

Exhibit A to Resolution 26-5549
2024-2027 Metropolitan Transportation Improvement Program (MTIP)
 December 2025 (FFY 2026) Formal Amendment, DC26-03-DEC



Proposed Amendment 71205 - Bus Layover and Operator Facility Upgrades and Acquisition - TriMet

ODOT Key 22176	RTP ID 12081	RFFA ID -	Lead Agency TriMet
Project Type Transit	System Investment Type Capital Project	Total Cost \$11,968,814	

Project Description

Funding to build a permanent off-street, bus layover facility, which will add up to nine 60-foot layover spaces for TriMet buses, improve operator safety, support mixed-use urban redevelopment and satisfy a 2016 City of Portland commitment related to the Powell-Division Transit & Development Project and related Locally Preferred Alternative. Funds will also be used to provide additional/improved break facilities for TriMet bus operators.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	\$1,543,183	-	-	\$1,543,183
Preliminary Engineering	TriMet Local	-	-	-	\$385,796	-	-	\$385,796
Total Preliminary Engineering		-	-	-	\$1,928,979	-	-	\$1,928,979
Right of Way	TriMet Local	-	-	-	\$7,000,000	-	-	\$7,000,000
Total Right of Way		-	-	-	\$7,000,000	-	-	\$7,000,000
Construction	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	-	\$1,117,148	-	\$1,117,148
Construction	TriMet Local	-	-	-	-	\$279,287	-	\$279,287
Total Construction		-	-	-	-	\$1,396,435	-	\$1,396,435
Other	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	\$599,910	-	-	\$599,910
Other	TriMet Local	-	-	-	\$1,043,490	-	-	\$1,043,490
Total Other		-	-	-	\$1,643,400	-	-	\$1,643,400
Total Programmed		-	-	-	\$10,572,379	\$1,396,435	-	\$11,968,814

Previously Approved Amendment 71205 - Bus Layover and Operator Facility Upgrades and Acquisition - TriMet

ODOT Key 22176	RTP ID 12081	RFFA ID -	Lead Agency TriMet
Project Type Transit	System Investment Type -	Total Cost \$4,075,301	

Project Description

Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	\$3,260,241	-	-	\$3,260,241
Other	Local Match	-	-	-	\$815,060	-	-	\$815,060
Total Other		-	-	-	\$4,075,301	-	-	\$4,075,301
Total Programmed		-	-	-	\$4,075,301	-	-	\$4,075,301

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CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Scope Change - Major - Cost and Funding Increase - Major
PROJECT CHANGES	<p>Title changed from "TriMet Bus Purchase (2024)" to "Bus Layover and Operator Facility Upgrades and Acquisition - TriMet"</p> <p>Description changed from "Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region." to "Funding to build a permanent off-street, bus layover facility, which will add up to nine 60-foot layover spaces for TriMet buses, improve operator safety, support mixed-use urban redevelopment and satisfy a 2016 City of Portland commitment related to the Powell-Division Transit & Development Project and related Locally Preferred Alternative. Funds will also be used to provide additional/improved break facilities for TriMet bus operators."</p> <p>Plan Revision Name changed from "AM25-29-AUG5" to "DC26-03-DEC"</p> <p>Long Description changed from "Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region." to "None"</p>
FUNDING CHANGES	<p>5339(a) Bus and Bus Facilities Formula Grant Program</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$0 to \$1,543,183 - Decrease funds in FY 2026 in OT from \$3,260,241 to \$0 + Increase funds in FY 2026 in OT from \$0 to \$599,910 + Increase funds in FY 2027 in CN from \$0 to \$1,117,148 <p>Local Match</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in OT from \$815,060 to \$0 <p>TriMet Local</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$0 to \$385,796 + Increase funds in FY 2026 in OT from \$0 to \$149,977 + Increase funds in FY 2026 in OT from \$0 to \$893,513 + Increase funds in FY 2026 in RW from \$0 to \$7,000,000 + Increase funds in FY 2027 in CN from \$0 to \$279,287
FEDERAL PROJECT COST	Stays the same \$3,260,241
TOTAL PROJECT COST	Increased from \$4,075,301 to \$11,968,814 (193.69%)

Exhibit A to Resolution 26-5549
2024-2027 Metropolitan Transportation Improvement Program (MTIP)
 December 2025 (FFY 2026) Formal Amendment, DC26-03-DEC



Proposed Amendment 71261 - NW 112th Avenue and PNWR rail crossing upgrades

ODOT Key 22440	RTP ID 12095	RFFA ID -	Lead Agency Oregon DOT																																																																																	
Project Type Highway	System Investment Type System Management & ITS	Total Cost \$4,349,000																																																																																		
Project Description																																																																																				
Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.																																																																																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>PHASE</th> <th>FUND SOURCE</th> <th>PRIOR</th> <th>FY2024</th> <th>FY2025</th> <th>FY2026</th> <th>FY2027</th> <th>FUTURE</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Preliminary Engineering</td> <td>Rail HWY Cross Hazard</td> <td>\$579,600</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>\$579,600</td> </tr> <tr> <td>Preliminary Engineering</td> <td>State Match</td> <td>\$64,400</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>\$64,400</td> </tr> <tr> <td colspan="2">Total Preliminary Engineering</td><td>\$644,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>\$644,000</td></tr> <tr> <td>Construction</td> <td>Rail HWY Cross Hazard</td> <td>-</td> <td>-</td> <td>-</td> <td>\$3,334,500</td> <td>-</td> <td>-</td> <td>\$3,334,500</td> </tr> <tr> <td>Construction</td> <td>State Match</td> <td>-</td> <td>-</td> <td>-</td> <td>\$370,500</td> <td>-</td> <td>-</td> <td>\$370,500</td> </tr> <tr> <td colspan="2">Total Construction</td><td>-</td><td>-</td><td>-</td><td>\$3,705,000</td><td>-</td><td>-</td><td>\$3,705,000</td></tr> <tr> <td colspan="2">Total Prior Costs</td><td>\$644,000</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>\$644,000</td></tr> <tr> <td colspan="2">Total Programmed</td><td>\$644,000</td><td>-</td><td>-</td><td>\$3,705,000</td><td>-</td><td>-</td><td>\$4,349,000</td></tr> </tbody> </table>				PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL	Preliminary Engineering	Rail HWY Cross Hazard	\$579,600	-	-	-	-	-	\$579,600	Preliminary Engineering	State Match	\$64,400	-	-	-	-	-	\$64,400	Total Preliminary Engineering		\$644,000	-	-	-	-	-	\$644,000	Construction	Rail HWY Cross Hazard	-	-	-	\$3,334,500	-	-	\$3,334,500	Construction	State Match	-	-	-	\$370,500	-	-	\$370,500	Total Construction		-	-	-	\$3,705,000	-	-	\$3,705,000	Total Prior Costs		\$644,000	-	-	-	-	-	\$644,000	Total Programmed		\$644,000	-	-	\$3,705,000	-	-	\$4,349,000
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Previously Approved Amendment 71261 - NW 112th Avenue and PNWR rail crossing upgrades

ODOT Key 22440	RTP ID 12095	RFFA ID -	Lead Agency Oregon DOT					
Project Type Highway	System Investment Type -	Total Cost \$1,620,000						
Project Description								
Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.								
PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Local Match	\$30,000	-	-	-	-	-	\$30,000
Preliminary Engineering	Rail HWY Cross Hazard	\$270,000	-	-	-	-	-	\$270,000
Total Preliminary Engineering		\$300,000	-	-	-	-	-	\$300,000
Construction	Local Match	-	-	-	\$124,000	-	-	\$124,000
Construction	Rail HWY Cross Hazard	-	-	-	\$1,116,000	-	-	\$1,116,000
Total Construction		-	-	-	\$1,240,000	-	-	\$1,240,000
Utilities	Local Match	-	-	-	\$8,000	-	-	\$8,000
Utilities	Rail HWY Cross Hazard	-	-	-	\$72,000	-	-	\$72,000
Total Utilities		-	-	-	\$80,000	-	-	\$80,000
Total Prior Costs		\$300,000	-	-	-	-	-	\$300,000
Total Programmed		\$300,000	-	-	\$1,320,000	-	-	\$1,620,000

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CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cancel Phase (FA) - Cost and Funding Increase - Major
PROJECT CHANGES	Plan Revision Name changed from "AM25-25-AUG1" to "DC26-03-DEC"
	<p>Rail HWY Cross Hazard</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$270,000 to \$67,500 + Increase funds in FY 2022 in PE from \$0 to \$207,634 - Decrease funds in FY 2022 in CN from \$1,116,000 to \$0 + Increase funds in FY 2022 in PE from \$0 to \$304,466 - Decrease funds in FY 2022 in UR from \$72,000 to \$0 + Increase funds in FY 2026 in CN from \$0 to \$3,334,500 <p>Local Match</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$30,000 to \$0 - Decrease funds in FY 2026 in CN from \$124,000 to \$0 - Decrease funds in FY 2026 in UR from \$8,000 to \$0 <p>State Match</p> <ul style="list-style-type: none"> + Increase funds in FY 2022 in PE from \$0 to \$7,500 + Increase funds in FY 2022 in PE from \$0 to \$23,070 + Increase funds in FY 2022 in PE from \$0 to \$33,830 + Increase funds in FY 2026 in CN from \$0 to \$370,500
FUNDING CHANGES	
FEDERAL PROJECT COST	Increased from \$1,458,000 to \$3,914,100 (168.46%)
TOTAL PROJECT COST	Increased from \$1,620,000 to \$4,349,000 (168.46%)

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Proposed Amendment 71632 - Boise-Eliot Planning Study

ODOT Key 24425	RTP ID -	RFFA ID -	Lead Agency Portland					
Project Type Planning	System Investment Type Planning	Total Cost \$1,250,000						
Project Description								
Planning study to evaluate the reconfiguration of I-405 North Kerby Avenue ramps and develop a long-term strategy for adjacent maintenance facilities in the Albina Yard properties in order to improve neighborhood connectivity and guide future development investments.								
PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	CITY	-	-	-	-	\$250,000	-	\$250,000
Planning	Other	-	-	-	-	\$1,000,000	-	\$1,000,000
Total Planning		-	-	-	-	\$1,250,000	-	\$1,250,000
Total Programmed		-	-	-	-	\$1,250,000	-	\$1,250,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$1,000,000
TOTAL PROJECT COST	\$1,250,000

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Proposed Amendment 71633 - Stark Street Bridge Replacement Project

ODOT Key 24416	RTP ID -	RFFA ID -	Lead Agency Multnomah County
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Project Type Roadway	System Investment Type Capital Project	Total Cost \$3,500,000
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Project Description

Design for future construction to replace bridge to meet current design standards, provide improved bike and pedestrian facilities, and is seismically resilient.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Other	-	-	-	\$3,500,000	-	-	\$3,500,000
Total Preliminary Engineering		-	-	-	\$3,500,000	-	-	\$3,500,000
Total Programmed		-	-	-	\$3,500,000	-	-	\$3,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$0
TOTAL PROJECT COST	\$3,500,000

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Proposed Amendment 71634 - Project Funding Management Tools

ODOT Key TBD	RTP ID -	RFFA ID -	Lead Agency Metro																																													
Project Type Other	System Investment Type Other	Total Cost \$259,672																																														
Project Description																																																
Metro Federal Redistribution funds to provide improvements to MTIP data management systems to track project development and progress toward obligation and implementation, and for funding Regional Flexible Fund Allocation (RFFA) application assistance and evaluation.																																																
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CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$233,004
TOTAL PROJECT COST	\$259,672