

IN CONSIDERATION OF RESOLUTION NO. 26-5569, FOR THE PURPOSE OF AMENDING TWO PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Date: March 2, 2026
Department: Planning, Development and Research
Meeting Date: March 19, 2026

Prepared by: Gabriela Lopez, Planning, Development and Research
Presenter: N/A
Length: N/A (Consent Agenda)

ISSUE STATEMENT

The March FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment #2 proposes the following programming changes:

- Amends the Burgard Bridge Resiliency and Multimodal Enhancement Project
- Amends the Broadway Main Street and Supporting Connections project

Resolution No. 26-5569 authorizes the proposed MTIP Formal Amendment.

ACTION REQUESTED

Adopt Resolution 26-5569 to amend two projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

IDENTIFIED POLICY OUTCOMES

Advancement of the 2023 Regional Transportation Plan (RTP) investment priorities of equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy.

POLICY QUESTION(S)

- Should the Metro Council approve the resolution to move forward with proposed MTIP project amendments as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider recommending approval of Resolution 26-5569 to the Metro Council on March 19, 2026.

Should JPACT recommend approval, the Metro Council will consider adopting Resolution 26-5569 at its meeting on March 19, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the two projects in the March FFY 2026 Formal Amendment #2.

- If the Metro Council does not adopt the resolution, the required programming actions will not be completed, the projects will not move forward with next steps, and the amendment will return to JPACT for further consideration.

STAFF RECOMMENDATIONS

Metro staff recommend approval of Resolution 26-5569.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. **Metro’s Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met.

2. **Metro’s racial equity and climate action goals:**

While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located.

3. **Known Opposition/Support/Community Feedback:** The agencies leading the projects included in this amendment acknowledge the proposed programming changes.

Metro conducted a 30-day public comment period, which closed on February 28, 2026. During this comment period, Metro did not receive any comments. Detailed information can be found in the Public Comment Period summary report, Exhibit B.

4. **Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
- b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

5. **Anticipated Effects:** Enables the amendments to the projects in the MTIP and STIP.

6. **Financial Implications:** The proposed amendments have no impact to the Metro budget.

BACKGROUND

The 2024-2027 MTIP is a program implementation tool. It includes an investment profile and performance analysis of the progress expected toward the 2023 RTP's regionally significant transportation investments. The MTIP must accurately maintain project information throughout the life of a project, from initial award/allocation to funding obligation and through all phases of project delivery. If a change emerges to a project's scope, schedule or budget, the MTIP may need to be amended to reflect the change. As new federally funded and regionally significant projects emerge and are funded, the MTIP is amended to include the projects.

Amend Existing MTIP/STIP Programmed Projects:

| | | |
|-------------------|--|---------------------------------|
| Project Number: 1 | Key Number: 23554 | Status: Existing Project |
| Project Name: | Burgard Bridge Resiliency and Multimodal Enhancement Project | |
| Lead Agency: | City of Portland | |
| Description: | Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements. | |
| Funding Summary: | The project is currently programmed with \$13,895,277 of Bridge Investment Program (BIP) grant funds with a local match of \$3,473,819. | |
| Added Notes: | The formal amendment cancels RW and CN phases due to BIP grant funding rescinded by the U.S. Department of Transportation. | |

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|-------------------|--|---------------------------------|
| Project Number: 2 | Key Number: 23646 | Status: Existing Project |
| Project Name: | Broadway Main Street and Supporting Connections | |
| Lead Agency: | City of Portland | |
| Description: | Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood. | |
| Funding Summary: | The project is currently programmed with a total of \$38,394,000 of Neighborhood Access and Equity (NAE) grant funds. | |
| Added Notes: | The formal amendment cancels RW, UR, and CN phases due to NAE grant funding rescinded by the U.S. Department of Transportation. Reduce PE phase to \$5,000,000 of NAE federal funds to reflect funding obligation amount. Local matching funds are not required. | |

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

PROPOSED PROCESSING AND APPROVAL ACTIONS:

| <u>Action</u> | <u>Target Date</u> |
|--|-----------------------|
| • Initiate the required public notification/comment process..... | January 29, 2026 |
| • TPAC agenda mailing..... | January 30, 2026 |
| • TPAC action | February 6, 2026 |
| • Completion of public notification/comment process..... | February 28, 2026 |
| • JPACT action | March 19, 2026 |
| • Metro Council action | March 19, 2026 |
| • Final amendment package submission to ODOT & USDOT..... | Late March 2026 |
| • USDOT clarification and final amendment approval..... | Mid-May 2026 |

Note: The above dates are anticipated and could change.