

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, June 18, 2025
Time: 9:00 a.m. to 10:30 p.m.
Place: Virtual meeting held via Zoom
video recording is available online within a week of meeting
[Connect with Zoom](#)
Webinar ID: 883 0615 2446
Passcode: 920128
Phone: [877-853-5257](tel:877-853-5257) (Toll Free)

9:00 a.m.	Call meeting to order, Declaration of Quorum and Introductions	Chair Kehe
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all) Public communications on agenda items	
9:20 a.m.	Portland's Response to the FEMA Biological Opinion – 30 min Purpose: To share strategies and approaches used by the City of Portland in working to ensure compliance the 2016 Biological Opinion on FEMA's National Flood Insurance Program.	Jason Butler-Brown, Portland Permitting and Development; Jeff Caudill, Portland Bureau of Planning and Sustainability; Kaitlin Lovell, Portland Bureau of Environmental Services
9:50 a.m.	Montgomery Park Streetcar LPA (Resolution No. 25-5505) – 20 min (<i>action</i>) Purpose: Request a recommendation from MTAC to MPAC regarding endorsement of LPA.	Alex Oreschak, Metro
10:10 a.m.	Tualatin Valley Highway Transit and Safety Project LPA (Resolution No. 25-5504) – 20 min (<i>action</i>) Purpose: Request a recommendation from MTAC to MPAC regarding endorsement of LPA.	Kate Hawkins, Metro
10:30 a.m.	Adjournment	Chair Kehe

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទូរសារកេរចំពោះ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2025 Metro Technical Advisory Committee (MTAC) Work Program

As of 6/4/2025

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

All meetings are scheduled from 9:00 a.m. – 12:00 p.m.

<p>MTAC meeting, January 15 – CANCELLED hybrid meeting; in-person, MRC Council Chamber & online via Zoom</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 	<p>MTAC meeting, February 19 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2024 Functional Plans Compliance Report (Glen Hamburg, Metro; 10 min) 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 25 min)
<p>MTAC meeting, March 19 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) Regional Barometer Update (Madeline Steele, Cindy Pederson, Metro) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy: Work plan and engagement plan (Emily Lieb, Laura Combs, Metro; 45 min) 2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis, Metro; 25 min) Draft Comprehensive Climate Action Plan Inventory, Projections and Targets Discussion (Eliot Rose, Metro; 45 min) TV Highway Transit Project update (Kate Hawkins, Metro; 20 min) 	<p>MTAC meeting, April 16 hybrid meeting; in-person, MRC Council Chamber & online via Zoom</p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Community Connector Transit Study: Policy Framework (Ally Holmqvist, Metro; 30 min) Future Vision Update: a synthesis of what we heard from council and the direction we're heading. Asking for feedback on the work plan. (Jess Zdeb, Metro; 45 min) Montgomery Park Streetcar LPA discussion (Alex Oreschak, Metro; 30 min)
<p>MTAC meeting, May 21 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy update (Laura Combs, Emily Lieb, Metro; 45 min) Comprehensive Climate Action Plan (draft transportation and land use measures) – information / discussion (Eliot Rose, Metro; 45 min) 	<p>MTAC meeting, June 18 <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Montgomery Park Streetcar LPA recommendation (Alex Oreschak, Metro; 20 min) TV Highway LPA Recommendation (Kate Hawkins, Metro; 30 min) <i>Flood Storage Mitigation Banking Under NFIP Revisions</i>

<ul style="list-style-type: none"> 82nd Avenue Transit Project – <i>Action item, Recommendation to MPAC.</i> (Melissa Ashbaugh, Metro; 30 min) 	<p><i>(Kaitlin Lovell, City of Portland; Joseph Edge, Milwaukie Planning Commission; 30 min)</i></p>
<p><u>MTAC July 16</u> hybrid meeting; in-person, MRC Council Chamber & online via Zoom <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) Announce Community Connector Transit Study: Network Vision survey <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy: Evaluation framework results, final draft RHCS (Emily Lieb, Laura Combs, Metro; 60 min) Feedback on draft Comprehensive Climate Action Plan (Eliot Rose, Metro; 45 min) 	<p><u>MTAC August 20</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Cancel?
<p><u>MTAC September 17</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <u>Committee member updates around the region</u> (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy: Final draft RHCS (Emily Lieb, Eryn Kehe, Metro; 60 min) Metro Cooling Corridors Study Update (André Lightsey-Walker, Joe Gordon, Metro; 30 min) 	<p><u>MTAC October 15</u> hybrid meeting; in-person, MRC Council Chamber & online via Zoom <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Regional Housing Coordination Strategy: Final draft RHCS; recommendation to MPAC (Emily Lieb, Eryn Kehe, Metro; 60 min) Metro District Annexation Updates (Glen Hamburg, Metro; 15 min)
<p><u>MTAC November 19</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 	<p><u>MTAC December 17</u> <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> <u>Committee member updates around the region</u> (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Safe Streets for All Update (Lake McTighe, Metro; 45 min) Community Connector Transit Study: Priorities (Ally Holmqvist, Metro; 30 min)

Parking Lot/Bike Rack: Future Topics

- "Presentation of Walkable Design Standards Guidebook" (Fiona Lyon, TriMet)
- "Review of urbanization's impacts on farmlands" (Faun Hosey)

For MTAC agenda and schedule information, e-mail miriam.hanes@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

MPAC Worksheet

Agenda Item Title: Montgomery Park Streetcar Extension Locally Preferred Alternative – RECOMMENDATION requested

Presenters: Alex Oreschak, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Alex Oreschak, alex.oreschak@oregonmetro.gov

Purpose/Objective

Staff will provide an update on the Montgomery Park Streetcar Extension Locally Preferred Alternative (LPA) endorsement process and request a recommendation to the Metro Council.

Outcome

Request that Metro Policy Advisory Committee (MPAC) recommend that Metro Council endorse the Montgomery Park Streetcar Extension LPA by Resolution No. 25-5505 and direct staff to begin the process to amend the 2023 Metro Regional Transportation Plan (RTP) for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2026.

JPACT and Metro Council will consider the resolution in June 2025. The JPACT approval and recommendation to Metro Council and subsequent Metro Council approval of the LPA resolution will allow Metro staff to continue working with the City of Portland 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 resolution calls for LPA endorsement and directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the LPA. 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:

- Summer 2025: staff coordination to prepare amendments to reflect the Montgomery Park Streetcar Extension LPA, as well as the TV Highway and 82nd Avenue LPAs
- 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

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

Metro staff presented to MPAC on the Montgomery Park Streetcar Extension LPA in May 2025 to answer any questions and get feedback prior to asking MPAC to make a recommendation for endorsement to Metro Council. The LPA has not changed since MPAC's discussion in May.

Since that time, Metro staff have presented to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). On June 6, 2025, TPAC

recommended that JPACT approve Resolution No. 25-5505. MTAC will be asked to provide a recommendation to MPAC on Metro Council endorsement of the LPA at their June 18 meeting.

What packet material do you plan to include?

- Resolution No. 25-5505, For the Purpose of Endorsing the Locally Preferred Alternative for the Montgomery Park Streetcar Extension
- Exhibit A to Resolution No. 25-5505: Montgomery Park Streetcar Extension LPA Language and Map
- DRAFT Staff Report to Resolution No. 25-5505
 - Attachment 1: City of Portland Resolution No. 37692 and Exhibits A-C

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 25-5505
LOCALLY PREFERRED ALTERNATIVE FOR)	
THE MONTGOMERY PARK STREETCAR)	Introduced by Chief Operating Officer
EXTENSION)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety, mobility and thriving economy; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 Regional Transportation Plan (RTP) to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT RESOLVED that the Metro Council hereby:

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

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

EXHIBIT A



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Elements of the Recommended Locally Preferred Alternative

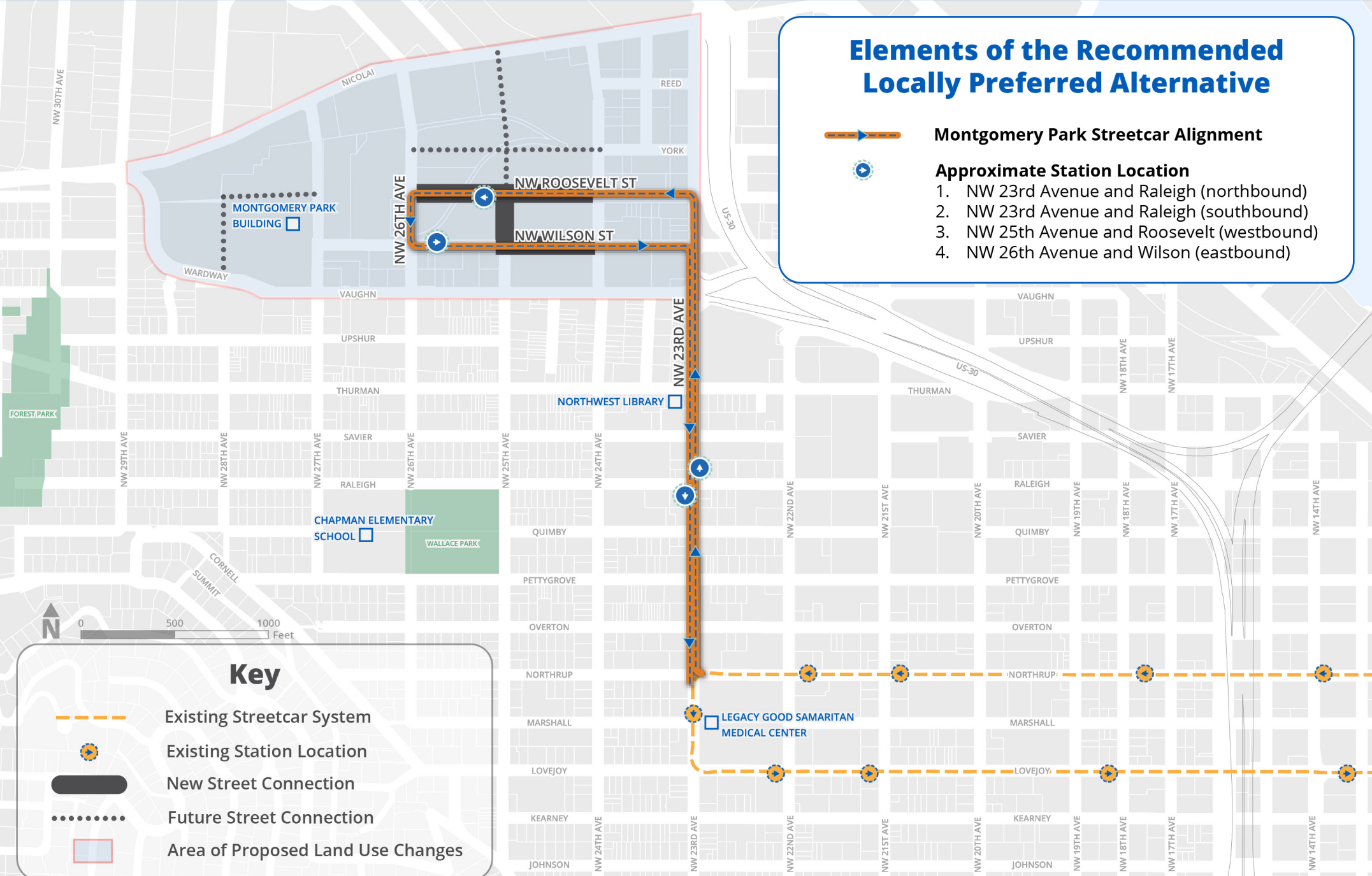


Montgomery Park Streetcar Alignment



Approximate Station Location

- 1. NW 23rd Avenue and Raleigh (northbound)
- 2. NW 23rd Avenue and Raleigh (southbound)
- 3. NW 25th Avenue and Roosevelt (westbound)
- 4. NW 26th Avenue and Wilson (eastbound)



Key



Existing Streetcar System



Existing Station Location



New Street Connection



Future Street Connection



Area of Proposed Land Use Changes

STAFF REPORT

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

Date: June 11, 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.

ACTION REQUESTED

Approve Resolution No. 25-5505 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT). 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.

IDENTIFIED POLICY OUTCOMES

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 LPA 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. 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



[Home](#) / [Portland City Council](#) / [Council Documents](#) / [Resolution](#)

37692

Resolution

Adopt the Locally Preferred Alternative for the Montgomery Park Transit Project

Adopted

WHEREAS, the City of Portland owns the Portland Streetcar System and contracts with Portland Streetcar, Inc. to manage and operate it; and

WHEREAS, streetcar transit has a proven record of spurring dense, equitable growth of complete neighborhoods in and near Portland's Central City, including thousands of units of regulated affordable housing with access to critical destinations via walking, rolling, biking, and emission-free streetcar transit; and

WHEREAS, in September 2009, building upon the success of the Portland Streetcar to date, Portland City Council adopted the Portland Streetcar System Concept Plan, which identified an extension of streetcar to the Montgomery Park building in Northwest Portland as a highest-tier priority route for further study and planning; and

WHEREAS, in December 2017, Portland City Council adopted the 2035 Transportation System Plan, which included an extension of Portland Streetcar to Montgomery Park in its financially constrained major project list (60035); and

WHEREAS, in Fiscal Year 2018/2019, Portland City Council provided funding to the Bureau of Transportation and the Bureau of Planning and Sustainability to begin planning for a potential streetcar extension to Montgomery Park (FY 2018/201 Decision Package TR-5); and

WHEREAS, in December 2018, the Metro Regional Council adopted the 2018 update to the Regional Transportation Plan, including the Montgomery Park Streetcar Extension in its financially constrained project list (11319) and in its Regional Transit Strategy; and

WHEREAS, in December 2018, Metro, as the region's Metropolitan Planning Organization, was awarded a Federal Transit Administration (FTA) grant to support Transit Oriented Development (TOD) and land use planning for Northwest Portland and Montgomery Park and requested that the City of Portland perform specific work identified in the grant proposal; and

Introduced by

[Former Mayor Ted Wheeler](#)

City department

[Transportation](#)

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Requested Agenda Type

Time Certain

Date and Time Information

Requested Council Date

December 11, 2024

Requested Start Time

10:30 am

Time Requested

15 minutes (2 of 3)

WHEREAS, in June 2019, Portland City Council authorized an intergovernmental agreement with Metro for the TOD planning process for Northwest Portland; and

WHEREAS, in December 2019, the City of Portland Bureau of Transportation (PBOT) in partnership with the Bureau of Planning and Sustainability (BPS) initiated the Montgomery Park to Hollywood Transit and Land Use Development Strategy (MP2H), which in Northwest Portland focused on transit and land use scenario planning to support opportunities to create an equitable development plan for a transit-oriented district near Montgomery Park; and

WHEREAS, the MP2H planning process included robust community engagement including the formation of a Project Working Group representing a variety of local viewpoints, as well as direct-funded outreach through partnerships with Friendly House, Inc., the Northwest Industrial Business Association, and Columbia Corridor Association to inform the goals, scenario development, and potential transit alignments for MP2H and the Montgomery Park Streetcar Extension; and

WHEREAS, during the MP2H planning process, PBOT and BPS analyzed various land use development and transit alternatives for their ability to best support the implementation of City policies and dense, equitable mixed-use development including increased housing and middle-wage jobs in the Montgomery Park Area, leading to the selection of the preferred mode of streetcar and the preferred transit alignment for the extension to best serve the preferred land use development scenario; and

WHEREAS, in December 2021, PBOT and BPS published a Discussion Draft of the MP2H-Northwest Plan, including a description of the preferred transit alignment for the streetcar extension to Montgomery Park, followed by public review and input for further plan refinements; and

WHEREAS, in 2022 and 2023, PBOT and BPS conducted further community engagement and analysis to make refinements to the MP2H Plan, including focused engagement regarding the streetcar extension to Montgomery Park; and

WHEREAS, in November 2023, the Metro Council adopted the High Capacity Transit Strategy, which identified the Montgomery Park Streetcar Extension (C28) as a highest-tier priority transit corridor for its viability to advance into implementation in the next four years; and

WHEREAS, in April 2024, PBOT and BPS published a Proposed Draft of the Montgomery Park Area Plan (MPAP) for public review and comment, which 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 per Exhibit B, and proposed cross sections for the alignment per Exhibit C; and

WHEREAS, in June 2024, PBOT and BPS presented the preferred transit alignment to the Portland Planning Commission alongside the Montgomery Park Area Plan for advisement; and

WHEREAS, in July 2024, after public testimony and work sessions, Planning Commission voted to recommend adoption of the MPAP, as amended, to Portland City Council; and

WHEREAS, in October 2024, PBOT and BPS published a Recommended Draft of the MPAP for public review and comment, and PBOT published the Proposed Locally Preferred Alternative (LPA) based upon the preferred transit alignment released in April 2024.

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Locally Preferred Alternative for the Montgomery Park Transit Project, including an alignment using two-way movement on NW 23rd Avenue and a new one-way parallel couplet using NW Roosevelt Street, Northwest 26th Avenue, and NW Wilson Street, including preliminary station locations per Exhibit A; and

BE IT FURTHER RESOLVED, that PBOT will continue to work with project partners at TriMet and Metro to advance the streetcar project into Project Development, which includes engineering, design, environmental review, and the identification and securing of necessary local funding sources toward pursuance of federal transit funding for the project; and

BE IT FURTHER RESOLVED, that PBOT and Portland Streetcar, Inc. will continue to engage and communicate with impacted and interested community members and stakeholders in the project area.

BE IT FURTHER RESOLVED, that Portland City Council and PBOT thank all those who have participated toward the planning of this project, including Metro, TriMet, the Project Working Group, the Columbia Corridor Association, Friendly House, the Northwest District Association, the Northwest Industrial Business Association, the Northwest Portland Business Association, Northwest Active Streets, the York Street Working Group, and local businesses and community members.

Exhibits and Attachments

 [Exhibit A](#) 1.6 MB

 [Exhibit B](#) 5.54 MB

 [Exhibit C](#) 1.41 MB

Impact Statement

Purpose of Proposed Legislation and Background Information

The Montgomery Park Transit Project is identified in the Transportation System Plan (TSP) financially constrained project list (ID 60035). Through planning efforts and community engagement beginning in 2019, the Portland Bureau of Transportation (PBOT) developed a preferred transit alternative for the project, which was published as a Recommended Locally Preferred Alternative in September 2024 for public review.

In order to qualify for funding for the project through the Federal Transit Administration's (FTA's) Capital Investment Grant (CIG) program, a Locally Preferred Alternative must be adopted through the local planning process.

This legislation will adopt the Locally Preferred Alternative for the Montgomery Park Transit Project as described and mapped in Exhibit A, which has been identified as an extension of Portland Streetcar to Montgomery Park, completing a required step toward the pursuance of a CIG grant to help fund the project.

Financial and Budgetary Impacts

- Adopting the Locally Preferred Alternative for the Montgomery Park Transit Project does not amend the budget or change current or future revenue sources, nor will it have any immediate impact to budgetary appropriations.
- The total project cost for the extension is estimated at \$178 million, including vehicle procurement (\$120 million without vehicles) (low confidence estimate). The project's funding sources have not been secured, but are likely to include federal grants, regional flexible transportation funds, Transportation System Development Charges (SDCs), and funding reserved for Portland Streetcar.
- The Capital Investment Committee (CIC) at the Portland Bureau of Transportation (PBOT) has approved the allocation of \$12 million (of the estimated \$178 million above) in Streetcar Reserve funds toward activities related to Project Development. During the Project Development phase, the cost estimate will be refined, and funding sources will be identified and secured.
- Costs for this project will be posted to cost code T01304, which is included in PBOT's FY 24-25 budget and five-year CIP forecast.
- There is no additional funding request at this time.

Economic and Real Estate Development Impacts

While the adoption of the Locally Preferred Alternative does not have any immediate economic or real estate development impacts, the construction of an extension of Portland Streetcar to Montgomery Park, paired with the proposed land use changes in the area that are being considered concurrently to this Resolution (as part of the Recommended Draft of the Montgomery Park Area Plan) will support the potential for hundreds of new

middle wage jobs and 2000 or more new housing units in the area over the next 20 years.

The streetcar extension and land use changes were shared with impacted community members utilizing the methods described in the Community Impacts and Community Involvement section below. Impacted community members have been part of the planning process since 2019, with several opportunities to provide input. In particular, feedback about concern of loss of industrial land and support of mixed-use development with jobs and housing development led to the refinement of the land use development scenario, the area being considered for land use changes, and the preferred alignment for the streetcar extension. The final Recommended Locally Preferred Alternative supports feasible, direct routing to the area of greatest expected change, implementing local policy while helping to preserve nearby industrial uses.

In a future phase, environmental review will consider economic, social, and environmental impacts in compliance with the National Environmental Policy Act (NEPA). Any significant negative impacts will be required to be mitigated in order for the project to qualify for federal funding through a CIG grant.

Community Impacts and Community Involvement

While developing the Locally Preferred Alternative for the Montgomery Park Transit Project as part of the Montgomery Park Area Plan process, the City did extensive community outreach in Northwest Portland to help shape project outcomes, including:

- 7 meetings of a Project Working Group representing various community and business viewpoints
- 2 online Open Houses
- Outreach through 2 community-based organizations in the area
- Meetings and presentations with neighborhood groups and business associations
- Postcards sent to 7,000 area addresses, in both English and Spanish (with additional translations available upon request)
- Canvassing to businesses along the proposed alignment
- 179 respondents to an online survey
- Intercept surveys near regulated affordable housing and existing transit stations near the proposed alignment
- Tabling at events in Northwest Portland
- Phone calls, emails, and conversations with interested community members
- Feedback on Discussion Draft elements of the Montgomery Park Area Plan, and testimony on the Proposed Draft of the plan

During the environmental review phase of the project, which will occur in the next stage of Project Development after further design, community engagement, and engineering is completed, social, environmental, and economic impacts will be evaluated and mitigated as needed. Currently, known community impacts include:

- No direct displacement of homes or businesses to construct the streetcar extension
- In tandem with land use changes and adoption of Public Benefits Agreement, this project will help support the creation of a new equitable mixed-use district including affordable housing and middle wage job targets
- While accessibility and stormwater upgrades may remove parking in some areas, it is expected that there will be an overall net-gain of on-street parking in the project area
- Improvements to pedestrian and bicycle facilities will be included as part of the project
- The project will include furnishing zones in areas that support larger species of street trees

100% Renewable Goal

While it has not been assessed to what degree the construction of the extension to Montgomery Park will contribute to the City's goal of meeting 100% of community-wide energy needs with renewable energy by 2050, the Portland Streetcar runs on 100% percent renewable energy. This extension will also run on 100% renewable energy.

Additionally, it is likely that the construction of the Montgomery Park Transit Project will also support decreasing the City's total nonrenewable energy use by improving pedestrian and bicycle facilities in the project area.

Financial and Budget Analysis

This action authorizes adoption of the Montgomery Park Area Plan (MPAP). While adoption of the plan does not have currently estimable costs associated, BPS notes implementation changes in zoning code may require additional staff time in impacted bureaus, including PHB, Prosper Portland, PBOT, Parks, BES, and Water. The bureau notes that increased staff time and associated cost is expected to be minimal.

Document History

Agenda	Council action
November 13, 2024 Time Certain <div>City Council</div>	Continued Oral record is closed. Written record will close December 3, 2024 at 5:00 p.m. Continued to December 4, 2024 at 10:25 a.m. time certain
December 4, 2024 Time Certain <div>City Council</div>	Continued Continued to December 11, 2024 at 10:30 a.m. time certain

Agenda	Council action
December 11, 2024 Time Certain <div>City Council</div>	Adopted Aye (5): Mingus Mapps, Carmen Rubio, Ryan, Rene Gonzalez, Ted Wheeler

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.

EXHIBIT A



Portland Streetcar Montgomery Park Extension

PREFERRED ALIGNMENT OVERVIEW

UPDATED APRIL 12, 2024

OVERVIEW

This document describes the development and selection of the preferred alignment for the Portland Streetcar Montgomery Park Extension. It also compares the preferred alignment to alternatives considered during various stages of the Montgomery Park to Hollywood (MP2H) planning process.

For more than five years, the MP2H project team explored alignment options for the project area. They considered community input, local policy, and feasibility. [Federal Transit Administration \(FTA\) Small Starts Project Evaluation Criteria](#) were also considered.

While this document illustrates the project team's evaluation of options, it is not a formal alternatives analysis. Further evaluation will be completed as part of the anticipated environmental review process and will be conducted in accordance with federal requirements.

More information about the Portland Streetcar Montgomery Park Extension, as well as related plans and studies, are available at the project webpage: <http://portland.gov/MPStreetcar>

PROJECT BACKGROUND

The City of Portland and Portland Streetcar, Inc. have been exploring various ways to connect the existing streetcar network to Montgomery Park for many years. Planning documents dating to the 1970s envisioned a streetcar connection to the large office building, and the 2009 [Portland Streetcar System Concept Plan](#) identified Montgomery Park as a key destination for future extension. The [2035 Portland Transportation System Plan](#) and [2035 Comprehensive Plan](#) prioritized this extension for planning and implementation. However, none of these documents identified an alignment.

In 2018, Portland City Council funded a preliminary [Northwest Public Streetcar Extension and Land Use Alternatives Analysis](#) to study an extension of streetcar to Montgomery Park. In 2019, the [Montgomery Park to Hollywood Land Use and Development Study \(MP2H\)](#) was funded through a grant from the FTA. In Northwest Portland, MP2H focused on short-term potential transit investment and land use changes in the area.

Over the next two and a half years, the Portland Bureau of Transportation (PBOT) worked with the Bureau of Planning and Sustainability (BPS) to develop the [Draft Montgomery Park Area Transportation Plan](#) and the [Northwest Plan \(MP2H-NW\) Discussion Draft](#). Through community engagement and study, various land use scenarios, transit modes, and alignments were explored for their potential to support local and regional transportation needs and to facilitate mixed-use and equitable development.



The City of Portland ensures meaningful access to City programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, or file a complaint of discrimination, contact 503-823-5141 or 311 (503-823-4000), for Relay Service & TTY: 711.



FORMER ESCO SITE IN NORTHWEST PORTLAND

WHY NOW?

The industrial areas of inner Northwest Portland are undergoing a major transformation. Since the 2000s, major industries have been leaving the area. This phenomena is reflected in the loss of major industrial tenants including Con-way and ESCO. This shift has created an opportunity to reimagine the role these large sites play in providing for future housing and jobs in a growing region.

Over the past decade, the land that was once used for Con-way's logistics operations has given way to a sustainable new urban area in Slabtown. The ESCO site now sits largely vacant and has the potential to become a place of living, work, and play for thousands of community members. The ESCO site, taken in context with investment potential in Montgomery Park, presents a unique opportunity for large-scale housing and employment development near Portland's Central City.

The City of Portland has the ability to leverage land use and transportation decisions to shape a vibrant new district west of Highway 30 between NW Nicolai and Vaughn streets. A key strategy to spur development is to make a high-quality, high-capacity transit investment paired with focused land use changes in this area. A framework to promote equitable development is also being proposed, in order to ensure the provision of middle-wage jobs, affordable housing, affordable commercial space, and climate-friendly features through development.

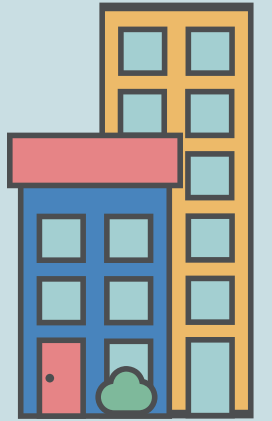
WHY STREETCAR?

For more than 20 years, the Portland Streetcar has been one of the City's tools for equitable and sustainable development. With its proven track record of spurring the creation of dense, walkable, and rollable neighborhoods, the streetcar helps Portland achieve its climate goals and address the city's housing shortage.

The streetcar functions as a high-capacity, sustainable transit mode that helps people meet their daily needs without a personal automobile. It presents many of the same benefits of light rail at a much lower cost, so streetcar offers a more cost effective route toward transit-oriented urban living.

The Portland Streetcar also helps the City achieve its equity goals. It supports the development of centrally-located affordable housing while improving access to critical destinations for its diverse riders. It also provides opportunity for economic development and job creation in areas with permanent access to affordable, climate-friendly transit.

SINCE 2001 IN PORTLAND,
40 PERCENT OF ALL NEW REGULATED
AFFORDABLE HOUSING AND 50 PERCENT
OF ALL NEW HOUSING HAS BEEN BUILT
WITHIN ONE QUARTER MILE OF A
STREETCAR LINE.



PORTLAND STREETCAR RIDERS ARE MORE DIVERSE AND TRANSIT-DEPENDENT THAN PORTLANDERS AS A WHOLE...

- 35% EARN LESS THAN \$30,000 PER YEAR
- 32% IDENTIFY AS PEOPLE OF COLOR AND/OR HISPANIC/LATINÉ
- 26% USE TRIMET'S HONORED CITIZEN FARE
- 76% RIDE DAILY



PORTLAND STREETCAR IN THE PEARL DISTRICT



MONTGOMERY PARK STREETCAR EXTENSION PREFERRED ALIGNMENT OVERVIEW | 3

CONSIDERING TRANSIT ALTERNATIVES

Different transit modes suit different land uses and intensities of development. Lower capacity transit types like traditional buses or microshuttles are better suited to low-density uses like single-dwelling residential or industrial. Higher capacity transit types including streetcar and enhanced buses are more appropriate for higher-density mixed land uses.

With this in mind, the MP2H project team evaluated the four most feasible transit alternatives to develop a more comprehensive understanding of the costs, benefits, and suitability of each mode to serve various land use scenarios and growth potential being explored for the area. The study assessed standard bus, enhanced bus like the TriMet Frequent Express (FX), streetcar, and microshuttle service.

Criteria in the study were both qualitative and quantitative. They included land use suitability, support of development, improved access, costs, potential ridership, improved connectivity, construction and funding feasibility, pollution impacts, and equity impacts.

When a preferred land use scenario was developed and selected for MP2H with high-density mixed land uses in part of the study area, the project team considered the results of the transit alternatives assessment along with additional deliberation about funding and project feasibility.

Streetcar was chosen as the preferred transit alternative because of its suitability to support the most dense development potential for the area. Streetcar offers the highest capacity of any of the alternatives and draws high ridership, with a proven background of spurring dense development including affordable housing. It also has the ability to leverage various funding sources toward its construction, and streetcar has the potential to generate additional community benefits through binding agreements with property owners near Montgomery Park.



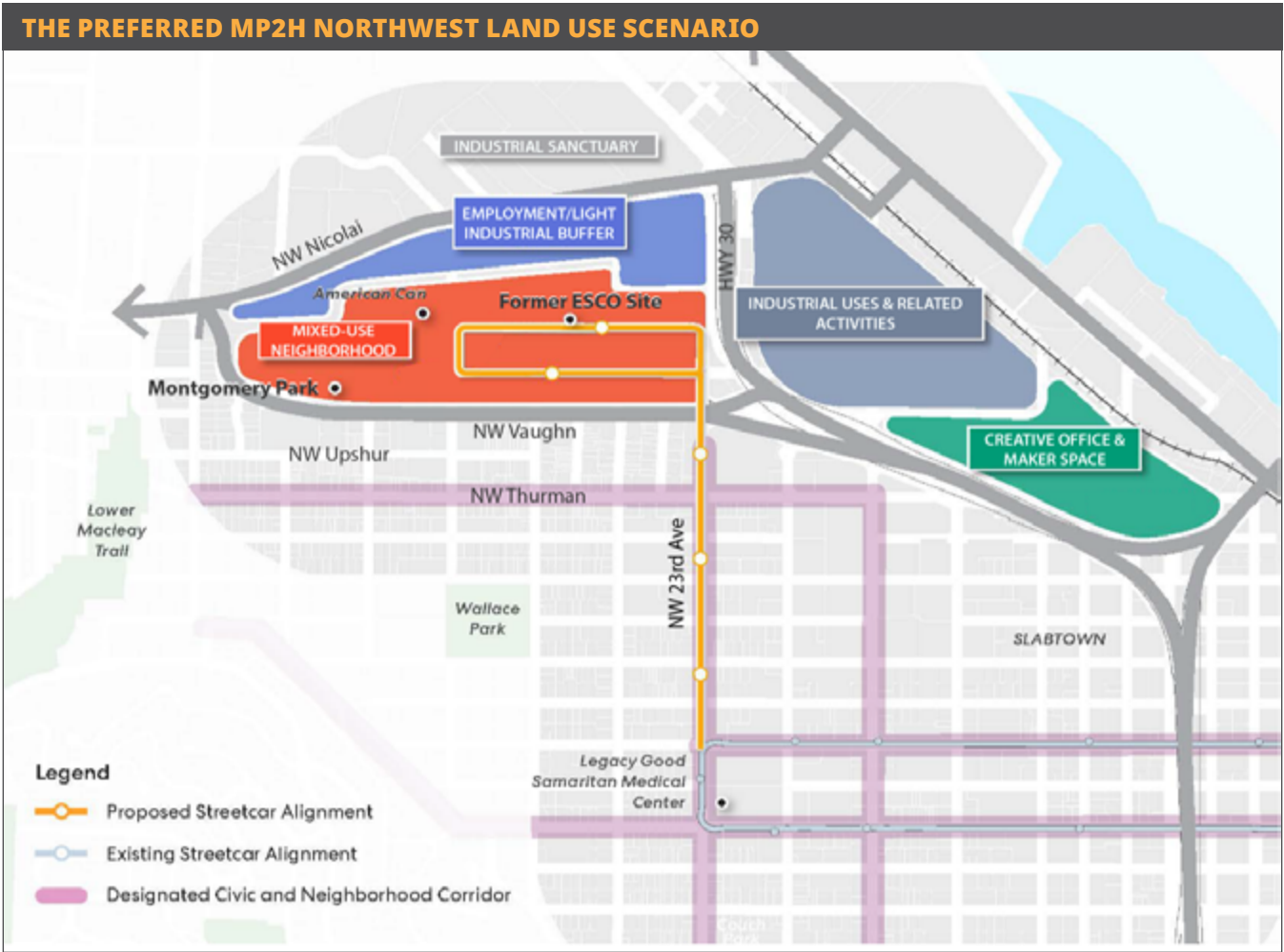
DEVELOPING THE PREFERRED ALIGNMENT

The preferred alignment was developed through research, community engagement, and analysis during the MP2H process. The project team analyzed various land use scenarios to understand which changes would have the best potential to facilitate the development of an equitable mixed-use neighborhood, including affordable housing and jobs.

When it became clear that the most expected growth in the area would be concentrated on and around the former ESCO site, a new land use scenario was developed to focus changes in the area of greatest impact. This scenario responds to community support for balance between more housing and retaining industrial character and jobs. It retains industrial uses east of Highway 30, maintaining a significant amount of existing prime industrial land.

Further analysis of potential streetcar alignments revealed that a route on NW 23rd Avenue, connecting from the existing streetcar line at NW Northrup Street, would be most feasible and cost effective. It would strategically serve the area of greatest expected change while directing the streetcar down NW 23rd Avenue, a street designated as both a Neighborhood Main Street and a Major Transit Priority Street in the City's Transportation System Plan.

The project team then considered three different routes where the streetcar would connect from NW 23rd Avenue to Montgomery Park. The preferred alignment was selected from these three alternatives. In this document, those options are the Preferred Alignment, Alignment D, and Alignment E.





PEOPLE WAITING FOR STREETCAR ALONG NW 23RD AVENUE

THE PREFERRED ALIGNMENT

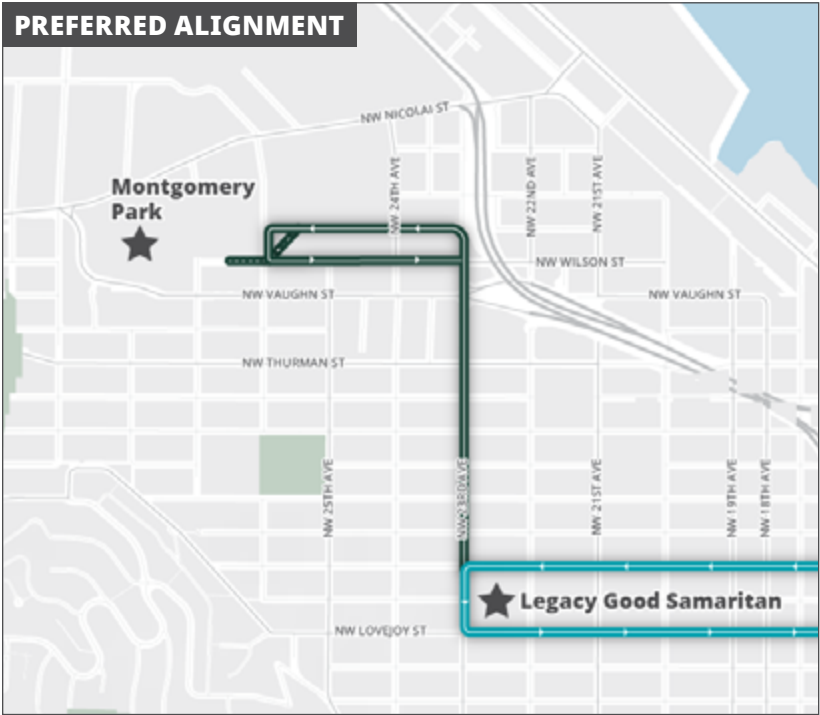
The preferred alignment is a short, direct route to Montgomery Park through an extension of the existing Portland Streetcar North-South (NS) Line along NW 23rd Avenue to a new one-way couplet along NW Roosevelt and NW Wilson streets. This alignment would efficiently serve expected development around Montgomery Park as well as one of Northwest Portland’s most vibrant Main Streets, NW 23rd Avenue.

NW 23rd Avenue was chosen as the preferred route for the streetcar extension for several reasons. Current and future demand along the bustling corridor would be supported by mass transit. The street is designated in City policy to prioritize frequent transit and high-volume pedestrian movement, and its designation as a Neighborhood Main Street means it should effectively serve the surrounding neighborhood while its design emphasizes multimodal access and movement.

Additionally, NW 23rd Avenue is in disrepair and is in desperate need of reconstruction. Community members have called for improvements on this street for years. Combining the two projects would provide

the opportunity to address NW 23rd Avenue’s current deficiencies between NW Lovejoy and NW Vaughn streets, including accessibility, utilities, and stormwater management. Folding the two otherwise separate major construction efforts into one would reduce construction impacts in the area and use public funds more efficiently.

The preferred alignment was refined from previous alternatives using NW 23rd Avenue. Those alternatives include Alignments C, D, and E in this report. When compared with those alignments, the Preferred Alignment is the most feasible for a number of reasons, including being free of fatal flaws in traffic analysis, supporting traffic demands now and in the future, being cost competitive due to its length, and supporting phased development in the area of proposed land use changes along and near the new proposed couplet.



ALIGNMENT DESCRIPTION:

The preferred alignment is an extension of the NS Line, connecting to Montgomery Park using **NW 23rd Avenue** and tying into a one-block parallel one-way couplet on **NW Roosevelt and NW Wilson streets**.

This alignment would include the construction of new complete streets to connect both NW Roosevelt and NW Wilson streets through the former ESCO site.

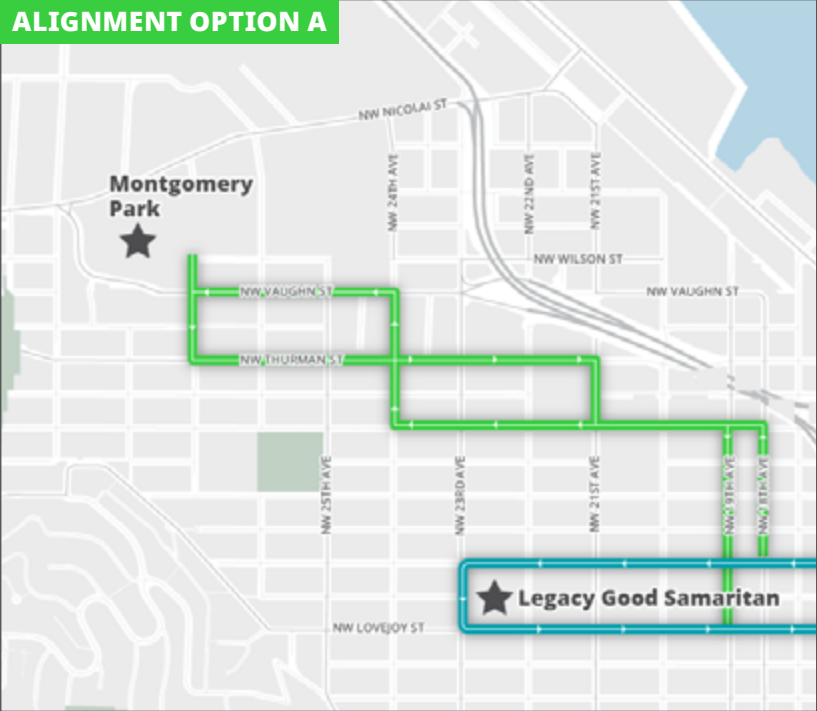
The extension’s terminus is proposed to be located near NW 26th Avenue and NW Wilson Street and include a new transit hub.

1.3 miles of new track and two new streetcars would be required.

CRITERION	SCORE	CONSIDERATION FOR PREFERRED ALTERNATIVE
CAPITAL COST AND FEASIBILITY	●	Length makes this alignment cost competitive, with one-block couplet supporting internal circulation and phased land development
OPERATING COST	●	Minimal increases in operating cost compared to other alternatives, due to direct route and length of alignment
RIDERSHIP POTENTIAL	●	Would serve the area of most development potential directly, while serving the vibrant Main Street of NW 23rd Avenue
COMPATIBILITY WITH EXISTING TRANSIT	●	Utilizes streets prioritized for transit while tying efficiently into existing streetcar system; would share stations with buses
TRAFFIC AND OPERATIONS	◐	Transportation modeling analyses indicate that impacts are minimal overall, and any issues can be mitigated effectively
MOBILITY IMPROVEMENTS	◐	Would include multimodal improvements on new streets with connections to broader network, while creating a couplet through area with existing limited access; one-block couplet easily accessible
CONSISTENCY WITH ADOPTED PLANS AND POLICY	●	Supports preservation of prime industrial land east of Highway 30 and utilizes a Main Street prioritized for transit operations and access
NEW HOUSING OPPORTUNITY	●	Creates a direct route to/through area of highest development potential while preserving development options north of NW Roosevelt Street
NEW JOBS OPPORTUNITY	●	Creates a direct route to/through area of highest development potential while preserving development options north of NW Roosevelt Street
FUNDING POTENTIAL	●	Requires lower capital costs and limited LID participation compared to alternatives; federal funding can help pay for NW 23rd Avenue



ALIGNMENT OPTION A



ALIGNMENT A DESCRIPTION:

New line connecting to Montgomery Park via a combination of **NW Raleigh, Thurman, and Vaughn Streets** as well as **NW 18th, 19th, 21st, and 24th avenues**.

The alignment’s terminus would be a station on NW 27th Avenue between NW Wilson and NW Vaughn streets.

This route would be slow and circuitous to its final destination on narrow streets using tight turns and requiring significant right-of-way acquisition.

2.7 miles of new track construction and six new streetcars would be required.

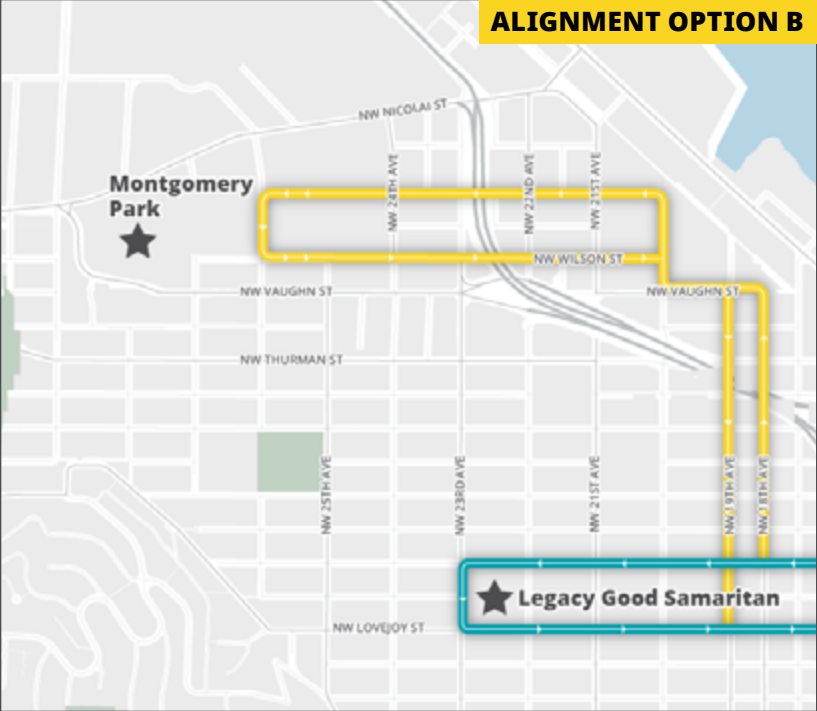
ALIGNMENT B DESCRIPTION:

New line heading north along **NW 18th and 19th avenues**, connecting to Montgomery Park via **NW York and Wilson streets**.

This alignment was used for much of MP2H’s earlier analysis process, prior to the development of a land use scenario intended to preserve prime industrial land east of Highway 30.

3.5 miles of new track construction and six new streetcars would be required.

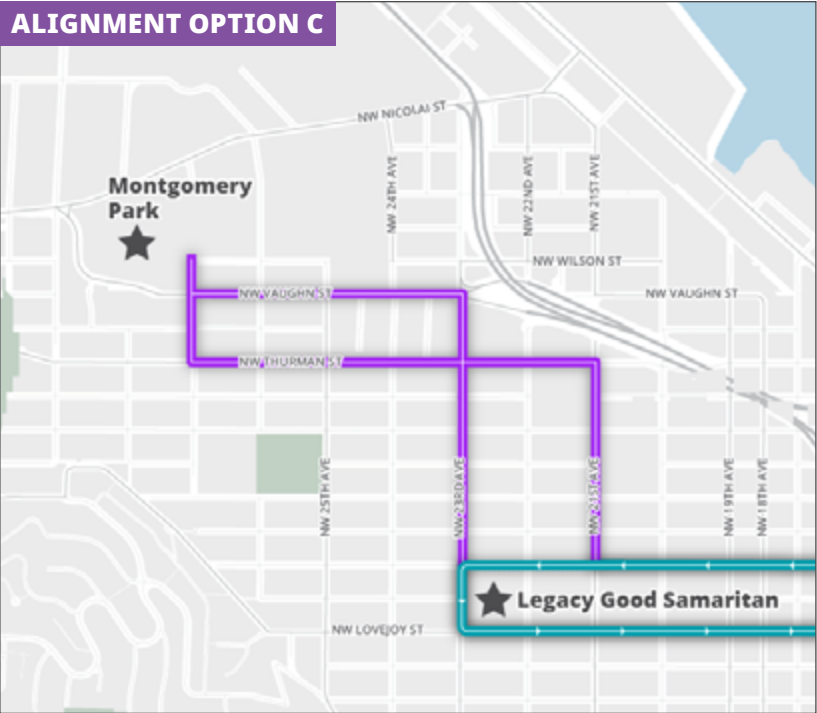
ALIGNMENT OPTION B



CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION A
CAPITAL COST AND FEASIBILITY		Length, alignment, and right-of-way acquisition requirements would make this alignment expensive and challenging to construct
OPERATING COST		New line would require six new streetcars, and length would require more operators and significant maintenance costs
RIDERSHIP POTENTIAL		Alignment serves existing and new housing and retail in Slabtown and more intense uses planned on Montgomery Park and ESCO site
COMPATIBILITY WITH EXISTING TRANSIT		Much of the alignment is within a quarter mile of existing streetcar service
TRAFFIC AND OPERATIONS		Alignment uses narrow streets with tight turns and would likely require significant parking removal and potential ROW acquisition near corners
MOBILITY IMPROVEMENTS		Slow, circuitous route to final destination with limited space between curbs for streetcar movement or other multimodal improvements
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Compatible with Streetcar Concept Plan, Conway Master Plan, and Northwest District Plan, but utilizes streets with limited transit priority
NEW HOUSING OPPORTUNITY		Portions of the alignment run through historic areas with low planned densities for future housing
NEW JOBS OPPORTUNITY		Most of the alignment runs through areas with low planned densities for future jobs
FUNDING POTENTIAL		Scale of extension would require significant LID participation, including areas of limited growth potential

CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION B
CAPITAL COST AND FEASIBILITY		Length of extension would make this alignment the most expensive, and much of the extension would traverse prime preserved industrial land
OPERATING COST		New line would require six new streetcars, and length would require more operators and significant maintenance costs
RIDERSHIP POTENTIAL		Alignment serves existing and new housing as well as areas of growth potential, with limited opportunity in industrial area
COMPATIBILITY WITH EXISTING TRANSIT		Would add transit service to underserved areas and use streets prioritized for transit
TRAFFIC AND OPERATIONS		Alignment utilizes overpasses on Highway 30 and avoids high-traffic streets
MOBILITY IMPROVEMENTS		Relatively direct route to final destination and expands transit benefits; conflicts with freight district with wayfinding challenges
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Alignment traverses through low-density industrial land which could eventually pressure land use changes in industrial preserve; potential conflicts with large section of freight district
NEW HOUSING OPPORTUNITY		Potential for housing along some of the alignment, with limited opportunity east/northeast of Highway 30 without land use changes
NEW JOBS OPPORTUNITY		Significant potential for jobs along some of the alignment, but supportive land use changes would result in loss of industrial jobs
FUNDING POTENTIAL		The length and location of this extension would make this alignment the most expensive, with LID support challenging in industrial preserve

ALIGNMENT OPTION C



ALIGNMENT C DESCRIPTION:

Extension of existing NS Line, connecting to Montgomery Park via **NW 21st and 23rd avenues**, as well as **NW Thurman and Vaughn streets**.

This alignment would face significant challenges due to required turning movements and ROW width in some areas and would require closure of stops near the hospital.

2 miles of new track construction and two new streetcars would be required.

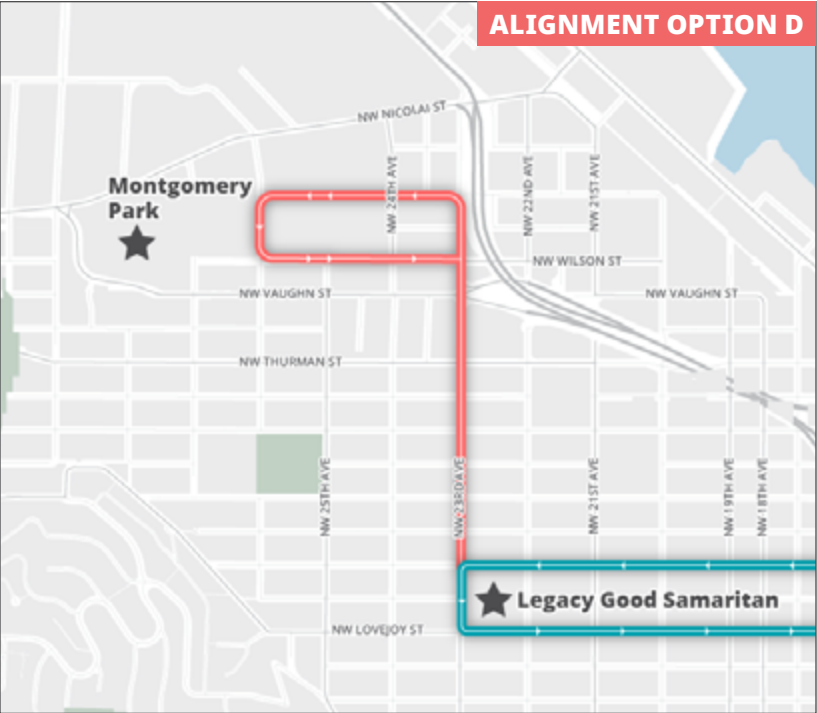
ALIGNMENT D DESCRIPTION:

Extension of existing NS Line, connecting to Montgomery Park along **NW 23rd Avenue** and tying into a two-block parallel one-way couplet along **NW York and Wilson streets**.

While this alignment would provide many of the same benefits of the preferred alignment, the couplet width would limit large-scale development flexibility and would be more challenging for wayfinding and transit access.

1.7 miles of new track construction and two new streetcars would be required.

ALIGNMENT OPTION D



CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION C
CAPITAL COST AND FEASIBILITY		Challenges on NW Thurman Street and at key intersections on NW Vaughn Street make this route challenging to construct
OPERATING COST		Length of alignment versus other alternatives puts this operating cost in the mid-range compared to others
RIDERSHIP POTENTIAL		Would serve two Main Streets and could capture ridership of recently developed neighborhoods with high density
COMPATIBILITY WITH EXISTING TRANSIT		Much of alignment would use streets prioritized for transit, with impacts to existing NS line users near hospital
TRAFFIC AND OPERATIONS		A challenging turning movement from NW Vaughn Street to NW 23rd Avenue would likely cause significant issues, as would conflicts between Streetcar and higher-volume auto traffic
MOBILITY IMPROVEMENTS		Requires closure of stops near hospital; couplet width and directionality challenging for access; tight right-of-way on NW 27th Avenue
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Supports preservation of industrial land and utilizes streets prioritized for transit operations, except NW 27th Avenue
NEW HOUSING OPPORTUNITY		Limited value capture opportunity due to service through areas with limited development potential
NEW JOBS OPPORTUNITY		Limited value capture opportunity due to service through areas with limited development potential
FUNDING POTENTIAL		Alignment would require larger area of LID participation than preferred alignment and large-share participants may have limited access

CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION D
CAPITAL COST AND FEASIBILITY		Direct route and length make it cost-competitive, but two-block couplet would likely serve area large enough to take many years to fully develop
OPERATING COST		Minimal increases in operating cost compared to other alternatives, due to direct route and length of alignment; not the best
RIDERSHIP POTENTIAL		Would serve the area of most development potential directly, while serving one of Northwest Portland’s most vibrant Main Streets
COMPATIBILITY WITH EXISTING TRANSIT		Utilizes new streets and streets prioritized for transit
TRAFFIC AND OPERATIONS		Careful planning required at NW Vaughn Street and NW 23rd Avenue and a tight turn from NW Northrup Street onto NW 23rd Avenue
MOBILITY IMPROVEMENTS		Would include multimodal improvements on new streets with easy long-term connections, but access and wayfinding would be more challenging
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Supports preservation of industrial land east of Highway 30 and utilizes a Main Street prioritized for transit operations and access
NEW HOUSING OPPORTUNITY		Creates a direct route to/through area of highest development potential, but limits development flexibility north of NW Roosevelt Street
NEW JOBS OPPORTUNITY		Creates a direct route to/through area of highest development potential, but limits development flexibility north of NW Roosevelt Street
FUNDING POTENTIAL		Requires limited LID participation, but couplet size creates development challenges for large-share participants



ALIGNMENT E DESCRIPTION:

Extension of existing NS Line, connecting to Montgomery Park via **NW 23rd Avenue** and two-way movement on **NW Wilson Street**.

This alignment has critical flaws in its design, both in required right-of-way acquisition for two-way turning movement at NW 23rd Avenue and NW Wilson Street as well as unacceptable traffic queues backing up onto Highway 30.

1.2 miles of new track construction and two new streetcars would be required.

CRITERION	SCORE	CONSIDERATION FOR ALIGNMENT OPTION E
CAPITAL COST AND FEASIBILITY		Shortest alignment makes this option cost-competitive, but critical design flaws and right-of-way acquisition impacts limit feasibility
OPERATING COST		Shortest track length makes this alignment’s operating cost low
RIDERSHIP POTENTIAL		Would serve the area of most development potential directly, while serving one of Northwest Portland’s most vibrant Main Streets
COMPATIBILITY WITH EXISTING TRANSIT		Utilizes new and reconstructed streets and streets prioritized for transit
TRAFFIC AND OPERATIONS		Traffic backups are a critical flaw, with auto traffic backing up onto Highway 30
MOBILITY IMPROVEMENTS		While this alignment provides opportunity for Main Street design on NW Wilson Street, right-of-way limitations would impact potential for dedicated bike lanes and cause unacceptable impacts to auto traffic
CONSISTENCY WITH ADOPTED PLANS AND POLICY		Supports preservation of industrial land and utilizes a Main Street prioritized for transit operations and access
NEW HOUSING OPPORTUNITY		Creates a direct route to/through area of highest development potential
NEW JOBS OPPORTUNITY		Creates a direct route to/through area of highest development potential
FUNDING POTENTIAL		Least amount of new streets and alignment lower capital costs and minimize area of LID participation

COMPARISON OF ALTERNATIVES

ALIGNMENT OPTION	CAPITAL COST AND FEASIBILITY	OPERATING COST	RIDERSHIP POTENTIAL	COMPATIBILITY WITH EXISTING TRANSIT	TRAFFIC AND OPERATIONS	MOBILITY IMPROVEMENTS	CONSISTENCY WITH ADOPTED PLANS AND POLICY	NEW HOUSING OPPORTUNITY	NEW JOBS OPPORTUNITY	FUNDING POTENTIAL	TOTAL SCORE*
PREFERRED ALIGNMENT: Extension via NW 23rd Avenue with NW Roosevelt Street and NW Wilson Street couplet											38
OPTION A: New line via NW Raleigh, NW Thurman, and NW Vaughn streets											15
OPTION B: New line via NW 18th and NW 19th avenues as well as NW York and NW Wilson streets											20
OPTION C: Extension via NW 21st and NW 23rd avenues, and NW Thurman and NW Vaughn streets											23
OPTION D: Extension via NW 23rd Avenue with NW York Street and NW Wilson Street couplet											32
OPTION E: Extension via NW 23rd Avenue with two-way on NW Wilson Street											30



*This score is based upon project team interpretation of both qualitative and quantitative “criteria” as listed. For each criterion considered, a score of 0-4 was assigned based upon the scale to the left (where “BEST” = 4 and “WORST” = 0).



EXHIBIT B

WHAT'S NEXT?

In August 2023, The Portland Bureau of Transportation (PBOT) worked with the Bureau of Planning and Sustainability (BPS) to finalize the FTA grant that funded the Montgomery Park to Hollywood (MP2H) Study.

The project team is also working to integrate community feedback and additional refinements into current drafts of the Montgomery Park Area Transportation Plan and the MP2H Northwest Plan. City staff will propose final proposed draft versions of these plans for consideration and adoption in 2024.

PBOT staff recently completed Summer-Fall 2023 community engagement. The project team is also working on preliminary engineering and cost estimation for the proposed alignment. As a funding strategy is explored for the proposed streetcar extension, a Locally Preferred Alternative (LPA) is expected to be presented to City Council in 2024. The project team may seek federal funding in 2024, as well.

The extension of the streetcar to Montgomery Park and reconstruction of NW 23rd Avenue between NW Lovejoy and NW Vaughn streets could be under construction by 2026, including new stormwater and accessibility upgrades. The project may be completed and in service by 2028.

LEARN MORE AND SIGN UP FOR EMAIL UPDATES AT THE PROJECT WEBPAGE:

<http://portland.gov/MPstreetcar>

**QUESTIONS OR COMMENTS?
EMAIL THE PROJECT TEAM AT:**

MPStreetcar@portlandoregon.gov



PBOT
PORTLAND BUREAU OF TRANSPORTATION


THE BUREAU OF **PLANNING**
& **SUSTAINABILITY**

Montgomery Park Transit Project

RECOMMENDED CROSS SECTIONS | September 2024



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

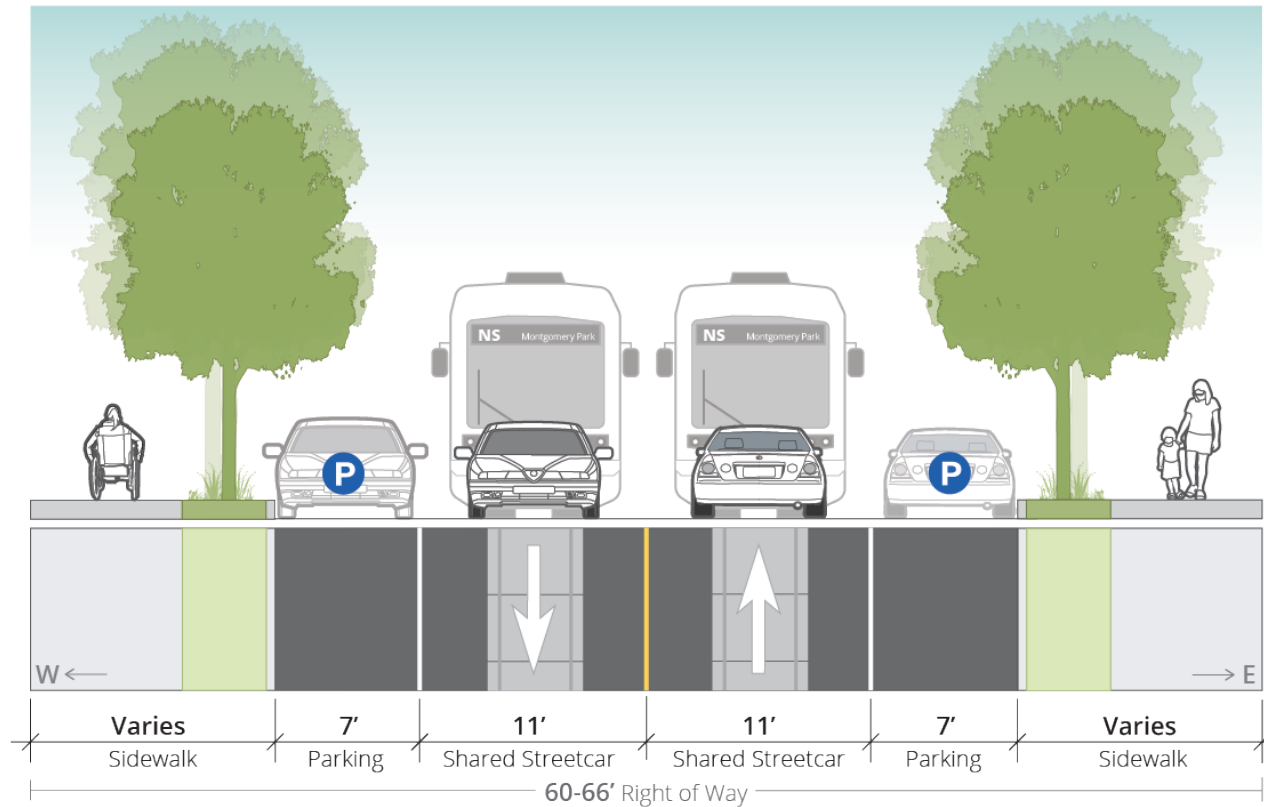


EXHIBIT C

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

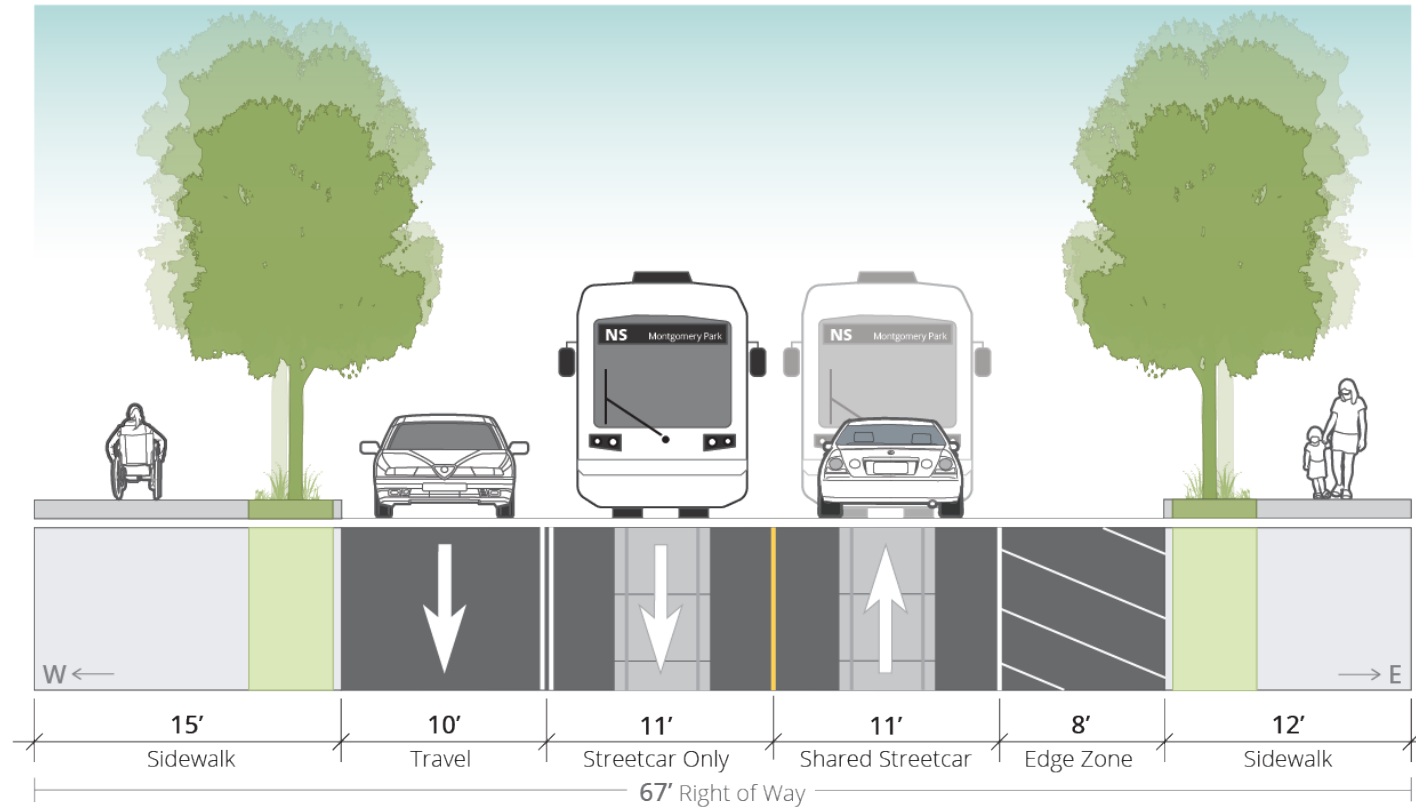


EXHIBIT C

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

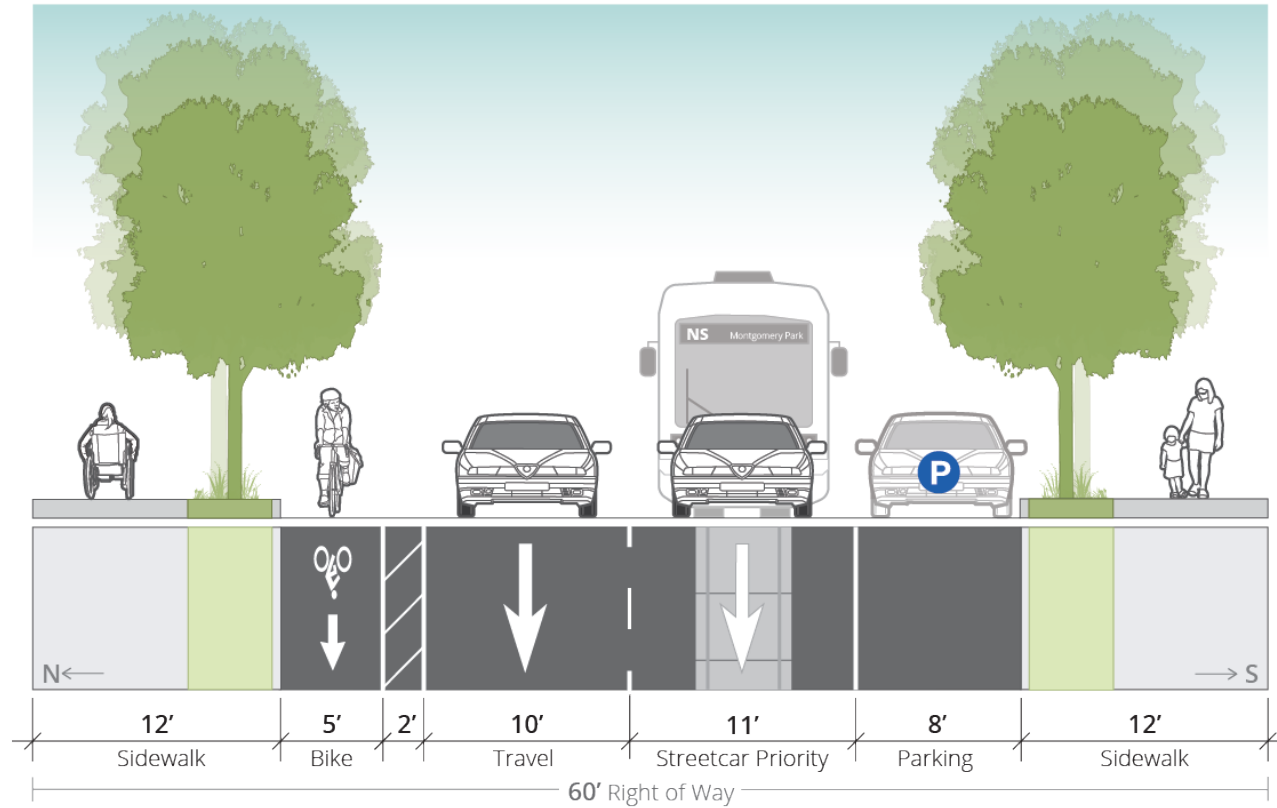
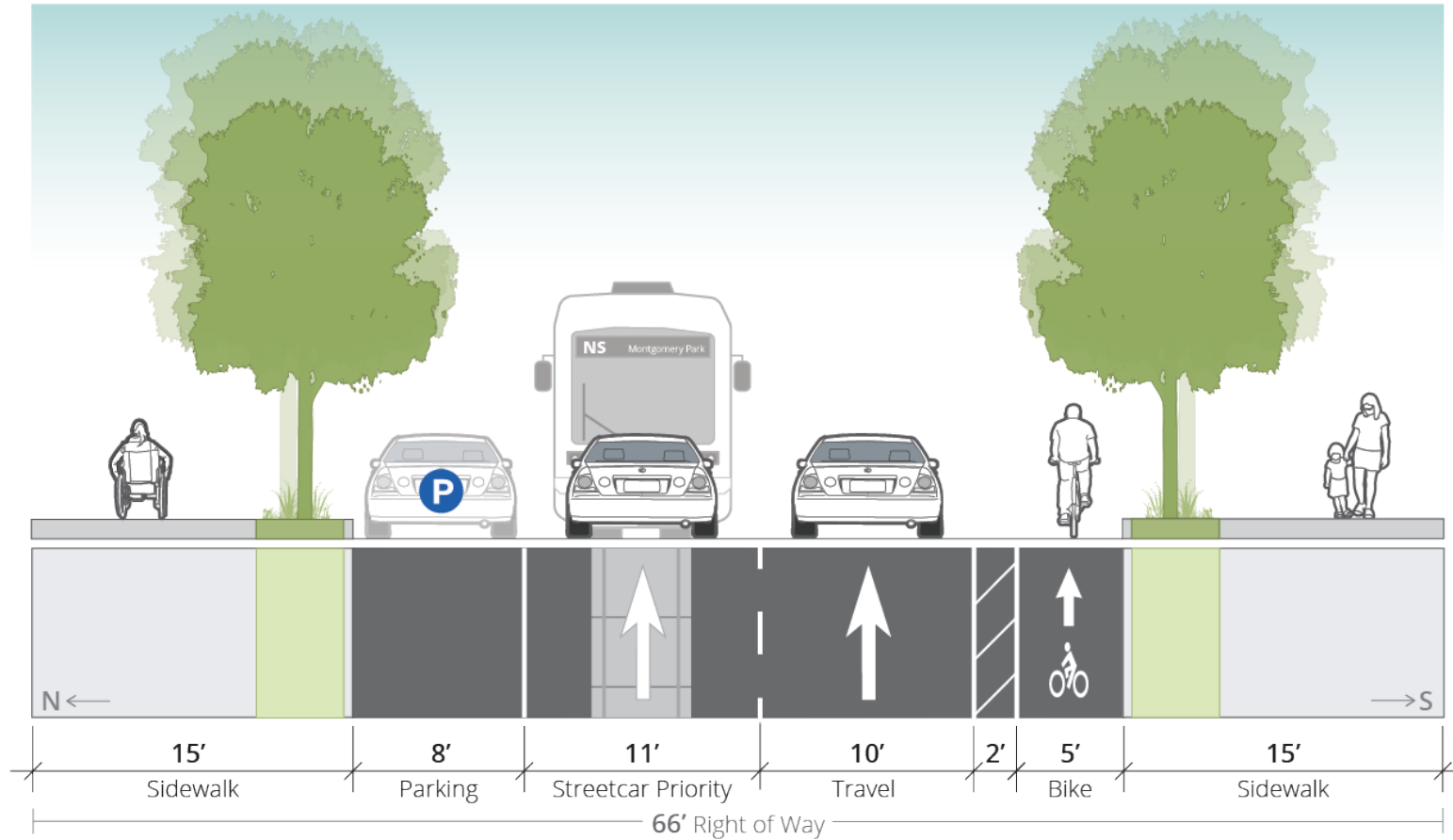


EXHIBIT C

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



MPAC Worksheet

Agenda Item Title: Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative
— Recommendation Requested

Presenters: Kate Hawkins, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Kate Hawkins; kate.hawkins@oregonmetro.gov

Purpose/Objective

Staff will provide an update on the Tualatin Valley (TV) Highway Transit and Safety Project Locally Preferred Alternative (LPA) endorsement process and request a recommendation to the Metro Council.

Outcome

Request that Metro Policy Advisory Committee (MPAC) recommend that Metro Council endorse the TV Highway Transit and Safety Project LPA by Resolution No. 25-5504 and direct staff to begin the process to amend the 2023 Metro Regional Transportation Plan (RTP) for consideration by JPACT and Metro Council in 2026.

Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council will consider the resolution in June 2025. The JPACT recommendation and subsequent Metro Council adoption of the LPA will allow Metro to continue working with TriMet and other project partners 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
- Coordinate with local agencies on construction and design for improvements along TV Highway
- Support the implementation and construction of the project
- Open a new FX bus line along TV Highway in 2030

MPAC will be engaged in the RTP amendment process, which is anticipated to begin later this year with the following 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

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

Staff presented to MPAC on the TV Highway Transit and Safety Project LPA on April 23, 2025, to answer any question and get feedback prior to asking MPAC to make a recommendation for endorsement to Metro Council. The LPA has not changed since MPAC's discussion in April.

Since that time, Metro staff has presented to MTAC, TPAC, JPACT, and Metro Council. While there were questions around the LPA and next steps, there were no requests to amend/change the LPA. MTAC will be asked to provide a recommendation to MPAC on Metro Council endorsement of the LPA at their June 18 meeting.

What packet material do you plan to include?

- Resolution No 25-5504: For the Purpose of endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project
- Exhibit A to Resolution No 25-5504: Tualatin Valley Highway Transit and Safety Project LPA Language and Map
- Staff Report to Resolution No 25-5504
- Local Actions of Support (1.a through 1.g)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 25-5504
LOCALLY PREFERRED ALTERNATIVE FOR)	
THE TUALATIN VALLEY HIGHWAY TRANSIT)	Introduced by Chief Operating Officer
AND SAFETY PROJECT)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress; and

WHEREAS, the 2009 High Capacity Transit System Plan identified Tualatin Valley (TV) Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a "mobility corridor refinement" plan between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center) that identified needs and improvements for all modes of transportation; and

WHEREAS, the 2023 RTP and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure; and

WHEREAS, the 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 RTP identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List; and

WHEREAS, the 2023 High Capacity Transit Strategy identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a Helping Obtain Prosperity for Everyone (HOPE) grant in 2020 to fund initial planning, engineering and development of capital improvements for the TV Highway corridor and accelerate the implementation of infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; 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, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community in parallel with the TV Highway Transit and Safety Project; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638, to develop regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, the Oregon Department of Transportation (ODOT), Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; 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 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the LPA Project route between the city of Beaverton, in the east, and the city of Forest Grove in the west, as shown on the attached Exhibit A map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center;
- Continuing west along the TV Highway to the City of Cornelius; and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; 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, on June 12, 2025 (anticipated), JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval; and

WHEREAS, on June 25, 2025 (anticipated), MPAC made a recommendation to the Metro Council on endorsing the TV Highway Transit and Safety Project LPA; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to continue working with TriMet and other project partners to advance the Project; now therefore,

BE IT RESOLVED, that Metro Council hereby:

1. Endorses the TV Highway Transit and Safety Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the TV Highway Transit and Safety Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this ____ day of June 2025.

Lynn Peterson, Metro Council President

Approved as to Form:

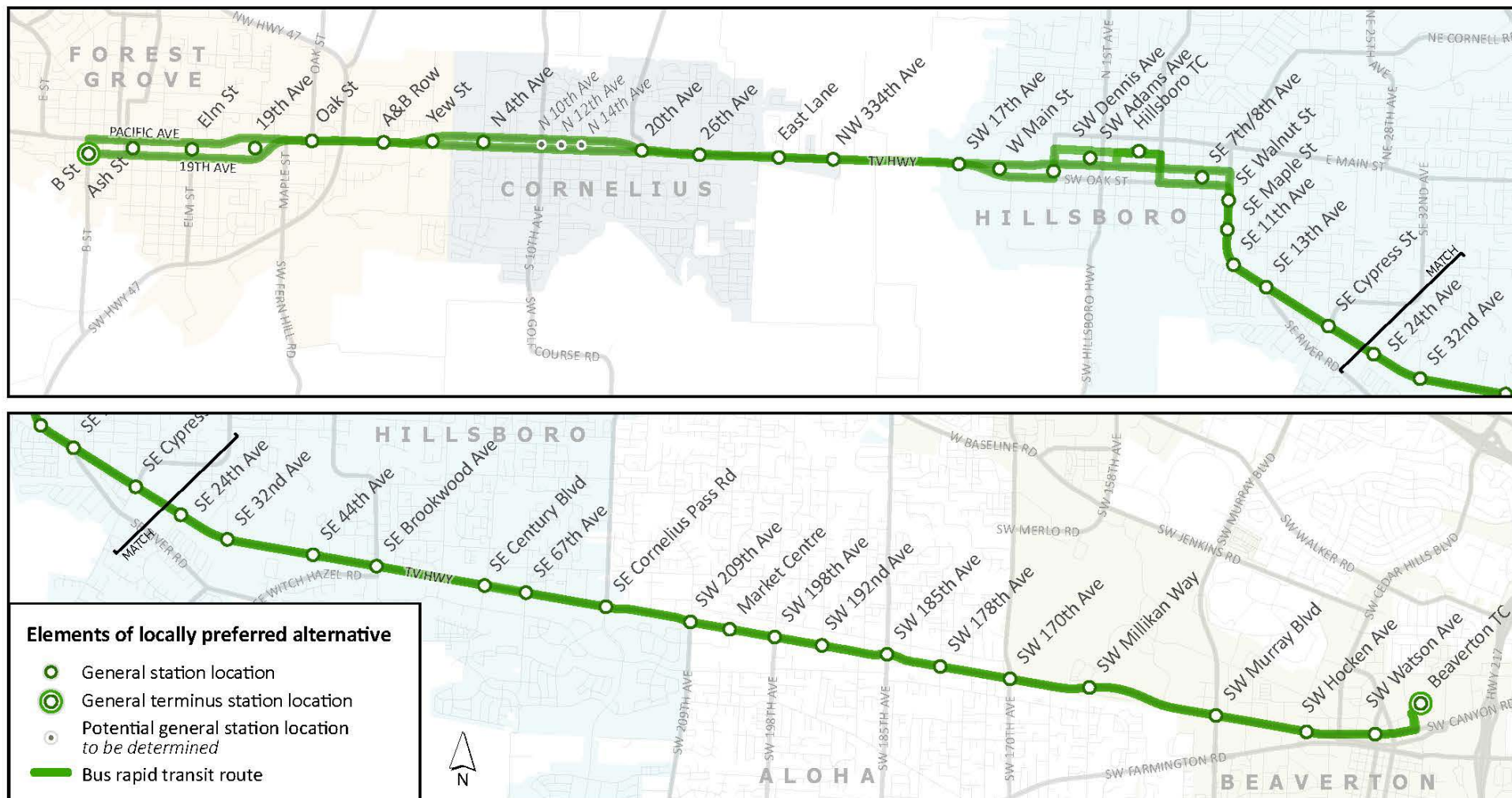
Carrie MacLaren, Metro Attorney

Exhibit A
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



IN CONSIDERATION OF RESOLUTION NO. 25-5504, FOR THE PURPOSE OF
ENDORISING THE LOCALLY PREFERRED ALTERNATIVE FOR TUALATIN VALLEY
HIGHWAY TRANSIT AND SAFETY PROJECT

Date: May 20, 2025
Department: Planning, Development and
Research
Meeting Date: June 26, 2025

Presenter(s): Kate Hawkins (she/her),
Senior Transportation Planner

Length: 20 minutes

Prepared by: Kate Hawkins, 503-449-
3949, kate.hawkins@oregonmetro.gov

ISSUE STATEMENT

The TV Highway Transit and Safety Project seeks to improve speed, reliability, accessibility and safety for transit riders on TV Highway. Since 2022, the Metro and TriMet project teams have worked with partners to explore numerous options for bringing high-capacity transit to the TV Highway corridor. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders, and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

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 on the TV Highway corridor is bus rapid transit, 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. The LPA map with recommended mode, alignment, and general station locations is reflected in Exhibit A to Resolution No. 25-5504.

ACTION REQUESTED

Approve Resolution No. 25-5504 as recommended by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC). Approval of the resolution endorses the TV Highway Transit and Safety Project 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.

IDENTIFIED POLICY OUTCOMES

The TV Highway corridor has been identified as a top priority for transit investment in numerous adopted regional plans. These include 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 TV Highway as a Tier 1: near-term HCT corridor, the highest priority for near-term HCT investment in our region.

Project outcomes identified in the RTP include improving transit speed and reliability, making the bus more competitive with driving, improving corridor safety and accessibility, and providing a more dignified and attractive rider experience.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve Resolution No. 25-5504 as recommended by JPACT and MPAC.
2. Do not approve Resolution No. 25-5504 and refer it back to JPACT with a recommendation for amendment.

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 Federal Transit Administration's 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: the 82nd Avenue Transit Project and the Montgomery Park Streetcar Project.

If Council does not endorse the Steering Committee LPA recommendation the committee would need to restart to discuss changes, and all local jurisdictions would have to amend their endorsements of the LPA.

RECOMMENDED ACTION

Approve Resolution No. 25-5504 as recommended by MPAC and JPACT. Approval of the resolution endorses the Locally Preferred Alternative recommended by the TV Highway Transit Project Steering Committee and endorsed by the project partners, including TriMet, Beaverton, Cornelius, Forest Grove, Hillsboro, ODOT, and Washington County.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The TV Highway Transit and Safety Project LPA is a collaboration between Metro, community organizations, and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2023 Regional Transportation Plan. Corridor planning is central to Metro's core mission to expand transportation options and improve public transit service throughout the region. The LPA advances Metro's Strategic Framework by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; access to community places; transportation choices including active transportation and better access to transit; access to jobs; regional mobility; and safety.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

The TV Highway Transit and Safety Project is supported by agencies partners, local jurisdictions, and community-based organizations throughout the corridor and across the region. Metro's agency partners on this work include TriMet, ODOT, Washington County, the Cities of Beaverton, Cornelius, Forest Grove, and Hillsboro. The project is also supported by community-based organizations including Adelante Mujeres, APANO, Centro Cultural, and Unite Oregon, as well as the TV Highway Equity Coalition.

Project engagement as well as past planning efforts in the corridor indicate that community members support the project purpose of bringing safer, more reliable, faster, and accessible transit to the TV Highway Corridor.

ANTICIPATED EFFECTS

Adoption of this resolution will allow project staff to continue working with TriMet and project partners 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
- Coordinate with local agencies on construction and design for improvements along TV Highway
- Support the implementation and construction of the project
- Open a new FX bus line along Tualatin Vally Highway in 2030

The project is currently in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the recommended mode, route, and general station locations and a high-level funding plan.

Budget Impacts: Adoption of this resolution has no budget impact at this time. 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

- Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program

State laws and actions

- Oregon Statewide Land Use 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.
- 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. 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.
- Resolution No. 21-5229 (For the Purpose of Creating and Appointing Members of the Tualatin Valley Highway Steering Committee), adopted by the Metro Council on January 20, 2022.
- 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.

Local Jurisdiction Actions

- 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.

BACKGROUND

Staff presented the TV Highway Transit and Safety Project LPA at the May 20, 2025, Metro Council work session. Council discussed the LPA and asked questions of project staff, but did not request any changes to the document. Since that work session, local and regional project partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, the Metro Technical Advisory Committee (MTAC), and the Metro Policy Advisory Committee (MPAC). The committees had questions regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to Metro Council in May. On June 6, 2025, TPAC recommended that JPACT approve this resolution. On June 12, 2025, JPACT will consider approval of this resolution and submit the resolution for Metro Council approval. Metro Council will consider JPACT's action on June 26, 2025.

ATTACHMENTS

Attachment 1: Local Actions of Support (1.a through 1.g)

ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT

- 1.a. Board of Washington County Commissioners Resolution and Order No. 25-26
- 1.b. City of Cornelius Resolution No. 2025-16
- 1.c. City of Hillsboro Resolution No. 2881
- 1.d. City of Forest Grove Resolution No. 2025-17
- 1.e. City of Beaverton Resolution No. 25084
- 1.f. TriMet Board of Directors Resolution No. 25-05-25
- 1.g. Oregon Department of Transportation Letter of Support

1 investment in infrastructure; and

2 It appearing to the Board, the 2019 Moving Forward TV Highway Plan was a multi-agency
3 study to determine the nature and feasibility of HCT in the TV Highway corridor between SW
4 160th Avenue and Cornelius Pass Road; and

5 It appearing to the Board, the 2023 RTP identified the TV Highway Transit Project as a
6 major HCT investment included in the 2030 Near-Term Constrained Project List; and that the
7 2023 High Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of
8 regional prioritization for advancing in the near term; and

9 It appearing to the Board, the Federal Transit Administration (FTA) awarded Metro a
10 Helping Obtain Prosperity for Everyone (HOPE) grant in 2020 to fund the TV Highway Transit
11 project; and that the grant supported initial planning, engineering and development of the
12 Chapter 53 of Title 49-eligible transit components needed to complete a full capital program of
13 improvements for the TV Highway Corridor and accelerate the implementation of much needed
14 infrastructure investments to enhance the speed, reliability and access to transit services in an
15 area that greatly benefits communities within areas of persistent poverty; and

16 It appearing to the Board, in January 2022 Metro and TriMet convened a Steering
17 Committee for the TV Highway Transit and Safety Project, consisting of elected officials, agency
18 leaders, and community representatives; and that the committee was charged with developing
19 and recommending a Locally Preferred Alternative (LPA) and funding strategy for high capacity
20 transit on TV Highway; and

1 It appearing to the Board, in June 2023 a community-led effort identified actions that
2 nonprofit, government and private sector partners can each take to stabilize and support
3 communities throughout the TV Highway corridor; and that the effort was developed in parallel
4 with the TV Highway Transit and Safety Project and identified bus rapid transit in the corridor as a
5 community priority action; and that the actions identified through this effort are being
6 implemented by community partners with support from a Metro 2040 Planning and
7 Development Grant; and

8 It appearing to the Board, that Metro and TriMet collaborated on Phase 1 of the Project,
9 as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638; that Phase
10 1 focused on reaching regional agreement on the recommended mode, alignment, and general
11 station locations of the future high-capacity transit service; and that Phase 1 concluded with the
12 Steering Committee's unanimous recommendation of the LPA in February 2025; and

13 It appearing to the Board, the TV Highway Transit and Safety Project Steering Committee
14 met numerous times, heard public input and testimony, and made recommendations for an LPA
15 on February 13, 2025 as described in the attached Exhibit A description, including the mode of
16 transportation, alignment, and general station locations; and

17 It appearing to the Board, the Project Steering Committee defined the LPA Project route
18 between Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B
19 map and generally described herein as:

- 20 • From the Beaverton Transit Center along TV Highway to the Hillsboro Transit Center;

- Continuing west along TV Highway to the City of Cornelius; and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

It appearing to the Board, the TV Highway Transit and Safety Project is a partnership between Metro, TriMet, ODOT, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

It appearing to the Board, a public demonstration of local support for the Project LPA by TriMet, Metro, and the collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

It appearing to the Board, the Board's endorsement of the LPA as described in this Resolution and in the attached Exhibit A description and Exhibit B map would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project; now therefore it is

RESOLVED AND ORDERED that the Board of County Commissioners endorses the Steering Committee's recommended TV Highway Transit and Safety Project Locally Preferred Alternative as described and depicted in Exhibits A and B attached hereto.

DATED this 22nd day of April 2025.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON



CHAIR KATHRYN HARRINGTON



RECORDING SECRETARY

RESOLUTION NO. 2025-16

A RESOLUTION OF THE CORNELIUS CITY COUNCIL AFFIRMING THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED ALIGNMENT

WHEREAS, the 2009 High-Capacity Transit System Plan identified TV Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation; and

WHEREAS, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure; and

WHEREAS, the 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High-Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 Regional Transportation Plan (RTP) identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List. The 2023 High-Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund this project. The grant supported initial planning, engineering and development of the Chapter 53 of Title 49 eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; 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. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety City of Cornelius

Resolution No 2025-16 TV HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED
ALTERNATIVE ENDORSEMENT

Project identified bus rapid transit in the corridor as a community priority action. The actions identified through this effort are being implemented by community partners with support from a Metro 2040 Planning and Development Grant; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638. Phase 1 focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) (Exhibit A) on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the Locally Preferred Alternative (LPA) Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
- Continuing west along the TV Highway to the City of Cornelius, and
- Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street; and

WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit B map would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project;

NOW, THEREFORE, THE CITY OF CORNELIUS RESOLVES AS FOLLOWS:

Section 1. The Cornelius City Council endorses the Steering Committee's TV Highway Transit and Safety Project Locally Preferred Alternative as shown on Exhibits A and B.

Section 2. This resolution is effective immediately upon its enactment by the City Council.

INTRODUCED AND APPROVED by the Cornelius City Council at their regular meeting this 5th day of May, 2025.

City of Cornelius, Oregon

By: Jeffrey C. Dalin
Jeffrey C. Dalin, Mayor

Attest: Rachael Bat
Rachael Bateman, City Recorder

RESOLUTION NO. 2881

A RESOLUTION ADOPTING THE TUALATIN VALLEY HIGHWAY LOCALLY PREFERRED ALTERNATIVE.

WHEREAS, the 2009 Metro High Capacity Transit (HCT) System Plan identified Tualatin Valley (TV) Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The plan was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused on identifying needs and improvements for all modes of transportation; and

WHEREAS, the 2019 Moving Forward TV Highway Plan was a multi-agency study to determine the nature and feasibility of HCT in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road; and

WHEREAS, the 2023 Metro Regional Transportation Plan identified the TV Highway Transit Project as a major HCT investment included in the 2030 Near-Term Constrained Project List and the 2023 Metro HCT Plan Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term; and

WHEREAS, the Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund initial planning, engineering and development of eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty; 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. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, in June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety Project identified bus rapid transit in the corridor as a community priority action; and

WHEREAS, Metro and TriMet collaborated on Phase 1 of the TV Highway Transit and Safety Project, focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future HCT service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, the TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a LPA on February 14, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Project Steering Committee defined the LPA Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described herein as:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
 - Continuing west along the TV Highway to the City of Cornelius, and
 - Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street;
- and

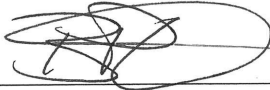
WHEREAS, a public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A map would allow the TriMet Board to endorse the LPA and Metro to amend the Regional Transportation Plan to include the Project and allow pursuit of federal funding;

NOW, THEREFORE, THE CITY OF HILLSBORO RESOLVES AS FOLLOWS:

Section 1. The drawings as shown in Exhibit A and B are hereby adopted as the TV Highway Transit and Safety Project Locally Preferred Alternative.

Approved and adopted by the Hillsboro City Council at a regular meeting held on the 6th day of May 2025.

A handwritten signature in black ink, appearing to be "Beach Pace", written over a horizontal line.

Beach Pace, Mayor

ATTEST:

A handwritten signature in black ink, appearing to be "Amber Rios", written over a horizontal line.

Amber Rios, City Recorder

RESOLUTION NO. 2025-17

RESOLUTION ENDORSING A LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY BUS RAPID TRANSIT PROJECT

WHEREAS, Metro is the federally designated Metropolitan Planning Organization for the Portland region and Metro is responsible for preparing and updating the federally required Regional Transportation System Plan (RTP); and

WHEREAS, the 2023 RTP identified a major high-capacity transit investment in the Tualatin Valley (TV) Highway corridor as a project priority; and

WHEREAS, in 2020 Metro was awarded a grant from the Federal Transit Administration (FTA) for initial planning, engineering and development of transit improvements for the TV Highway corridor; and

WHEREAS, the TV Highway Transit and Safety Project is a partnership among Metro, Tri Met, the Oregon Department of Transportation, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; and

WHEREAS, Tri Met is the regional transit provider for Forest Grove; and

WHEREAS, in January 2022 Metro and Tri Met convened a Steering Committee (SC) for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives; and

WHEREAS, the SC was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for the TV Highway Transit and Safety Project; and

WHEREAS, in June 2023, a community-led effort identified actions that nonprofit, government and private sector partners can take to support equitable community improvements throughout the TV Highway corridor and identified Bus Rapid Transit (BRT) in the TV Highway corridor as a community priority action; and

WHEREAS, in February 2025, the SC unanimously recommended the LPA for high-capacity transit improvements including the mode of transportation, alignment, and general bus station locations; and

WHEREAS, a demonstration of local support for the LPA by partner jurisdictions, Tri Met, and Metro is essential to advance the project into the project development phase and request for FTA construction funding; and

WHEREAS, City Council endorsement of the LPA as described in the exhibits attached to this resolution would allow the Tri Met Board of Directors to also endorse

the LPA and will allow Metro to amend the RTP to include the TV Highway and Safety project as described in the LPA.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The Forest Grove City Council does hereby endorse the LPA recommended by the Steering Committee as described in Exhibits A and B.

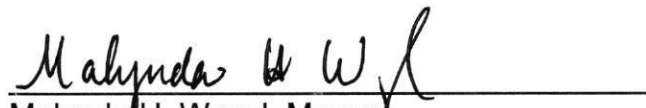
Section 2. This resolution is effective immediately upon its enactment by the City Council.

PRESENTED AND PASSED this 12th day of May, 2025.



Mariah S. Woods, City Recorder

APPROVED by the Mayor this 12th day of May, 2025.



Malynda H. Wenzl, Mayor

RESOLUTION NO. 4912

**A RESOLUTION ENDORSING THE TV HIGHWAY TRANSIT & SAFETY PROJECT
STEERING COMMITTEE'S LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN
VALLEY HIGHWAY BUS RAPID TRANSIT PROJECT**

RECITALS:

- A. The 2009 High Capacity Transit System Plan identified TV Highway between Beaverton and Hillsboro as a Next Phase Regional Priority HCT Corridor and TV Highway between Hillsboro and Forest Gove as a Developing Regional Priority HCT Corridor.
- B. The 2013 Tualatin Valley Highway Corridor Plan (TVCP), was a “mobility corridor refinement” plan for a portion of the Beaverton to Forest Grove mobility corridor between Cedar Hills Boulevard (Beaverton Regional Center) and SE 10th Avenue/Maple Street (Hillsboro Regional Center). The TVCP was a joint effort between ODOT, Metro, the City of Hillsboro, the City of Beaverton and Washington County that focused an examination of the transportation system to identify needs and improvements for all modes of transportation.
- C. The 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy both identify the Tualatin Valley Highway corridor as a key area for major transit investment in infrastructure.
- D. The 2019 Moving Forward TV Highway Plan is a multi-agency study to determine nature and feasibility of High Capacity Transit (HCT) in the Tualatin Valley Highway corridor between SW 160th Ave and Cornelius Pass Road.
- E. The 2023 Regional Transportation Plan (RTP) identified the TV Highway Transit Project as a major high-capacity transit investment included in the 2030 Near-Term Constrained Project List. The 2023 High Capacity Transit Update identified TV Highway as a Tier 1 corridor, the top level of regional prioritization for advancing in the near-term.
- F. The Federal Transit Administration (FTA) awarded Metro a HOPE grant in 2020 to fund this project. The grant supported initial planning, engineering and development of the Chapter 53 of Title 49 eligible transit components needed to complete a full capital program of improvements for the TV Highway Corridor and accelerate the implementation of much needed infrastructure investments to enhance the speed, reliability and access to transit services in an area that greatly benefits communities within areas of persistent poverty.
- G. 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. The committee was charged with recommending a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway.
- H. In June 2023 a community-led effort identified actions that nonprofit, government and private sector partners can each take to stabilize and support community throughout the TV Highway corridor. The effort was developed in parallel with the TV Highway Transit & Safety Project identified bus rapid transit in the corridor as a community priority action. The actions identified through this effort are being implemented by community partners with support from a Metro 2040 Planning and Development Grant.
- I. Metro and TriMet collaborated on Phase 1 of the Project, as set forth in the Intergovernmental Agreement identified as Metro IGA No. 967638. Phase 1 focused on reaching regional agreement on the recommended mode, alignment, and general station locations of the future high-capacity transit service. It concluded with the Steering Committee's unanimous recommendation of the Locally Preferred Alternative (LPA) in February 2025.

- J. The TV Highway Transit and Safety Project is a partnership among Metro, TriMet, ODOT, Washington County, Forest Grove, Cornelius, Hillsboro, and Beaverton.
- K. The TV Highway Transit & Safety Project Steering Committee met numerous times, heard public input and testimony, and made recommendations for a Locally Preferred Alternative (LPA) on February 14, 2025, including the mode of transportation, alignment, and general station locations.
- L. The Project Steering Committee defined the Locally Preferred Alternative (LPA) Project route between the Beaverton, in the east, and Forest Grove in the west, as shown on the attached Exhibit B map and generally described as:
 - From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
 - Continuing west along the TV Highway to the City of Cornelius, and
 - Continuing west to terminate in the City of Forest Grove at 19th Avenue and B Street.
- M. A public demonstration of local support for the Project LPA by TriMet, Metro, and collaborating local jurisdictions is essential to advance Project Development and funding from the Federal Transit Administration (FTA).
- N. The Council's endorsement of the LPA as described in this Resolution and the attached Exhibit A description would allow the TriMet Board to endorse the LPA, further allowing Metro to amend the Regional Transportation Plan to include the Project.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. Endorsement. The Council endorses the Locally Preferred Alternative adopted by the TV Highway Steering Committee on February 13, 2025, and approved by the Council at its April 1, 2025, Work Session.

Section 2. Effective Date. This resolution takes effect immediately upon its passage.

Adopted by the Council this 27th day, May 2025.

Signed by the Mayor this 28th day of May, 2025.

Ayes: 7

Nays: 0

Signed:

Signed:

Sue Ryan
Sue Ryan, City Recorder

Lacey Beaty
Lacey Beaty, Mayor

RESOLUTION NO. 25-05-25

RESOLUTION NO. 25-05-25 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING THAT THE METRO COUNCIL ADOPT THE LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2009 High Capacity Transit System Plan identified the section of the Tualatin Valley Highway (TV Highway) between Beaverton and Hillsboro as a Next Phase Regional Priority High Capacity Transit Corridor, and the section between Hillsboro and Forest Gove as a Developing Regional Priority High Capacity Transit Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan, a joint effort among ODOT, Metro, Washington County and the cities of Hillsboro and Beaverton, examined the transportation system between Beaverton and Hillsboro to identify improvements for all modes of transportation along the TV Highway; and

WHEREAS, the 2018 Regional Transportation Plan and the Regional Transit Strategy identify the TV Highway Corridor as a key area for major transit infrastructure investment; and

WHEREAS, the 2019 Moving Forward TV Highway Plan evaluated the feasibility of High Capacity Transit along a portion of the TV Highway from SW 160th Avenue to Cornelius Pass Road, between Beaverton and Hillsboro; and

WHEREAS, in 2020, the Federal Transit Administration (FTA) awarded a HOPE grant to Metro to support initial planning, engineering and development of capital improvements for the TV Highway Transit and Safety Project (Project); and

WHEREAS, the HOPE grant accelerated the investment in infrastructure necessary to enhance the speed, reliability, and access to transit services to benefit communities of persistent poverty within the Project area; and

WHEREAS, development of the Project is a collaborative effort among ODOT, Metro, TriMet, Washington County, Beaverton, Hillsboro, Cornelius, and Forest Grove; and

WHEREAS, Metro and TriMet developed initial recommendations on the mode, alignment, and general station locations of future High Capacity Transit service within the Project; and

WHEREAS, in January 2022, Metro and TriMet convened a Project Steering Committee consisting of elected officials, agency leaders, and community representatives, and charged it with recommending a funding strategy and a Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the 2023 High Capacity Transit Update designated the TV Highway as a Tier 1 corridor, the top level of regional prioritization for near term advancement; and

WHEREAS, Metro's 2023 Regional Transportation Plan identified the Project as a major High Capacity Transit investment and included it in the 2030 Near Term Constrained Project List; and

WHEREAS, a June 2023 community-led effort proposed actions that nonprofit organizations, the private sector, and government entities could take to stabilize and support communities along the TV Highway Corridor, and recognized Bus Rapid Transit as a high priority community action; and

WHEREAS, on February 13, 2025, after conducting numerous meetings, receiving substantial and significant public comment and evaluating various recommendations, the Project Steering Committee defined the LPA route as beginning at the Beaverton Transit Center and terminating at 19th Avenue and B Street in Forest Grove, as described in the attached Exhibit A Description and Exhibit B Map; and

WHEREAS, demonstrations of local public support for the Project LPA through the adoption of similar Resolutions by the collaborating local jurisdictions are essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board's adoption of the LPA as described in this Resolution would allow Metro to amend the Regional Transportation Plan to include the Project;


NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby recommends that the Metro Council adopt the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project, as described herein and on the attached Exhibit A Description and Exhibit B Map, as part of the Regional Transportation Plan.

Dated: May 28, 2025

Attest:


Recording Secretary


Presiding Officer

Approved as to Legal Sufficiency:


Legal Department



Oregon

Tina Kotek, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
Phone: (503) 731-8200

May 28, 2025

JPACT and Metro Council
600 NE Grand Ave.
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the TV Highway Transit and Safety Project

Dear JPACT and Metro Council:

On February 13, 2025, the Tualatin Valley (TV) Highway Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project Locally Preferred Alternative (LPA). ODOT urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

As the owner of Highway 8 from Beaverton to Highway 47, ODOT has been a key partner in the planning process. The transit project will benefit from investments ODOT has already made and those we are currently delivering to address safety and operations on TV Highway, including new enhanced crosswalks, bike lanes and new sidewalks. In addition, ODOT is working to program investments on TV Highway which may have the added benefit of reducing the cost of the high-capacity transit project in the future.

ODOT will continue to work collaboratively with TriMet and the local jurisdiction project partners to facilitate designs, permits and approvals in accordance with the required ODOT standards and procedures. We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer
ODOT Region 1 Manager