology to actively manage the transportation system; requires area development provide information and incentives to expand the use of travel options; implements parking management to make efficient use of vehicle parking and land dedicated to parking; secures adequate funding for transportation investments; and demonstrates leadership on climate change. Several ways that performance is measured for the CSS transit strategy include increases in the share of households, low-income households, and employees within a ¼ mile of all-day frequent service. The extension of Portland Streetcar to Montgomery Park via NW 23rd Avenue will support the development of 2,000 or more new housing units, 200 or more new affordable housing units, and 400 or more middle-wage jobs in the Montgomery Park Area, linking employees and residents to the region's larger transit system. Preliminary modeling conducted by Metro indicates an anticipated ridership increase of 3,000 or more new riders on the NS line by 2040 resulting from this project and projected development along the high-capacity corridor.

This is not a safety project eligible for state and federal safety program funding.

Fiscal Constraint

The cost estimate included in the 2023 RTP financially constrained project list was \$80,000,000 in year-of-expenditure (YOE). That estimate has increased to \$195,000,000 in YOE due to extensive planning and concept development for the project, for the following reasons: the project now includes the purchase of up to 12 off-wire capable streetcar vehicles to support the extension and continued streetcar system operations due to much of the existing streetcar fleet reaching its end-of-life; the project now includes the rehabilitation of NW 23rd Avenue between NW Vaughn and NW Lovejoy streets including full-depth rehabilitation, utility relocation and related improvements, and accessibility and stormwater upgrades, as the street currently fails on the Pavement Condition Index; and the project now includes the multimodal extension of local streets in the project area.

Currently, \$12 million for Project Development have been committed, with an additional \$30 million committed from a Portland Clean Energy Fund grant for streetcar vehicle replacement. The Project team will be pursuing FTA Small Starts Capital Investment Grant (CIG) funding and is planning to seek \$97.5 million, which is the lowest percentage federal share (50 percent) for Small Starts projects. Additionally, the project was approved for Regional Flexible Fund Step 1A.1 New Project Bonds on July 31, 2025 by [Resolution 25-5510](#). Additional local sources will be committed as required by the FTA CIG program.

Table 1 below documents fiscal constraint for the project, differentiating new revenue (not accounted for in the 2023 RTP Forecast) and revenue already accounted for in the 2023 RTP Forecast for the project.

As indicated in the Project Development section above, preliminary engineering, design, and construction will all occur in the 2023-2030 near-term RTP investment time period.

Table 1: Portland Streetcar Montgomery Park Extension Fiscal Constraint Documentation

Fund source and type	Dollar amount	New revenue (not accounted for in 2023 RTP forecast)³	Accounted revenue (in 2023 RTP forecast (#11319))⁴
FTA CIG – 5309 Small Starts	\$97,500,000	\$57,500,000	\$40,000,000
Portland Clean Energy Fund (PCEF) grant for vehicles	\$30,000,000	\$30,000,000	
Regional Flexible Fund Bonds (Step 1A.1)	\$10,000,000	\$10,000,000	
Local Funds <ul style="list-style-type: none"> • Including Streetcar Reserve Funds • General Transportation Revenue (FY 24-29) • Transportation System Development Charges • Northwest Parking District Set-Aside • Right-of-Way Dedication (per adopted Public Benefits Agreement) Commercial and Residential Local Improvement District • Additional Private Funds 	\$57,500,000	\$17,500,000 ⁵	\$40,000,000
Total	\$195,000,000	\$115,000,000	\$80,000,000

Attachments:

- A: Project Schedule
- B: Metro Council Staff Report on LPA Endorsement Recommendation (July 10, 2025)
- C: Proposed Preliminary Cross Sections

³ These dollars are new revenues not accounted for in the forecast in the adopted 2023 RTP. The revenues include an increased federal funding request through FTA's CIG program, new funds awarded by PCEF on December 11, 2024 (most recent amendment ordinance to the PCEF Climate Investment Plan), RFFA Bond revenues approved by JPACT and the Metro Council on June 21 and July 31, 2025 (respectively), and additional Local Improvement Revenues not previously accounted for in the adopted 2023 RTP (see footnote 5).

⁴ This revenue was already accounted for and included in the revenue forecast adopted in the 2023 RTP, covering the project's estimated cost in the 2023 RTP.

⁵ Following the 2023 RTP update, the City of Portland developed a new forecast of local resources that demonstrated \$17.5 million in additional revenues forecasted for the project.

Attachment B

IN CONSIDERATION OF RESOLUTION NO. 25-5505 FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE MONTGOMERY PARK STREETCAR EXTENSION

Date: July 10, 2025
Department: Planning, Development and Research
Meeting Date: July 31, 2025

Prepared by: Alex Oreschak
Alex.Oreschak@oregonmetro.gov
Presenter(s), Alex Oreschak (he/him),
Senior Planner
Length: 20 minutes

ISSUE STATEMENT

The Portland Streetcar Montgomery Park Extension Project will extend the existing Portland Streetcar North-South (NS) Line 0.65 miles one-way (1.3 miles round trip) from its existing terminus at NW 26th Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near Montgomery Park in Northwest Portland. The project will also rehabilitate NW 23rd Avenue between NW Vaughn and NW Lovejoy streets including streetscape improvements, as well as extend multimodal streets in the project area to support streetcar operations.

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.

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. The LPA is reflected in Exhibit A to Resolution No. 25-5505.

On June 25, 2025, the Metro Policy Advisory Committee (MPAC) recommended that Metro Council approve Resolution No. 25-5505, as recommended by the Metro Technical Advisory Committee (MTAC) on June 18, 2025. On June 26, 2025, the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 25-5505 and submitted to Metro Council for approval, as recommended by the Transportation Policy Alternatives Committee (TPAC) on June 6, 2025.

Approval of the resolution endorses the Montgomery Park Streetcar Extension Locally Preferred Alternative (LPA) as recommended by JPACT and MPAC and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the LPA.

ACTION REQUESTED

Approve Resolution No. 25-5505 as recommended by JPACT and MPAC.

IDENTIFIED POLICY OUTCOMES

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, including new affordable housing, new middle-wage jobs onsite, a new public park, affordable commercial opportunities, and the commemoration of York—enslaved member of the Lewis and Clark Expedition who was critical to its success—through public art; these ancillary benefits are captured in a Public Benefits Agreement (PBA) between the City of Portland, property owners in the area, and Portland Streetcar, Inc.

In addition to spurring transit-oriented development, the project is intended to serve as a critical single occupancy vehicle (SOV) 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 Montgomery Park Streetcar Extension has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates the Montgomery Park Streetcar Extension as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel connecting with the existing streetcar network, as well as necessary safety and accessibility improvements, including rehabilitation of NW 23rd Avenue and new multimodal street connections on NW Roosevelt Street, NW Wilson Street, and NW 26th Avenue. This project also supports land use changes and housing development, including new affordable housing units, as identified in the Montgomery Park Area Plan, which was also adopted by Portland City Council in December 2024.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5505 as recommended by JPACT and MPAC.
2. Do not approve Resolution No. 25-5505.

JPACT and Metro Council endorsement of the Locally Preferred Alternative will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026 as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: Tualatin Valley Highway Transit Project and the 82nd Avenue Transit Project.

RECOMMENDED ACTION

Approve Resolution No. 25-5505 as recommended by JPACT and MPAC. Approval of the resolution endorses the Locally Preferred Alternative adopted by the City of Portland and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension LPA for consideration by JPACT and the Metro Council in 2026.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The LPA advances Metro’s 2040 Growth Concept and Regional Transportation Plan by connecting the Montgomery Park area in Northwest Portland to the existing streetcar network in the Portland Central City. It also complements land use and housing actions identified in the Montgomery Park Area Plan adopted by Portland City Council in December 2024 and supports changes Metro Council adopted to update the Urban Growth Management Functional Plan (UGMFP) “Title 4 Industrial and Other Employment Areas” Map in January 2025 through Ordinance 25-1522.

The project advances multiple objectives by promoting walkable communities; improving access to jobs, schools, retail places and other community places along the route; increasing transportation choices including active transportation and better access to transit; regional mobility; and safety. The project will support the development of over 3000 new housing units, over 4000 new jobs, and approximately 3000 new daily transit riders.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA.

There were two opponents to the adoption of the Montgomery Park Area Plan:

- a. 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).

- b. 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 to the MPAP's 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).

Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components. The analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with outreach for the Montgomery Park Area Plan, which aims to transition the area from a somewhat underutilized industrial and employment-focused district into a mixed-use employment district that will support both job growth and housing development. More information on public engagement for the project can be found on the Montgomery Park Area Plan website: <https://www.portland.gov/bps/planning/mp2h/mpap-recommended-draft>.

ANTICIPATED EFFECTS

Approval of this resolution will allow project staff to continue working with City of Portland and TriMet on the project to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Support the implementation and construction of the project
- Open the streetcar extension in 2030

The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Metro staff will coordinate to prepare amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension LPA, as well as the TV Highway and 82nd Avenue LPAs.
- An RTP amendment is necessary to be eligible for federal funding and action.

- The RTP amendment will require a recommendation from MPAC and adoption by JPACT and Metro Council. The amendment may include the following as needed to reflect the LPA:
 - Amendments to Chapter 3 Transit Network Map
 - Amendments to the Appendix A: Constrained priorities project list
 - Amendments to Appendix W: Status of Current Major Projects
 - Amendments to Appendix V: Future corridor refinement planning
 - Create a new appendix: Montgomery Park Streetcar Extension Locally Preferred Alternative
 - Updates to reflect the RTP funding strategy or any other chapter components, if applicable
- The amendment will be accompanied by findings that demonstrate consistency with:
 - RTP goals, objections, and policies
 - Metro’s Public Engagement Guide
 - Federal fiscal constraint requirements
 - Statewide planning goals
- Proposed RTP amendment schedule:
 - Fall 2025: Public comment period
 - Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
 - Spring 2026: Seek adoption of RTP amendment

Budget Impacts: Adoption of this resolution has no budget impact. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America’s Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- FTA Small Starts Process

State laws and actions

- Statewide Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- 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
- 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.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 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.

Local Jurisdiction Actions

- 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)
- The Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Transit Project

- 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

ATTACHMENT

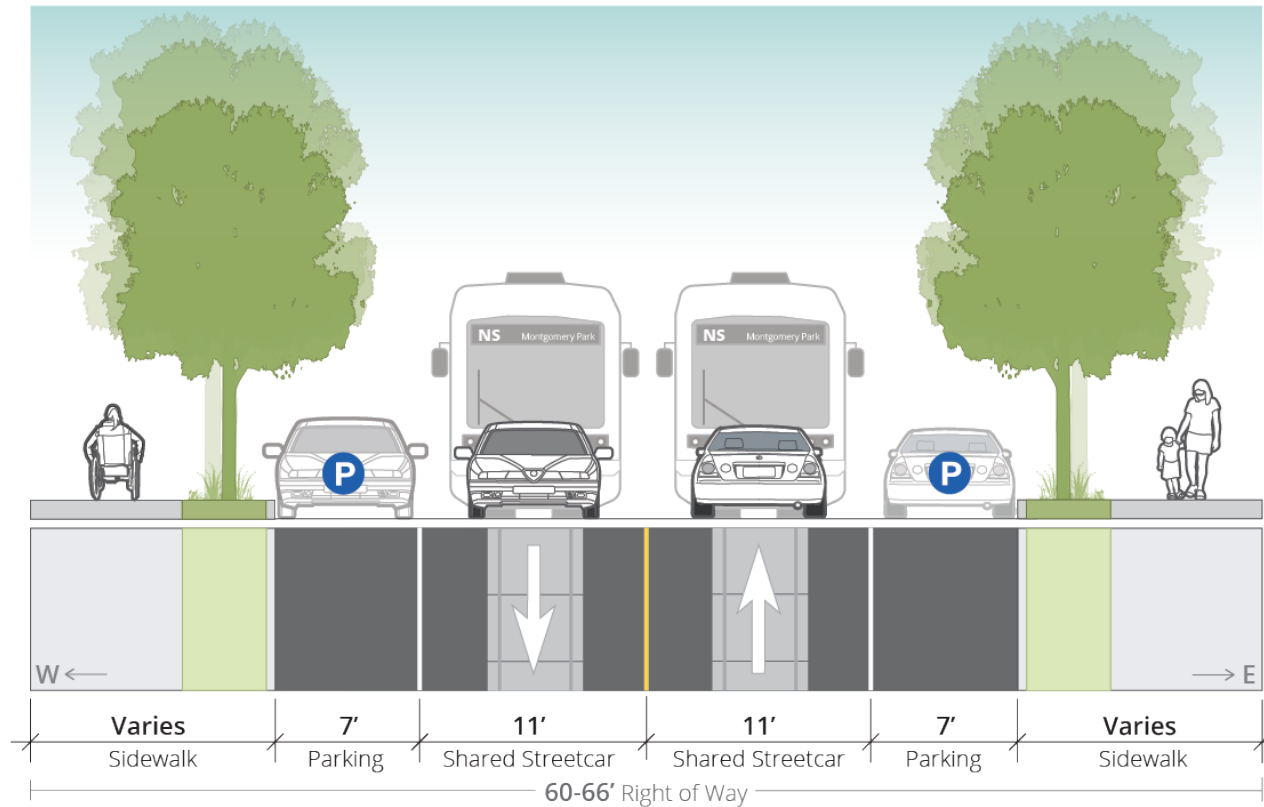
Attachment 1: City of Portland Resolution No. 37692 and Exhibits A-C

Montgomery Park Transit Project

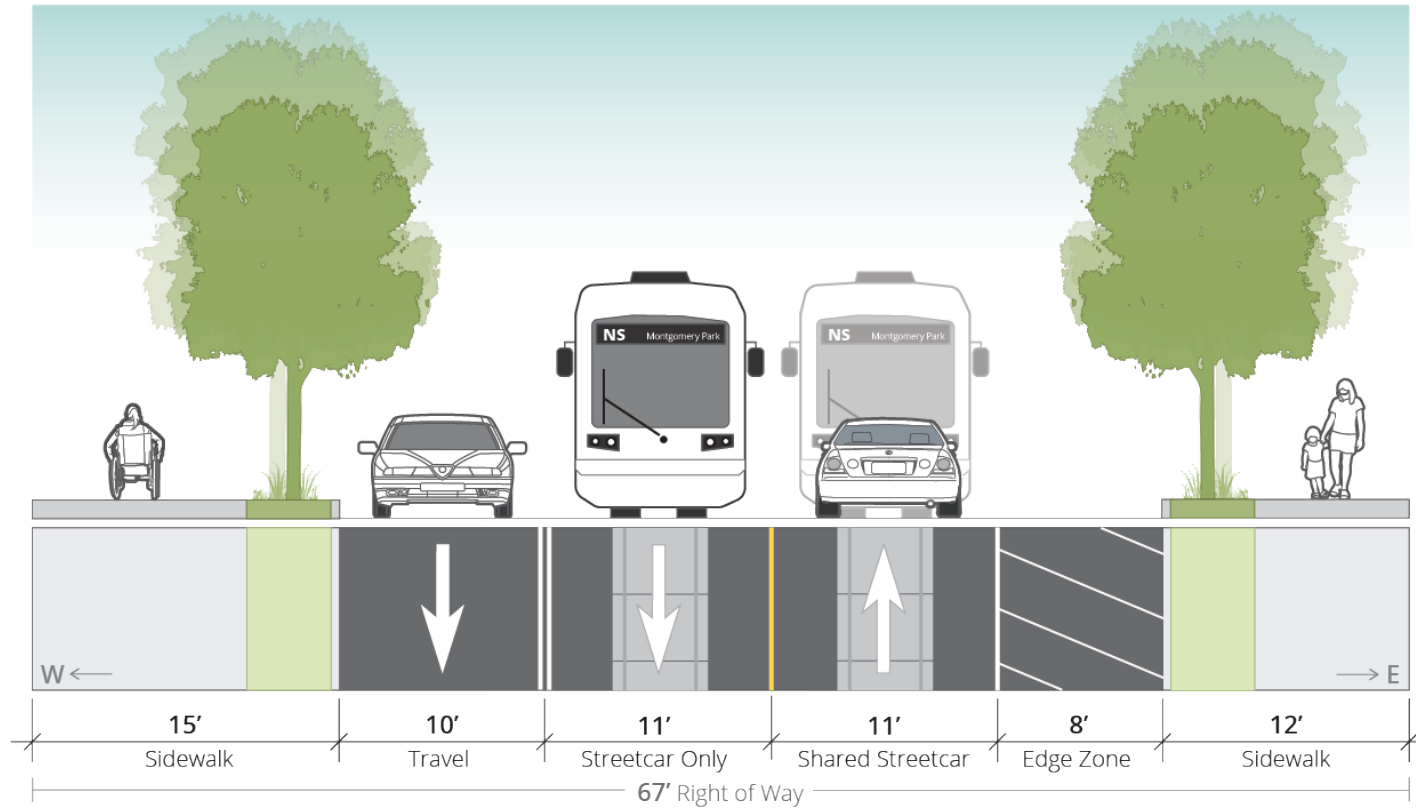
PROPOSED PRELIMINARY CROSS SECTIONS



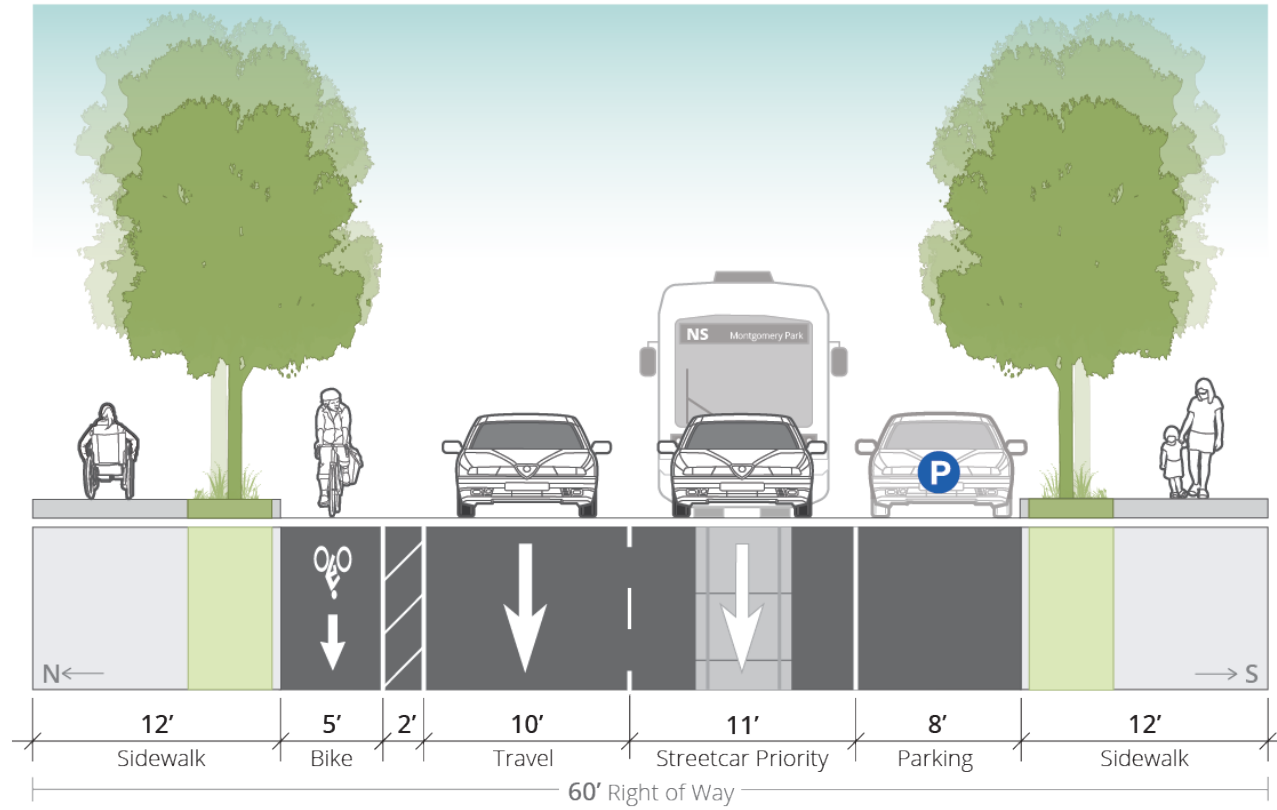
NW 23rd Avenue Typical Cross Section | NW Vaughn St to NW Northrup St



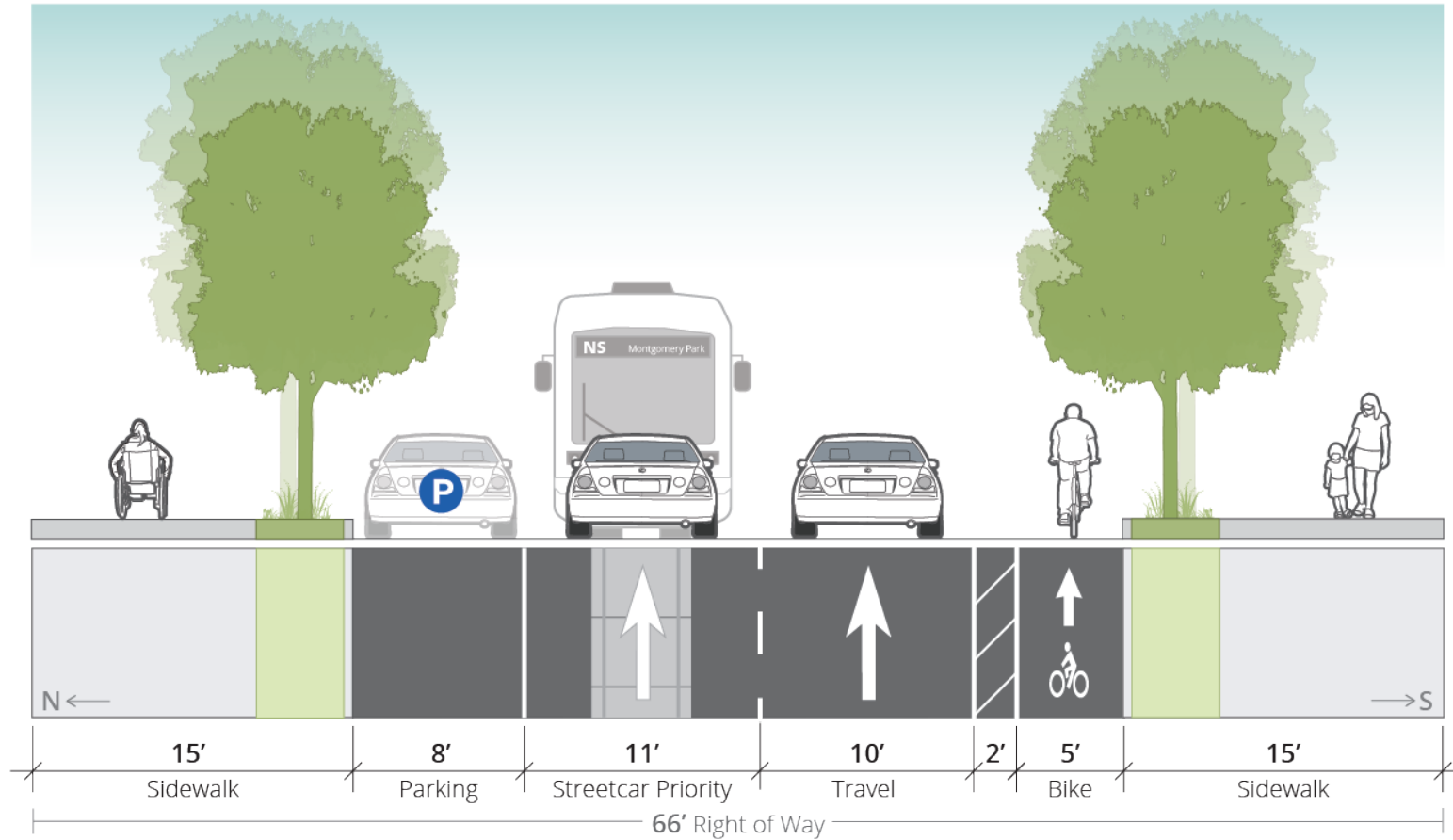
NW 23rd Avenue | NW Wilson St to NW Vaughn St



NW Roosevelt St | NW 23rd Ave to NW 26th Ave



NW Wilson St | NW 23rd Ave to NW 26th Ave





Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 6.2

File #: COM 26-1077

Agenda Date:4/22/2026

Resolution No. 26-5577 For the Purpose of Declaring Extreme Heat and Climate Change as Critical and Growing Threats and Designating a Regionwide Heat Season

Kim Ellis, she/her, Regional Transportation Planning Manager

Jai Daniels, she/her, Associate Transportation and Climate Planner

MPAC Worksheet

Agenda Item Title: Resolution No. 26-5577 For the Purpose of Declaring Extreme Heat and Climate Change as Critical and Growing Threats and Designating a Regionwide Heat Season.

RECOMMENDATION TO METRO COUNCIL REQUESTED

Presenters: Jai Daniels, Associate Transportation and Climate Planner, and Kim Ellis, Regional Transportation Planning Manager

Contact for this worksheet/presentation: Jai Daniels, jai.daniels@oregonmetro.gov

Purpose

Request that MPAC recommend that Metro Council adopt Resolution No. 26-5577, as recommended by the Metro Technical Advisory Committee (MTAC). This resolution, if adopted, would declare extreme heat and climate change as critical and growing threats in the greater Portland region and designate May 1 to September 30 as the official heat season for the region.

Outcome

If adopted, the resolution is expected to:

1. Raise awareness of extreme heat as a critical and growing threat in the region.
2. Emphasize the urgent need for more climate adaptation efforts and highlight and build on existing work to strengthen community resilience.
3. Strengthen coordination within Metro's internal operations and treat climate change as a cross-jurisdictional and regionwide issue.
4. Build regionwide resilience to extreme heat and climate change.
5. Set the stage for future collaboration and partnerships among Metro and local, regional, and state partners.

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

Since the March meeting was canceled, MPAC members were given the opportunity to review the materials that were provided to MTAC for the committee's March meeting, including the staff memo, draft resolution, draft staff report, and background research, and provide input to their respective MTAC members.

Feedback that was received during the March 3 Metro Council work session, March 18 Clackamas County Coordinating Committee (C4) Metro Subcommittee meeting, and March 18 MTAC meeting was integrated into the resolution included in this packet. Changes included the addition of more local and regional examples of climate impacts and heat- and climate-related work.

On April 13, 2026, MTAC recommended that MPAC recommend Metro Council approval of this resolution.

What packet material do you plan to include?

1. Resolution No. 26-5577
2. Staff Report to Resolution No. 26-5577

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DECLARING	)	RESOLUTION NO. 26-5577
EXTREME HEAT AND CLIMATE CHANGE AS)	
CRITICAL AND GROWING THREATS AND	)	Introduced by Chief Operating Officer
DESIGNATING A REGIONWIDE HEAT	)	Marissa Madrigal in concurrence with
SEASON	)	Acting Council President Duncan Hwang

WHEREAS, in 1992, the people of the greater Portland region voted to approve Metro’s home rule charter, which charged the regional government with “its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations;” and

WHEREAS, the Metro Charter states in Section 6: “Metro is also authorized to exercise the following functions” including “metropolitan aspects of natural disaster planning and response coordination;” and

WHEREAS, the region is faced with natural hazards, including extreme heat, wildfires and wildfire smoke, floods, drought, and ice storms, that are intensified by climate change; and

WHEREAS, in 2020, the City of Portland declared a climate emergency, recognizing that the region faces a human-made crisis that disproportionately impacts vulnerable communities; and

WHEREAS, in 2020, Clackamas County declared a local state of emergency and issued evacuation orders in the county in response to a number of wildfires threatening the lives and safety of county residents and causing extensive damage to homes and property across the county; and

WHEREAS, in 2022, Washington County Board of Commissioners directed staff from the Office of Sustainability and Public Health Division to collaborate on work addressing climate change in the community and, in 2025, Washington County completed the development of a climate action plan that identifies goals and strategic actions to address both climate mitigation and adaptation; and

WHEREAS, in 2025, Multnomah County released a draft climate justice plan, developed in collaboration with frontline community members and organizations and the City of Portland, that guides the county on strategies to address the growing impacts of climate change on communities through both mitigation and adaptation; and

WHEREAS, with the passage of E2SHB 1181 in 2023 by the Washington State Legislature mandating a climate change and resiliency component of local plans, Clark County developed a Climate Change Element as part of the county’s 2025 Comprehensive Plan that identifies goals and policies to advance climate mitigation and adaptation; and

WHEREAS, in 2025, the Southwest Washington Regional Transportation Council developed a Resilience Assessment Plan that aims to guide investments to strengthen infrastructure against climate-related events, such as flooding, landslides, and seismic risks; and

WHEREAS, public agencies in the region have declared states of emergency for prolonged periods of extreme heat affecting the region multiple times over the years since 2021, and nine cities and several community-based organizations in the region have created climate action plans that guide efforts to reduce climate pollution and address climate impacts in their communities; and

WHEREAS, average temperatures and extreme heat events are amplified by the urban heat island effect, defined by the U.S. Environmental Protection Agency as “a measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat-absorbing infrastructure;” and

WHEREAS, historical land use and transportation planning decisions, including discriminatory housing policies, highway placement, and unequal distribution of tree canopy, have contributed to greater urban heat island effects and disparities in heat exposure, adaptive capacity, and sensitivity across the region; and

WHEREAS, in 2023, Clackamas, Multnomah, and Washington counties partnered to complete a heat mapping project that confirmed that heat is not experienced equally across the region due to differences in tree canopy coverage and development patterns; and

WHEREAS, the aforementioned disparities, combined with other vulnerability factors, cause extreme heat events and urban heat island effects to disproportionately impact older adults, youth, people living alone, people living without access to cooling, unhoused people or people experiencing unstable housing, people with chronic health conditions, outdoor workers, veterans, people with lower income, and Black, brown, and Indigenous communities; and

WHEREAS, extreme heat is the deadliest weather-related disaster, killing more people on average than hurricanes, tornadoes, floods, and lightning, and is a critical and growing threat in the region with wide-ranging impacts on public health, the economy, infrastructure, natural ecosystems, and quality of life; and

WHEREAS, the region experienced record-breaking temperatures during the 2021 heat dome that killed more than 80 people in the tri-county area and continues to experience increasingly higher numbers of heat-related illnesses each year; and

WHEREAS, Metro Council has demonstrated a commitment to addressing climate change through prior resolutions, plans, and policies that guide Metro’s efforts to reduce climate pollution and address climate change impacts, including the 2040 Growth Concept, Regional Framework Plan, Regional Transportation Plan, Climate Smart Strategy, Comprehensive Climate Action Plan, Regional Waste Plan, Metro Parks and Nature System Plan, and Metro Sustainability Plan; and

WHEREAS, Metro is implementing a variety of programs and activities to reduce heat and climate impacts, including Parks and Nature grant programs that support tree planting, habitat restoration, and land acquisition; stocking life jackets for community members to borrow while visiting Metro water recreation areas; operating the Oregon Convention Center as a cooling center; implementing heat illness prevention plans and training and cooling measures for outdoor workers and animals at the Oregon Zoo; funding climate-friendly transportation infrastructure through the Regional Flexible Funds Allocation process; and maintaining regional heat-related datasets to support future planning; and

WHEREAS, local and regional partners, including community-based organizations, are implementing initiatives to reduce heat and climate impacts, including organizing tree planting and green workforce development programs, operating cooling centers, expanding access to cooling resources and information, providing heat safety training, supplying mobile water filling stations and heat pump cooling units, and building more energy-efficient and climate-resilient transportation infrastructure and buildings; and

WHEREAS, in 2025, Metro's Cooling Corridors Study, developed through engagement with over 135 people including vulnerable community members, community-based organizations, local and

regional partners, and technical experts, recommended that Metro Council declare extreme heat and climate change as issues of regional concern and designate a regionwide heat season; and

WHEREAS, Clackamas, Multnomah, and Washington counties observe the period of May 1 through September 30 for monitoring and reporting practices and standard operating procedures related to heat, consistent with the Centers for Disease Control and Prevention and guidance from the Council of State and Territorial Epidemiologists; and

WHEREAS, Metro staff consulted with the State Resilience Officer, Oregon Health Authority, public health and emergency management staff at county agencies, the Metro Technical Advisory Committee, and the Metro Policy Advisory Committee to develop this resolution; and

WHEREAS, local and regional public agencies and community-based organizations are currently working to address extreme heat and climate change, but are facing challenges to continue that work due to limited funding and capacity, underscoring the need for coordinated action to strengthen these efforts and build regional resilience; now therefore,

BE IT RESOLVED that the Metro Council:

1. Declares extreme heat and climate change as critical and growing threats to the greater Portland region, recognizing that the region is already experiencing the consequences of climate change and that those impacts are expected to intensify.
2. Designates May 1 to September 30 as the official heat season for the region to raise public awareness of extreme heat as a critical and recurring threat, with the understanding that this period may be amended in the future as climate conditions change.
3. Supports coordinated efforts to address extreme heat and other climate hazards within Metro's internal functions and among local, regional, and state partners, prioritizing investments and interventions in communities experiencing disproportionate heat exposure, limited adaptive capacity, and heightened sensitivity to climate impacts.

ADOPTED by the Metro Council this 30th day of April 2026.

Duncan Hwang, Acting Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 26-5577, FOR THE PURPOSE OF DECLARING EXTREME HEAT AND CLIMATE CHANGE AS CRITICAL AND GROWING THREATS AND DESIGNATING A REGIONWIDE HEAT SEASON

Date: April 13, 2026

Department: Planning, Development & Research

Meeting Date: April 30, 2026

Prepared by: Jai Daniels,
jai.daniels@oregonmetro.gov

Presenters:

Malu Wilkinson, she/her, Deputy Director

Jai Daniels, she/her, Associate
Transportation Planner

Kim Ellis, she/her, Regional
Transportation Planning Manager

Length: 20 minutes

ISSUE STATEMENT

Resolution No. 26-5577, if adopted, would declare extreme heat and climate change as critical and growing threats in the greater Portland region and designate May 1 to September 30 as the official heat season for the region, with the understanding that this period may be amended in the future as climate conditions change.

Extreme heat is a critical and growing threat in greater Portland with wide-ranging impacts on public health, infrastructure, natural ecosystems, and quality of life. It is the leading weather-related cause of death in the United States, and the 2021 heat dome killing more than 80 people in the tri-county area underscores the severity and immediacy of this threat to the region. The number of hot days and heat-related illnesses in the region continue to rise each year. Though heat and climate change affect everyone, it is important to note that these issues disproportionately impact people of color, youth, older adults, people with chronic health conditions, people with low incomes, and people living alone or outside.

While extreme heat poses an increasingly urgent threat, the region also faces other climate hazards, including wildfires and wildfire smoke, floods, drought, and ice storms. As climate change intensifies the frequency and severity of these events, the region must address all climate hazards in a coordinated manner.

Building off of the Comprehensive Climate Action Plan and Cooling Corridors Study, the resolution is a tangible, first step to build regionwide resilience to extreme heat and climate

change. It advances Metro's commitment to working toward a region where everyone can survive and thrive in a changing climate.

This action supports and complements existing efforts in the region, including extreme heat notifications, implementation of cooling strategies, and emergency response procedures, at Metro and partner agencies. This resolution is intended to highlight the important work already underway to increase awareness and strengthen regional and community resilience to heat and does not replace current procedures.

This action also supports state-level work underway. The Office of the Governor is developing the Plan for a Resilient Oregon (PRO), a people-centered resilience strategy to help communities around Oregon adapt and thrive in the face of increasingly severe disasters. The plan is anticipated to be published in Fall 2026.

ACTION REQUESTED

Approve Resolution No. 26-5577 and declare extreme heat and climate change as critical and growing threats and designate a regionwide heat season.

IDENTIFIED POLICY OUTCOMES

Metro Council and other policymakers have highlighted the need to advance climate leadership and take greater action to adapt to worsening climate impacts and build regionwide resilience to extreme heat and other climate hazards affecting the region.

Declaring extreme heat and climate change as critical and growing threats to the greater Portland region and designating a regionwide heat season would elevate extreme heat as a critical regional issue, raise public awareness of the risks of extreme heat, and support coordinated action within Metro's internal functions and among Metro, local, regional and state partners.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- 1. Approve Resolution No. 26-5577 and declare extreme heat and climate change as critical and growing threats and designate a regionwide heat season.** This option is supported by past Metro Council actions and more recent studies, including Metro's Cooling Corridor Study and the Tri-County Portland Metro Region Heat Watch Report, and is aimed at increasing public awareness and proactive preparedness rather than treating heat as a sporadic, temporary emergency.
- 2. Do not take formal action on this issue at this time.** This option maintains current approaches, relying on city and county emergency declarations during extreme heat events.

STAFF RECOMMENDATIONS

Staff recommends Council approve Resolution No. 26-5577 and declare extreme heat and climate change as critical threats and designating a regionwide heat season.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Relationship to Metro goals and policies

Reducing climate pollution and building resilience to the impacts of climate change is a core tenet of Metro policies and guiding frameworks, including the following:

- Metro’s 2040 Growth Concept, adopted in 1995, guides local and regional land use and transportation planning across the region, including Metro’s urban growth management decisions.
- Metro’s six desired outcomes, adopted in 2008 in Chapter 1 of the Regional Framework Plan, include “The region is a leader on climate change, on minimizing contributions to global warming.”
- The Climate Smart Strategy, adopted in 2014, guides local and Metro’s efforts to reduce climate pollution through its land use and transportation planning activities to meet targets set by the state.
- Metro’s Parks & Nature System Plan, adopted in 2016, highlights three strategies focused primarily on protecting and conserving nature: (1) land acquisition and restoration; (2) lead regional efforts protect and manage significant landscapes beyond Metro’s portfolio; and (3) incorporate climate resilience and adaptation into Metro’s work.
- “Lead efforts to reduce impacts of climate change and minimize release of toxins in the environment” is one of the values that guides Metro’s 2030 Regional Waste Plan, adopted in 2019.
- Metro Council’s five-year strategic targets, adopted in 2023, include a target titled “Meeting our Climate and Resilience Goals” that states, “we must reduce greenhouse gas emissions.”
- The Regional Transportation Plan, last updated in 2023, includes a goal for “Climate Action and Resilience” in Chapter 2 and supporting policies in Chapter 3 that guide local and Metro’s efforts to reduce climate pollution and increase the region’s resilience to the growing impacts of climate change.

Each of the plans and policies above address both climate action and equity and aim to reduce climate pollution in a way that increases opportunities for marginalized community members.

Known opposition, support, and community feedback

There is no known opposition. Metro’s Cooling Corridors Study engaged over 135 people, including vulnerable community members, representatives from community-based organizations, local and regional partners, and technical experts, to identify nine recommendations and 47 actions to build regional resilience to extreme heat, including the recommendation to declare extreme heat and climate change as issues of metropolitan concern and to designate a regionwide heat season.

Supported by state, regional, and local partners, Metro staff developed the resolution in consultation with the State of Oregon Resilience Officer, the Oregon Health Authority and

public health and emergency management staff at Clackamas County, Multnomah County, and Washington County. On March 18, 2026, the Clackamas County Coordinating Committee (C4) Metro Subcommittee and the Metro Technical Advisory Committee (MTAC) discussed and expressed general support for this resolution.

Legal antecedents

Several state, regional, and local actions relate to this action.

State actions

- **Oregon’s Executive Order 20-04** establishes climate pollution reduction goals that require the support of coordinated actions at the local and regional levels to achieve.
- **Oregon’s Executive Order 25-29** increases the pace and scale of the State’s response to reducing carbon pollution while strengthening grid reliability and energy affordability.

Metro Council actions

- **Ordinance No. 14-1346B** (For the purpose of adopting the Climate Smart Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014. The strategy identifies actions to reduce climate pollution from transportation.
- **Ordinance No. 19-1431** (For the purpose of adopting the Regional Waste Plan), adopted by the Metro Council on March 7, 2019. The plan identifies actions to reduce climate pollution from food, goods, and services.
- **Resolution No. 24-5376** (For the purpose of adopting the federal legislative agenda for the 118th Congress), adopted by Metro Council on January 25, 2024. The resolution defined Metro Council’s legislative values, including *Tackle Climate Change and Restore Climate Stability*, and Council’s legislative principles, including *Improve Ecosystem Resilience to Climate Change*.
- **Resolution No. 24-5377** (For the purpose of adopting the 2024 state legislative agenda), adopted by Metro Council on January 25, 2024. The resolution defined Metro Council’s 2024 legislative principles, including *Climate Justice* and *Disaster Resilience*.
- **Resolution No. 25-5532** (For the purpose of endorsing the findings and recommendations in the Comprehensive Climate Action Plan for the Portland-Vancouver Metropolitan Statistical Area), adopted by Metro Council on November 13, 2025. The resolution directs Metro’s Chief Operating Officer to work with Metro Council to identify priority climate actions for Metro to implement in the next five years to help reduce climate pollution, build resilience, and address the impacts of climate change on communities, infrastructure, and natural systems.

Local actions

- **City of Portland’s Resolution No. 37494** (Declare an immediate mobilization effort initiating greater action, resources, collaboration, and new approaches to restore a safe climate resolution), adopted by the Portland City Council on June 30, 2020. The resolution acknowledges the Portland metropolitan area faces a human-made climate emergency and frontline communities are most impacted by climate change.
- **Clackamas County** declared a local state of emergency and issued evacuation orders in 2020 in rural and urban parts of the county in response to several wildfires threatening the lives and safety of county residents and causing extensive damage to homes and property across the county.
- **Washington County’s Climate Action Plan**, completed in December 2025, identifies climate hazards and goals and strategic actions to address both climate mitigation and adaptation and the impacts of climate change on county residents.
- **Multnomah County’s draft Climate Justice Plan**, developed in 2025 in collaboration with the City of Portland and frontline organizations and community members, guides the county on strategies to address the growing impacts of climate change on communities.
- **Clark County’s Climate Change Element in the 2025 Comprehensive Plan** identifies climate hazards and goals and policies to advance climate mitigation and adaptation, including community resilience.
- **Southwest Washington Regional Transportation Council’s Resilience Assessment Plan**, developed in 2025, aims to guide investments to strengthen infrastructure against climate-related events, such as flooding, landslides, and seismic risks. Focused on Clark County, the plan coordinates with broader Washington state efforts to protect critical transportation networks, enhance emergency response, and adapt to long-term environmental change. Development of the plan was also coordinated with the Regional Emergency Transportation Routes Project, Phase 2 effort led by the Regional Disaster Preparedness Organization and Metro.

BACKGROUND

Several agencies and organizations in the region, including Metro, are already working to prepare for and respond to the worsening heat crisis.

Supporting Existing Climate Work in the Region

Metro currently implements several activities that support heat and climate resilience. Parks and Nature funding programs, like the Nature in Neighborhoods grant, support tree planting projects and other projects that conserve or restore greenspaces, habitats and natural areas in the region. During the summer, Metro stocks life jackets that community members can borrow at many popular water recreation areas, supporting safe access to water and heat relief during hot days. Metro also operates a cooling center at the Oregon Convention Center during extreme heat events and implements heat illness prevention

plans, training and cooling measures for outdoor workers and animals at the Oregon Zoo. Metro funds climate-friendly transportation infrastructure through the Regional Flexible Funds Allocation process, partners with community organizations to develop community-led resilience strategies and maintains regional heat-related datasets on the Regional Land Information System (RLIS) that can support future planning efforts.

Other agencies and organizations in the region are also working to prepare for and respond to the worsening heat crisis. Cities, counties and other agencies and organizations have adopted climate action and resilience plans. Local governments are implementing initiatives to increase access to cooling resources and information. Examples include public awareness campaigns, supplying more heat pump cooling units, and building more energy-efficient and climate-resilient transportation infrastructure and buildings. Public health departments are tracking annual heat-related deaths, illnesses, and hospitalizations and implementing initiatives to increase access to cooling resources and information. Community organizations are leading efforts in their communities to plant more trees, provide education on how to prepare for extreme heat events, and connect vulnerable communities to cooling resources.

However, funding and capacity issues are threatening the sustainability of these initiatives and projects, underscoring the need for coordinated action to support and strengthen these ongoing efforts and build regional resilience.

Building from the Cooling Corridors Study and Comprehensive Climate Action Plan

To explore Metro's role in addressing extreme heat in greater Portland, the Cooling Corridors Study was initiated by Chief Operating Officer Marissa Madrigal on behalf of Metro Council. The study was completed in December 2025. It assessed heat risk across greater Portland, identified priority areas for investments, researched heat mitigation and adaptation strategies, and recommended actionable solutions to adapting and building resilience to extreme heat in the region. The study identified nine recommendations and 47 supporting actions intended to guide Metro and partner agencies.

The Cooling Corridors Study was presented to Metro Council during a work session in October 2025. The presentation described the background research, map-based analysis, and community and partner engagement, and introduced the draft recommendations and potential supporting actions, focusing on five near-term actions for Council consideration. One of the five near-term actions recommended that Council declare extreme heat and climate as issues of metropolitan concern and designate a regionwide heat season.

In November 2025, Metro Council adopted Resolution No. 25-5532, which endorsed the findings and recommendations in the Comprehensive Climate Action Plan for the Portland-Vancouver Metropolitan Statistical Area. As part of the resolution, Metro Council directed Metro's Chief Operating Officer to work with Metro Council to identify priority climate actions for Metro to implement in the next five years to help reduce climate pollution, build resilience, and address the impacts of climate change on communities, infrastructure, and natural systems. The resolution is the first step.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 7.1

File #: COM 26-1076

Agenda Date: 4/22/2026

Future Vision Updates: Engagement

Jess Zdeb, Principal Regional Planner

Laura Combs, Associate Regional Planner

MPAC Worksheet

Agenda Item Title: Future Vision Updates: Engagement

Presenters: Jess Zdeb, Principal Regional Planner; Laura Combs, Associate Regional Planner

Contact for this worksheet/presentation: Jess Zdeb, jessica.zdeb@oregonmetro.gov

Purpose/Objective

Work has begun on the update to the Future Vision, a 50-year conceptual vision to set the course for policies, programs and projects that will work toward a better future for the greater Portland region. This vision will help define the region's priorities for the future, including transportation, housing, the economy, the arts, the environment and beyond.

It is anticipated that the updated Vision will come before Council for adoption in Spring 2027. The Vision will be developed and recommended by the Future Vision Commission, whom Council appointed last year. Two MPAC members are also members of the Commission: Councilor Elana Pirtle-Guiney and Commissioner Vince Jones-Dixon. MPAC will review the draft vision and provide comment to Metro Council on the Commission's recommended Vision.

The work of the Commission is guided by Council direction from project scoping:

- Be broadly reflective of what the region's issues, interests and hopes, as identified through a robust engagement process
- Focus on the long-term, 50-year vision, not implementation
- Consider the impacts of critical trends shaping the region in the next 50 years

In order to follow this guidance, the Future Vision Commission's draft vision will need to be informed by broad engagement with people throughout greater Portland, as well as detailed conversations with elected officials and regional leaders in other sectors who are likely to be involved in eventual implementation steps.

The first phase of broad public engagement is underway and includes several means of hearing from community members around the region:

- Online survey: a short, low-barrier survey promoted widely through targeted online advertising and social media, through print and online media outlets and newsletters, plus physical promotion (posters, postcards, etc.) in public locations around the region. All other listed activities will also direct participants to the online survey which will remain open until May 15. The survey is available in English, Spanish, Chinese, Vietnamese, and Russian.
- Postcards to the future: pre-paid postcards that invite community members to write a note to the future, sharing the things and places they cherish about the region and what they want to see being preserved, grown, and enjoyed over the next 50 years.

- Roadshows: Metro staff and elected officials present project details and goals, plus facilitating directed conversations that get participants talking more deeply about the region today and in the future. So far, presentations have been made to:
 - County coordinating committees – C4, WCCC, EMCTC
 - Portland and King City City Councils
 - Clackamas County Planning Directors
 - Westside Economic Alliance

Additionally, the project team has plans to engage with:

- Clackamas County Committee for Citizen Involvement
- Washington County Community Engagement program
- Intertwine Alliance
- Portland Bureau of Transportation (PBOT) and Bureau of Planning and Sustainability (BPS) staff

In the summer season when more community events occur (e.g., farmers markets, festivals), project staff will table around the region to raise awareness of the project and spark conversation through engagement activities. This effort will keep the project in the public eye, help promote a summer Youth Summit, and provide an opportunity for public review of the summary of regional values resulting from the first engagement phase.

A separate tribal consultation plan has been developed in partnership with Metro's Tribal Affairs team to offer several different ways for tribes to be involved in the development and review of the Future Vision based on their interest and availability.

Outcome

MPAC members are updated on ongoing engagement activities and the recent Future Vision Commission meetings. MPAC members provide suggestions for organizations and/or locations for Metro to conduct additional outreach for project.

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

Future Vision project staff have been updating MPAC monthly about progress on this project. Since last month, a Future Vision Commission meeting has been held, and project staff have further developed the approach to the upcoming engagement phase.

What packet material do you plan to include?

Future 50 communications toolkit

Future 50 regional values survey flyer

Future 50



Grounded Here. Looking Forward.

Metro is bringing people together to create a 50-year vision for the region. Fifty years from now, the way people live, work and build their lives in the greater Portland region will be the result of the choices we make today.

Share your thoughts! What do you want greater Portland to be in 50 years? Take the survey now through May 15 to share about the future you want to see.



Complete the survey for a chance to win tickets to the Portland Thorns, the Oregon Symphony, the Oregon Zoo, or a State or Metro Parks pass.



Future 50 Communications Toolkit

About Future 50

Metro is setting the table to collaborate with cities, counties, communities, individuals and organizations across greater Portland to build a shared vision for the future. The Future Vision will set the course for policies, programs and projects that will work toward a better future for all of us. It will touch on a wide range of topics, from land use, transportation and our economy to housing, climate, nature, arts and culture.

Input from the vision process will directly impact the plans and programs available in the future to partners across the region. Your partnership is essential to ensuring we hear from a diverse range of voices.

Please help us spread the word about the Metro Future Vision by sharing it with your networks, community members, and stakeholders.

Engagement opportunities

- **Future Vision survey:** The survey is brief, accessible, and available in multiple languages. The survey will be open through May 15.
- **Conversation Kit:** By using the prompts and activities, the kit makes it easy for anyone to participate

How to get the word out

1. Use the content in this toolkit to share the survey on social media, in your newsletters, and in other internal and external communications.
2. Link to the survey on your engagement webpage. Images sized for external engagement sites are included.
3. Bring the conversation kit to your next meeting – could be your staff meeting, board or committee meeting, or at community events.

Key links

- [Metro Future 50 project page](#)
- [Survey link](#)
 - Available in Spanish, Chinese, Vietnamese, and Russian
- [Conversation kit](#)
 - [Spanish](#)
 - [Chinese](#)
 - [Vietnamese](#)
 - [Russian](#)

Metro social media

Follow Metro's social media channels to tag us or repost our Future 50 content.

- Instagram: [@oregonmetro](#)
- Facebook: www.facebook.com/oregonmetro/
- LinkedIn: www.linkedin.com/company/metro/

Shareable content

Graphics and images

Download images in each folder linked below.

- [Social media graphics](#)
- [Campaign images](#)
- [Survey promo flyers](#)
 - [English](#)
 - [Spanish](#)
 - [Chinese](#)
 - [Vietnamese](#)
 - [Russian](#)

Suggested posts

<p><i>General social media</i></p>	<p>Metro, the regional government for greater Portland, is bringing people together to create a 50-year vision for the region. Share your thoughts!</p> <p>Take the Future 50 survey now through May 15 to share what you value about the region and hope for the future.</p> <p>https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3</p>
<p><i>Incentive-focused social media</i></p>	<p>Metro wants to hear from you about the future you want to see! Take the Future 50 survey now through May 15 to share your ideas for the future of the region.</p> <p>You could win tickets to a Thorns game, the Oregon Symphony, the Oregon Zoo or an annual Metro Regional Parks pass.</p> <p>https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3</p>
<p><i>LinkedIn</i></p>	<p>Fifty years from now, the way people live, work and build their lives in the greater Portland region will be the result of the choices we make today.</p> <p>Metro is bringing people together to create a 50-year vision for the region. Now is your chance to share what you value about the place you call home and what kind of future you want to see.</p> <p>Take the Future 50 survey now through May 15 to share your thoughts.</p> <p>https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3</p>
<p><i>Email newsletter</i></p>	<p>Fifty years from now, the way people live, work and build their lives in the greater Portland region will be the result of the choices we make today.</p> <p>Metro wants to hear from you about the future you want to see! Take the Future 50 survey now through May 15 to share your ideas. You could win tickets to a Thorns game, the Oregon Symphony, the Oregon Zoo or an annual Metro Regional Parks pass.</p> <p>https://survey123.arcgis.com/share/de14eb4fd6d04b2991b7a15a4f4a39a3</p>



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 7.2

File #: COM 26-1078

Agenda Date:4/22/2026

Regional Land Banking: A Tool to Unlock Housing Opportunities

Brian Harper, Principal Regional Planner
Andrea Pastor, Sr. Development Project Manager

MPAC Worksheet

Agenda Item Title: Regional Land Banking: A Tool to Unlock Housing Opportunities

Presenters: Brian Harper, Principal Regional Planner and Andrea Pastor, Sr. Development Project Manager

Contact for this worksheet/presentation: Sofia Bermudez-Eredia, sofia.bermudez-eredia@oregonmetro.gov

Purpose/Objective

The region's cities and counties expressed their support for exploring land banking during the process to develop Metro's first Regional Housing Coordination Strategy approved by Metro Council in December 2025. It has also been identified as a community priority through Metro's work with the Social Innovation Council. This presentation will introduce the process Metro is undertaking to study a variety of options for a regional land banking program.

The study will focus on understanding how a regional land banking program could be structured to be a useful, equitable, and practical tool to support housing production across the region and defining options for implementing land banking at the regional scale.

Outcome

The presentation will inform MPAC members about the upcoming analysis and engagement process. Staff would like to receive feedback from the group on the ways MPAC members would like to be kept engaged, and hear about any organizations that should be included in the study's outreach effort.

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

Land banking as a tool to speed up housing development in the region was discussed as part of the Regional Housing Coordination Strategy. This is the first time the implementation of that strategy has been discussed at MPAC.

What packet material do you plan to include?

A factsheet that provides an overview of the topic and the planning process.



Regional Land Banking: A Tool to Unlock Housing Opportunities

Across the region, cities and counties are working to increase housing production, but potential housing sites remain vacant due to high land costs, environmental challenges, infrastructure gaps and limited local capacity.

Metro has supported housing land acquisition and development for more than two decades through its [Transit Oriented Development Program \(TOD\)](#), the 2018 Affordable Housing Bond's [Site Acquisition Program \(SAP\)](#) and the [Brownfield assessment grants](#). These programs facilitate environmental site assessments, purchase and hold land, and manage public-private partnerships to create new housing and retail. Through this work, Metro has gained valuable development experience.

The region's cities and counties expressed their support for exploring land banking during the process to develop Metro's first [Regional Housing Coordination Strategy](#) approved by Metro Council in December 2025. A regional land banking strategy may be an opportunity to expand that work and coordinate across jurisdictions and sectors to support the housing development the region needs.

This study would be focused on better understanding how land banking could be a useful, equitable, and practical tool to support housing production across the region and defining options for implementing land banking at the regional scale.

What is land banking?

Land banking refers to the practice of acquiring properties for future sale or development. Metro and other local governments actively acquire sites for a variety of purposes.

What is a land bank authority?

A land bank authority is a public or quasi-public entity that typically has special powers making it easier to acquire, hold and repurpose vacant, underused, or difficult to develop property for community benefit. A land bank authority could also receive funds from public, private or philanthropic organizations. Land banks are used across the country to help communities make housing more available to the people who need it most. Oregon law allows for the creation of an independent land bank authority, though none currently exist in the state. Creating such an independent entity is one of the options this study will explore.

How could a regional land banking strategy support housing production?

Regional coordination around land banking could support housing production by:

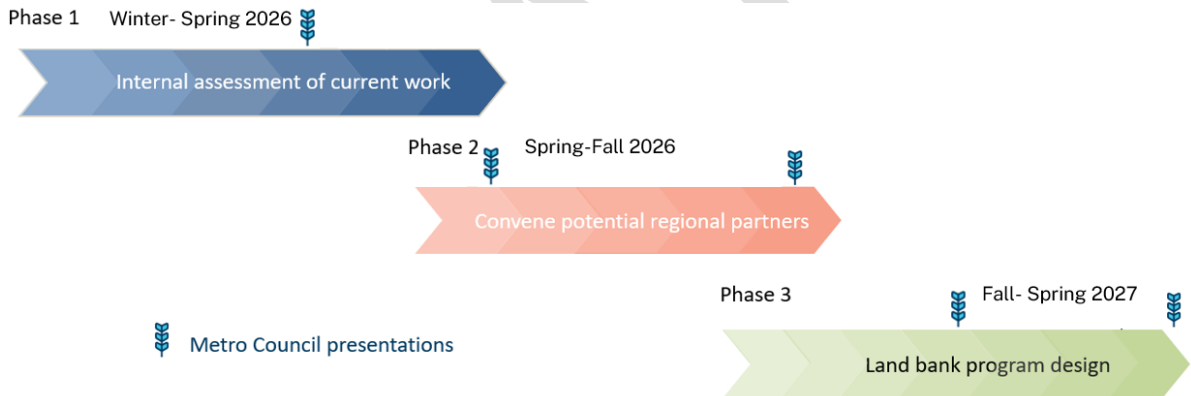
- Reducing the cost and complexity of buying land;
- Supporting housing development by making more sites development ready;

- Complementing local Housing Production Strategies with shared tools and resources;
- Advancing our region’s fair housing and equity goals by building more housing sites in certain locations and setting expectations about affordability;
- Supporting jurisdictions to opt-in to a coordinated regional approach when local tools aren’t enough.

Proposed study process and timeline

The proposed work is a three-phase process (2025–2027) to assess current capacity, explore possible models with regional partners, and depending on how Metro and partners agree to move forward, develop an implementation strategy for regional land banking. Work on the first phase to assess our current capacity and practices is already underway and will conclude in the spring.

Beginning in late Spring 2026, Metro would begin phase 2, organizing a collaborative planning effort to determine how the region should pursue a land banking strategy. Over the course of phase 2, Metro would engage cities, counties, housing providers, and community partners through interviews, work groups, and advisory committees; learn about other regional land banks to understand what works and what doesn’t; analyze options for governance, funding, and focus areas; and test ideas and refine recommendations based on feedback. Phase 3 will design a specific approach based on the recommendation from Phase 2.



Involvement

This study will be shaped by the people who work closest to housing production — government agencies, housing providers, philanthropy and housing advocates, across the region. It’s an opportunity to help design a tool that could unlock housing opportunities for years to come.

Possible Outcomes

The outcome of this work is a regional land banking strategy supported by regional partners. The outcome is unknown but could result in recommendations for better coordination among regional public entities for the development or redevelopment of public land using existing tools, or the creation of a new, regional land bank authority with unique powers and funding structures.

For more information, please contact:

Andrea.Pastor@oregonmetro.gov or Brian.Harper@oregonmetro.gov



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 7.3

File #: COM 26-1079

Agenda Date: 4/22/2026

2028 Regional Transportation Plan Work Plan: Scoping Kick-off

Kim Ellis
André Lightsey

MPAC Worksheet

Agenda Item Title: 2028 Regional Transportation Plan Work Plan: Scoping Kick-off

Presenters: Kim Ellis (she/her), Regional Transportation Planning Manager, André Lightsey-Walker (he/him), RTP project manager, Alfredo Haro (he/him), RTP engagement lead

Contact for this worksheet/presentation: André Lightsey-Walker

Purpose/Objective

Metro is initiating the scoping phase for the 2028 Regional Transportation Plan (RTP) update. As the federally designated metropolitan planning organization for the Portland metropolitan area, Metro is required to update the RTP every five years to maintain compliance with federal and state requirements. The next update must be adopted by November 30, 2028.

This worksheet provides an overview of the proposed scoping approach and timeline, RTP implementation activities that are underway or have been completed since 2023, and priorities identified by the Joint Advisory Committee on Transportation (JPACT) and Metro Council for the upcoming 2028 RTP update.

This kick-off discussion is an opportunity for MPAC to shape the work plan and engagement strategy that will guide the update. MPAC feedback is requested on these questions:

1. Do you have feedback on staff's proposed process for scoping and updating the RTP?
2. Are the current RTP goals for safety, equity, mobility, climate and thriving economy still MPAC's shared goals for the RTP?
3. Do the policy outcomes and priorities identified by the Metro Council and JPACT also reflect MPAC's priorities for this RTP update? Is anything missing?
4. Do you have suggestions or comments on outreach and engagement for update?

Staff will continue engaging Metro policy and technical advisory committees, community leaders, and other partners to further shape the work plan and engagement strategy.

A draft work plan and engagement strategy will be presented to MPAC for further feedback in June. JPACT and Metro Council will be requested to consider approval of the work plan and engagement strategy in July. The outreach and engagement strategy will build on past Metro and partner engagement and identify opportunities to be coordinated with and help leverage other engagement efforts across Metro and by jurisdictional and community partners as much as possible. It will also seek to be more inclusive of underserved community voices as well as business and economic development leaders.

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

The 2028 RTP update has not yet been introduced to MPAC.

Background

The Regional Transportation Plan (RTP) is a state- and federally-required long-range transportation plan for the Portland metropolitan area. As the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area, Metro is responsible for leading and coordinating updates to the RTP. The Metro Council and JPACT must adopt an updated RTP every five years to maintain compliance with federal and state requirements.

As the regional government responsible for regional land use and transportation planning under state law, Metro is also responsible for developing a regional transportation system plan (TSP), consistent with the Regional Framework Plan, statewide planning goals, the Oregon Transportation Planning Rule (TPR), the Metropolitan Greenhouse Gas (GHG) Reduction Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans. As a land use action under the statewide land use planning program, MPAC serves in an advisory role to the Metro Council.

The RTP is a key tool for the implementing the 2040 Growth Plan and Climate Smart Strategy. In that role, it serves as the region's long-range blueprint for planning and investing in a safe, reliable, multimodal transportation system that serves everyone, whether they drive, walk, roll, take transit or transport goods and services throughout the region, connecting people to their jobs, families, school and other important destinations. The RTP defines the outcomes the region aims to achieve with investments in the transportation, and the investments needed to support our region's residents and businesses today and into the future. |

The RTP is a significant policy document that covers multiple key areas, including: |

- Shaping how people move and live by identifying the projects, programs, and policies that support access to jobs, housing, education, essential services, recreation, and nature.
- Setting shared goals for transportation that align with broader values and desired outcomes related to equity, safety, climate action, mobility, thriving economy, and regional housing and land use goals.
- Coordinating billions of dollars in federal, state, regional, and local transportation funding by determining which investments are regionally significant and priorities for the near- and long-term.
- Measuring our progress over time through goals, objectives, and performance targets that ensure accountability and guide future policy and investment decisions.
- Supporting coordination across jurisdictions and agencies, ensuring that cities, counties, tribal governments, transit providers, freight agencies, and state and federal agencies work together toward a safe and connected transportation system.

Together, these elements make the RTP one of the region's most influential policy tools, establishing the long-term goals and near-term investment priorities that will shape mobility, safety, community well-being, and climate outcomes for decades to come.

The current RTP establishes five overarching goals – equity, safety, climate, mobility and thriving economy– and supporting objectives, performance targets and policies that together guide planning and investment priorities to meet current and future needs of

our growing and changing region. The plan identifies local, regional, state and federal transportation funds the region expects to have available to pay for those investments.

Current Regional, Local and State Planning and Research Informing the 2028 RTP

In November 2023, JPACT and the Metro Council adopted a significant update to the RTP following two years of engagement that included numerous touch points with community members, community and business leaders, tribes, and local, regional and state jurisdictional partners. Built around key values of equity, climate, safety, mobility and economy, the 2023 RTP provided the policy foundation for several planning activities identified in Chapter 8 that have since been completed or are underway that will inform the 2028 RTP update, including:

- Endorsement of locally-preferred alternatives for three major transit projects – 82nd Avenue Transit Project, the Tualatin Valley Highway Transit and Safety Project and the Montgomery Streetcar Extension (*completed in 2025*)
- Regional Freight Strategy Update (*completed in 2025*)
- Comprehensive Climate Action Plan (*completed in 2025*)
- Cooling Corridors Study (*completed in 2025*)
- Regional Rail Futures Study (*completed in 2025*)
- Regional Mobility Policy Action Plan Implementation (*some actions completed in 2025 and 2026; others anticipated completion in 2027 as part of the Oregon Highway Plan update*)
- Regional Emergency Transportation Routes Update (*Ph 2. anticipated completion in Spring 2026*)
- Regional Transportation Demand Management Strategy (*anticipated completion in Spring 2026*)
- Regional Vanpool Strategy (*anticipated completion in 2026*)
- Community Connector Transit Study (*anticipated completion in Fall 2026*)
- Future Vision update (*anticipated completion in Winter/Spring 2027*)

Other local, regional and state efforts have been completed or are underway since 2023 that will also inform the update, including local and state implementation of the Oregon Transportation Plan and Climate Friendly and Equitable Communities (CFEC) planning rules through local transportations system plans and the Oregon Highway Plan update. The city of Tualatin completed a TSP update in 2025. Several TSP updates are underway – including the cities of Beaverton, Gresham, Milwaukie, and Portland, and Clackamas County. The OHP update, anticipated to be completed in 2027, will include new policies and performance expectations that will be addressed in the next RTP update (due in 2032).

In 2025, the Land Conservation and Development Commission (LCDC) approved Metro’s 2023 Major CFEC Implementation Report – developed following the 2023 RTP update. The report identified corrective actions to be addressed as part of the 2028 RTP update, including updating the 2014 Climate Smart Strategy and improving the process of developing and evaluating projects with the RTP project list consistent with state requirements.¹ These actions and recommendations are also reflected in Chapter 8 of the 2023 RTP.

Finally, Metro received corrective actions and recommendations directed toward the 2028 RTP update as part of the Federal Certification Review completed in 2025. The actions are related to the financial planning, documenting how project priorities in the plan align to the RTP goals and advance the region's congestion management process. The corrective actions must be addressed as part of this RTP update to ensure continued federal compliance and the recommendation should be addressed as part of the RTP update to ensure they do not become corrective actions in the next Federal Certification Review in 2029.

Relationship to the Future Vision Update

This RTP scoping effort is occurring concurrently with Metro's Future Vision update, which is intended to articulate the region's long-term direction for growth, prosperity, equity, and climate leadership. Early scoping decisions will therefore need to coordinate alignment between the evolving Future Vision, including how transportation supports access to opportunity, compact development, resilience, and economic vitality. However, full implementation of the new Future Vision will occur in subsequent RTP updates.

Policy Priorities and Tradeoffs

In March 2026, Metro Council and JPACT expressed support for the current RTP goals and identified a set of priorities for the 2028 RTP, including elevating safety, strengthening economic outcomes, advancing transit, clarifying funding constraints, improving transparency around ability to meet, and progress toward, state-mandated climate goals, and tradeoffs in a constrained funding environment.

From a technical perspective, advancing these priorities will require translating them into clear evaluation criteria and performance measures that can inform RTP decisions. This includes documenting how project priorities in the plan align with the RTP goals. Given current funding uncertainty and growing local and regional needs, the RTP needs a renewed, collaborative approach to defining investment priorities in a constrained funding environment. To build this approach together, Metro staff propose working with partners to:

- Consider updates to the prioritization process and analysis that was used in the 2023 RTP to better document how projects in the plan align with regional goals and support community priorities.
- Consider refining the project list assessment that was included in the 2023 RTP to better demonstrate how projects advance regional goals. The analysis qualitatively assessed how each capital project on the list advanced the 5 RTP goals (mobility, safety, equity, thriving economy, climate).
- Consider refining the system analysis performance measures to better evaluate the RTP's overall progress toward meeting regional goals and performance targets.
- Consider changes to the RTP process that foster partner coordination and collaboration to align project list updates with regional and community priorities.
- The process and analyses involved in project prioritization must meet relevant state requirements and federal certification requirements; be transparent and implementable; align with policy direction from JPACT and the Metro Council; and

reflect the decision-making authority of local governments, the Oregon Transportation Commission and the Legislature.

Input is vital to guide the development of these potential approaches for consideration by JPACT and the Metro Council. This discussion is intended to partner in identifying key considerations and perspectives, rather than reach final decisions, and will help shape the draft work plan and engagement strategy for the RTP update.

Engagement, Technical Coordination and Collaboration

The RTP update will include a robust engagement strategy that builds on past efforts, including the previous RTP, while expanding meaningful participation opportunities for underserved communities, business and freight interests, and regional partners. The intent is to leverage and align with ongoing engagement led by local jurisdictions, agencies, and partner organizations, rather than duplicating efforts.

Partners will play a key role in supporting both technical coordination and alignment with existing engagement activities across jurisdictions and agencies, as well as helping elevate key themes and insights already emerging from related planning efforts.

Feedback is requested on:

- Identifying opportunities to align RTP engagement with existing local, regional, and agency led engagement efforts
- Key themes, concerns, or priorities already being raised through ongoing plans, projects, or community engagement
- Data, tools, or technical resources agencies can contribute to support engagement and analysis
- Potential coordination challenges, gaps, or risks that should be addressed early

We appreciate your continued partnership in shaping the RTP. Input received will help guide next steps and ensure the approach is technically sound and responsive to JPACT and Metro Council priorities for this update.

Outcome

The identified policy outcomes for scoping the 2028 RTP are to reaffirm regional commitments to building and maintaining a 21st century transportation system in which everyone has safe, reliable, affordable, efficient and climate-friendly travel options; to measurably advance the five adopted goal areas of Mobility, Safety, Equity, Thriving Economy, and Climate Action and Resilience; to prioritize restoration and expansion of transit service and capital investments that improve access to jobs and key destinations; to increase completion of pedestrian, bicycle and trail networks especially in equity focus areas and near transit; to maintain and operate the existing system as a foundational investment; to support freight reliability and access to industrial and employment lands; and to implement an outcomes-based, performance-tracked approach that aligns transportation investments with the RTP goals, the 2040 Growth Concept, and regional climate commitments.

Metro Council and JPACT Priorities for the 2028 RTP Update: In March 2026, Metro Council and JPACT expressed these priorities for the update to focus on:

- Elevating safety as a priority.
- Strengthening the plan’s economic focus by improving access to jobs, services and opportunities.
- Setting the table for updating the region’s transit vision and strategy.
- Providing clarity on available revenues to support future efforts to bring more transportation funding to the region to fund critical investments.
- Navigating tradeoffs created by state and federal funding uncertainty and changing federal priorities by balancing large-scale capital projects with ongoing system maintenance needs and local spending priorities, recognizing local, state and transit agencies’ decision-making authority.
- Communicating clearly and transparently about what it will take to meet state and regional climate goals, and the urgency of meeting them given the growing impacts of climate change.
- Elevating community voices and priorities with creative engagement practices that combine digital and story-based engagement to bring to life the experiences and transportation needs of people living and working throughout the region.
- Supporting and optimizing local participation by coordinating Metro outreach, partnering with local governments and community-based organizations, and providing partners and community a multitude of ways to meaningfully engage whether that is in-person, virtual and hybrid convenings.

2023 RTP Deliberations:

During the adoption of the 2023 RTP, the Metro Council, JPACT, and the Metro Policy Advisory Committee (MPAC) engaged in extensive deliberations regarding the region's long-term transportation strategy. At the time of adoption, the RTP faced significant scrutiny regarding the balance of investments, with stakeholders raising concerns over the prioritization of roadway capacity over transit, walking, and biking infrastructure, as well as the plan's overall progress on safety and climate goals. Public opposition specifically targeted major projects such as the I-5 Interstate Bridge Replacement, the I-5 Rose Quarter Project, the Regional Mobility Pricing Project, and the I-205 Toll Project, alongside criticisms of the 2023 RTP’s climate modeling assumptions related to state-led pricing. Key policy discussions centered on expanding efforts to secure stable funding for RTP priorities and addressing concerns related to congestion pricing. Leaders also committed to advancing climate analysis tools, implementing the adopted regional mobility policy, and refining the project evaluation process before the next update.

Changes since 2023: Since 2023, the region’s funding outlook and planning needs have dramatically changed, including:

- federal and state revenue uncertainty and federal volatility
- concerns about the region’s economy
- reduced transit funding (and related service reductions)
- changing travel patterns
- recurring death and serious injury on the transportation system
- growing impacts of climate change and expectations.

The policy concerns at the end of the 2023 RTP update and factors that have changed require the 2028 RTP update to be more explicit about tradeoffs and what projects and goals are realistically attainable. It will be important to establish a transparent decision-making process that ensures thorough, inclusive, and well documented engagement at every phase of the scoping and plan development process. Early and sustained engagement with community members, partner agencies, Tribes, business leaders, business and community organizations, and advocacy groups will help build shared understanding of tradeoffs, surface potential concerns, and strengthen the credibility of and support for the final plan.

Early scoping decisions will shape how the RTP balances ambition and credibility, and how effectively it sets the region up to make measurable progress on safety, equity, mobility, climate, and economic prosperity over the next 25 years.

Known Opposition and Support:

There is no known opposition. With each update, the RTP consistently draws significant regional interest and scrutiny. As the long range blueprint that makes projects eligible for federal and some state funding, guides billions of dollars in transportation investments, and establishes the policy framework for mobility, safety, equity, economic vitality, and climate action, the RTP is closely followed by local governments, state and federal partners, business and freight interests, transit providers, advocacy organizations, and community-based groups.

Historically, there has been strong support for transparent decision-making, clear performance expectations, and meaningful community engagement throughout the development of the RTP. At the same time, there are often differing perspectives regarding project prioritization, funding allocation, the balance between major capital projects and local improvements, and the pace of climate and mode shift goals.

Explicit list of groups and individuals who will be involved shaping the 2028 RTP.

This information will be described in more detail in the draft engagement plan developed for Metro Council, JPACT and MPAC discussion and consideration. To date, the project team has identified these agencies and groups to engage in the update:

- **Community leaders and community-based organizations** for underserved communities¹, health and equity interests, environmental protection, affordable housing, transportation, and social, climate and environmental justice (through engagement activities).
- **Business, economic development and freight groups**, including large and small employers, freight shippers, business organizations, associations and chambers of commerce (through engagement activities).
- **Local jurisdiction staff and elected officials representing counties and cities in the region** (through county coordinating committees, TPAC/MTAC workshops and regional technical and policy advisory committees).

¹ Underserved communities include people of color, people with low incomes, people with limited English proficiency, youth, older adults and people experiencing a disability.

- **Tribal governments** (through consultation and engagement activities in coordination with Metro Tribal Affairs team)
- **Special districts**, including TriMet, SMART, Port of Portland and Port of Vancouver (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Southwest Washington Regional Transportation Council (RTC) and other Clark County governments** (through Regional Transportation Advisory Committee (RTAC), SW RTC, TPAC, JPACT and MPAC briefings).
- **State agencies**, including the Oregon Department of Transportation, the Oregon Transportation Commission (OTC), the Oregon Department of Land Conservation and Development (DLCD), the Oregon Land Conservation and Development Commission (LCDC), the Oregon Department of Environmental Quality (DEQ) and the Oregon Health Authority (OHA) (through TPAC, MTAC, JPACT and MPAC briefings and consultation activities).
- **Federal agencies**, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency and other federal resource agencies (through TPAC briefings and consultation activities).

What packet material do you plan to include?

- 1- 2028 RTP Proposed Planning Process and Scoping Engagement Schedule
- 2- 2028 RTP Factsheet
- 3- 2023 RTP Goals



2028 Regional Transportation Plan Update

Transportation shapes how people live, move, and thrive in greater Portland. Access to safe and reliable transit, biking and walking routes, and streets and highways that function well allow us to reach work, school, essential services, family, and recreation. Investment in our transportation system is critical for the region’s long-term prosperity and resident’s quality of life.

As the federally-designated **Metropolitan Planning Organization (MPO)**, Metro is responsible for leading and coordinating updates to the **Regional Transportation Plan (RTP)** every five years to address the evolving needs of our growing region. For transportation projects to be eligible to receive Federal funding they must be in the RTP. The last update was adopted in 2023. The next update is due **by November 30, 2028**, when the current plan expires.

Throughout 2026 until late 2028, Metro will work closely with cities and counties, transit providers, port districts, state and federal partners, businesses and community-based organizations to develop the 2028 RTP and update the Climate Smart Strategy. This factsheet provides an overview of the plan and the anticipated timeline.

What is the Regional Transportation Plan?



The Regional Transportation Plan (RTP) is greater Portland’s long-range blueprint for planning and investing in a safe, reliable, multimodal transportation system that serves everyone, whether they drive, walk, roll, take transit or transport goods and services throughout the region. The RTP defines the outcomes the region aims to achieve with investments in the transportation, and the investments needed to support our region's residents and businesses today and into the future.

The RTP is a significant document that covers multiple key areas, including:

- **Shaping how people move and live** by identifying the projects, programs, and policies that support access to jobs, housing, education, essential services, recreation, and nature.
- **Setting shared goals** for transportation that align with broader values and desired outcomes related to equity, safety, climate action, mobility, thriving economy, and regional housing and land use goals.
- **Coordinating billions of dollars in federal, state, regional, and local transportation funding** by determining which investments are regionally significant and priorities for the near- and long-term.
- **Measuring our progress over time** through goals, objectives, and performance targets that ensure accountability and guide future policy and investment decisions.
- **Supporting coordination across jurisdictions and agencies**, ensuring that cities, counties, transit providers, freight partners, and state and federal agencies work together toward a safe and connected transportation system.



Adopted by JPACT and the Metro Council in 2023, with support from MPAC

Together, these elements make the RTP one of the region’s most influential policy tools, establishing the long-term goals and near-term investment priorities that will shape mobility, safety, community well-being, and climate outcomes for decades to come.

Anticipated Timeline for the 2028 RTP Update



Phase 1 | Scoping and Early Engagement (Jan. to July 2026)

- Communicate status of transportation system planning and implementation in the region since 2023.
- Gather input from Metro Council, JPACT, MPAC, CORE, and business and community partners on values, desired outcomes, and strategic priorities to focus on in this update.



Decision: JPACT and Metro Council consider approval of the work plan and public engagement plan (by resolution, anticipated in July 2026).

Phases 2 & 3 | Plan Development (August 2026 – Dec. 2027) ¹

- **Policy Review:** Review policies to identify changes needed to reflect state, regional and local plans and studies since 2023. (~Summer 2026)
- **State of the Transportation System Report:** Report on system performance to understand today’s travel behavior and progress toward shared regional goals related to safety, equity, climate, mobility, and the economy. (~Fall 2026)
- **Revenue Forecast:** Update revenue projections with local, regional, state and tribal governments to set budget for plan. (~Summer – Fall 2026)

¹ Engagement activities for this phase will be identified during the scoping phase.

- **Needs Analysis:** Seek feedback on the current RTP project list and transportation needs, and complete a multimodal needs analysis using the new mobility policy to inform investment priorities. (*~Summer – Fall 2026*)
- **Call for Projects:** Coordinate update to project list with local, regional, state and tribal governments. (*~January – March 2027*)
- **Investment Priorities:** Update project list priorities and investment strategies for the region’s major travel corridors, evaluate performance, and seek feedback on updated priorities. (*~Spring – Fall 2027*)
- **Draft Plan and Investment Strategy:** Prepare public review draft plan and investment strategy. (*~Summer – Fall 2027*)

Phase 4 | Public Review and Preliminary Plan Approval (Jan. – July 2028)

- **Jan. 14 to Feb. 29:** Publish the **public review draft 2028 RTP** for a 45-day comment period, with public hearing, briefings to regional policy and technical advisory committees and county coordinating committees and other stakeholders, and consultation activities with tribes and state, federal and resource agencies.
- Prepare public comment report and recommended changes to draft plan to respond to public comments.
- Technical committees consider public comments and make recommendations to policy committees on preliminary approval of the 2028 RTP; MPAC makes recommendations to the Metro Council.



Decision: JPACT and Metro Council consider preliminary approval of the 2028 RTP, directing staff to prepare final legislation for adoption (by resolution; anticipated in July 2028).

Phase 5 | Plan Adoption (July 2028 – November 2028)

- Prepare final plan and investment strategy and legislation for adoption.
- MTAC and TPAC make recommendations to MPAC and JPACT, respectively.
- MPAC makes recommendations to the Metro Council.



Decision: JPACT and Metro Council consider final adoption of the 2028 RTP (by ordinance; anticipated by November 30, 2028).

EQUITABLE TRANSPORTATION

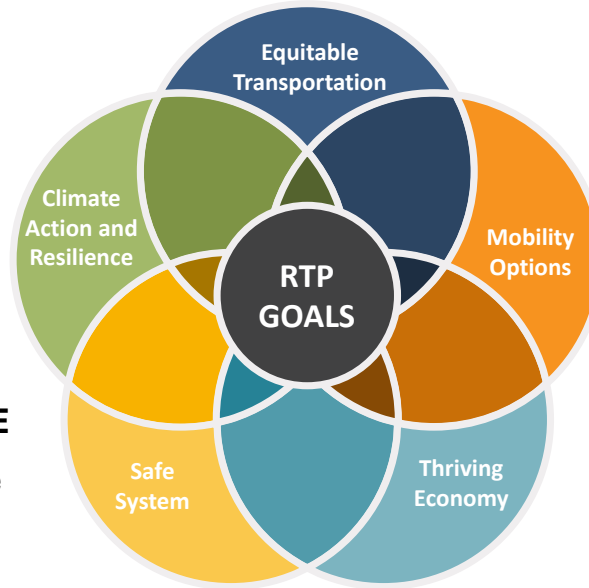
Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers that people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

CLIMATE ACTION AND RESILIENCE

People, communities and ecosystems are protected, healthier and more resilient. Carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling. People travel shorter distances to get where they need to go.

SAFE SYSTEM

Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.



MOBILITY OPTIONS

People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

THRIVING ECONOMY

Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

2023 Regional Transportation Plan Goals

Adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in November 2023, with support from the Metro Policy Advisory Committee (MPAC).

2028 RTP Timeline and Scoping Schedule (working draft)



Draft updated 2/3/2026

Introduction – Introduce RTP purpose, timeline and next steps

Who	Date
Metro Council Work Session	March 10, 2026
Joint Policy Advisory Committee on Transportation (JPACT)	March 19, 2026
Clackamas County Transportation Advisory Committee (CTAC)	April 2, 2026
Transportation Policy Alternatives Committee (TPAC)	April 3, 2026
C4 Metro Subcommittee	April 15, 2026
Metro Technical Advisory Committee (MTAC)	April 15, 2026
Metro Policy Advisory Committee (MPAC)	April 22, 2026
Metro Committee on Disability Inclusion	May 12, 2026
TBD Engagement (Tribes, CBOs, Business Partners, Interviews, Survey)	April-May, 2026
Metro Committee on Racial Equity	TBD
Washington County Coordinating Committee (WCCC)	TBD
Washington County Coordinating Committee TAC (WCCC TAC)	TBD
East Multnomah County Transportation Committee (EMCTC)	TBD
Clackamas Transportation Advisory Committee (CTAC)	TBD
East Multnomah County Transportation Committee (EMCTC TAC)	TBD

Review – Seek feedback on draft work plan and engagement plan

Who	Date
Metro Council Work Session	May, 2026 (TBC)
Transportation Policy Alternatives Committee (TPAC)	June 5, 2026
Joint Policy Advisory Committee on Transportation (JPACT)	June 18, 2026
Metro Technical Advisory Committee (MTAC)	June 17, 2026

Who	Date
Metro Policy Advisory Committee (MPAC)	June 24, 2026
Washington County Coordinating Committee (WCCC)	TBD
Washington County Coordinating Committee TAC (WCCC TAC)	TBD
East Multnomah County Transportation Committee (EMCTC)	TBD
East Multnomah County Transportation Committee (EMCTC TAC)	TBD
Clackamas County Transportation Advisory Committee (CTAC)	TBD
C4 Metro Subcommittee	TBD

Action – Share feedback and seek recommendation on proposed work plan and engagement plan

Who	Date
Transportation Policy Alternatives Committee (TPAC)	July 10, 2026
Joint Policy Advisory Committee on Transportation (JPACT)	July 16, 2026
Metro Council	July 30, 2026