Memo

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Date: Tuesday, March 10, 2026
To: Joint Policy Advisory Committee on Transportation (JPACT) and Interested Parties
From: Grace Morris, Principal Transportation Planner
Subject: 2027-30 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft Summary, Public Comment and Public Hearing

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Purpose: To provide a short summary of the 2027-30 MTIP Public Review Draft and announce the public comment period currently in progress. In addition, inform JPACT members of the scheduled public hearing on the 2027-30 MTIP at the upcoming March 19th meeting.

What is the Metropolitan Transportation Improvement Program (MTIP)?
The Metropolitan Transportation Improvement Program (MTIP) is a federally required four-year financial document prepared by metropolitan planning organizations (MPOs) with the purpose:

- to track and manage federal transportation funds, ensuring that investments in highways, roads, transit, bicycle and pedestrian facilities do not overspend available monies; and
- to demonstrate how the four-year program of planned transportation investments advance the Regional Transportation Plan (RTP) goals and comply with federal regulations including, but not limited to fiscal constraint, performance-based planning, and public involvement.

The 2027-30 MTIP addresses federal fiscal years 2027 through 2030. The MTIP can be described as a transportation-specific, capital improvement program of federally funded projects and programs.

2027-30 MTIP Summary
The 2027-30 MTIP public review draft includes a little over $1.1 billion of transportation investments scheduled between October 1, 2026 and September 30, 2030. These investments reflect the outcomes of project selection processes that were conducted by Metro, ODOT, SMART, and TriMet over the course of the last two years. Spread over 139 projects and programs across the Portland metropolitan region, the 2027-30 MTIP includes:

- Approximately $623 million or 53% in maintenance and preservation investments to take care of the transportation infrastructure already in place.
- Approximately $462 million or 37% in capital investments to enhance and fill gaps in the transportation system across all forms of travel.
- The remaining $100 million or 10% are investments in mix of activities including:
    - transportation planning
    - using technologies to make the system run more efficiently and safely
    - travel options education and encouragement programs
    - support for kids walking and rolling to school safely, and
    - transit services for people 65 and older and people with disabilities.

Capital project investments in the 2027-30 MTIP are nearly evenly split across active transportation (35%), roadway and highways (33%), and transit (32%), and many of these projects are community-oriented transportation investments which aim to address network gaps to increase mobility options and transportation safety.

The average cost of the capital projects programmed in the 2027-30 MTIP is $6.5 million and no single investment is greater than $100 million. Notably the 2027-30 MTIP programming of projects

does not include any of the region's large capital transportation projects.[1] Almost all of these projects have phases underway through funds programmed and obligated in the 2024-27 MTIP. Later phases for these projects are expected to be programmed in the 2027-30 MTIP through the amendment process as additional funds become available. The funding for the projects in the 2028-30 Regional Flexible Fund Allocation Step 1A.1 New Project Bond appears in the 2027-30 MTIP as Metro Regional Flexible Fund New Project Bond Payment in each federal fiscal year for 2028 through 2030 and will be amended as bond funds become available.[2]

A last highlight to note, the 2027-30 MTIP reflects a 46% increase in investment in transportation safety compared to the previous MTIP cycle. A total of $226 million is programmed for projects with the aim of reducing crashes. With many competing needs of the region's transportation system, the investments in the 2027-30 MTIP illustrates the region's effort to prioritize investment into transportation safety.

Public Comment on the 2027-30 MTIP
A 30-day public comment period for the 2027-30 MTIP Public Review Draft opened on Monday, March 9th and ends on Thursday, April 9th. The 2027-30 MTIP public comment survey and the 2027-30 MTIP Public Review Draft and Programming of Projects are available on Metro's website.

At the March 19th JPACT meeting, a public hearing will take place to provide an opportunity for members of the public to provide comment directly to JPACT on the 2027-30 MTIP.

Following the public comment period, Metro staff will make final revisions to the 2027-30 MTIP in preparation to request TPAC and JPACT approval and Metro Council adoption.

Next Steps

Timeframe	MTIP Development Activity
March 9, 2026	Public comment opens
March 19, 2026	Public hearing at JPACT
April 9, 2026	Public comment closes
April – May 2026	Develop public comment report Prepare the 2027-30 MTIP adoption draft package
May 2026	Publish public comment report
June 5, 2026	TPAC action to recommend JPACT approval of the 2027-30 MTIP Adoption Draft

[1] The 2027-30 MTIP does not include the following projects: Interstate Bridge Replacement Project or Interstate 5 Rose Quarter.

[2] The five projects allocated 2028-30 Regional Flexible Fund Step 1A.1 bond funds are: 82nd Avenue Transit Project, Tualatin Valley Highway Transit Project, Montgomery Park Streetcar Extension, Earthquake Ready Burnside Bridge, and Sunrise Gateway Corridor Project

Timeframe	MTIP Development Activity
June 18, 2026	JPACT action to approve and recommend Metro Council adopt the 2027-30 MTIP Adoption Draft
July 9, 2026*	Metro Council action to adopt 2027-30 MTIP Adoption Draft
July 10, 2026	Transmittal of adopted 2027-30 MTIP to the Governor for inclusion without change in the 2027-30 STIP

*Awaiting confirmation of Metro Council scheduling