

IN CONSIDERATION OF RESOLUTION NO. 26-5549, FOR THE PURPOSE OF ADDING OR
AMENDING FIVE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT
DELIVERY REQUIREMENTS

Date: January 5, 2026
Department: Planning, Development and
Research
Meeting Date: January 29, 2025

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

ISSUE STATEMENT

The December 2025 (FFY 2026) Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Amends the TriMet Bus Purchase (2024) project
- Amends the NW 112th Avenue and PNWR rail crossing upgrades project
- Adds the Stark Street Bridge Replacement project
- Adds the Boise-Eliot Planning Study project
- Adds the Project Funding Management Tools project

Resolution No. 26-5549 authorizes the proposed MTIP Formal Amendment.

ACTION REQUESTED

Adopt Resolution 26-5549 to add or amend five 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 26-5549 to the Metro Council on January 15, 2026.

Should JPACT recommend approval, the Metro Council will consider adopting Resolution 26-5549 at its meeting on January 29, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the five projects in the December 2025 (FFY 2026) Formal Amendment.
- 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 26-5549.

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. One project to highlight in this proposed amendment is the Boise Eliot Planning Study. This planning project seeks to address the legacy of the I-405 North Kerby Avenue ramps, which divide the neighborhoods of Boise and Eliot in North and Northeast Portland. This project will convene community to co-create a vision for restorative and equitable neighborhood development.

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

Metro conducted a 30-day public comment period, which concluded on December 24, 2025. During this comment period, Metro did not receive any comments. Detailed information can be found in the Public Comment Period summary report, attached as 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 projects to be added or amended in the MTIP and STIP. Fund obligation and expenditure actions can then occur to meet federal delivery requirements.
6. **Financial Implications:** If amendment is approved, the funding programmed in the Project Funding Management Tools project will be added to the Metro's budget starting in FFY 2027.

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.

Category: Amending Existing MTIP/STIP Programmed Projects:

Project Number: 1	Key Number: 22176	Status: Existing Project
Project Name:	TriMet Bus Purchase (2024)	
Lead Agency:	TriMet	
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.
Funding Summary:		The project is currently programmed with a total of \$4,075,301 FTA 5339 (a) funds. Total programming increases to \$11,968,814 of FTA 5339 (a) and TriMet local funds.
Added Notes:		The formal amendment repurposes TriMet's FTA 5339(a) Formula funding for replacing buses, to purchase a permanent off-street bus layover facility. <ul style="list-style-type: none">• Project name is amended to: Bus Layover and Operator Facility Upgrades and Acquisition – TriMet

	<ul style="list-style-type: none"> • Project description is amended 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. • Project programming is amended to: <ul style="list-style-type: none"> ○ Add Preliminary Engineering (PE) phase with \$1,543,183 of FTA 5339(a) federal funds with required match of 20% in FFY 2026 ○ Add Right of Way (RW) phase with \$7,000,000 TriMet Local funds in FFY 2026 ○ Add Construction phase with \$1,117,148 of FTA 5339(a) federal funds with required match of 20% in FFY 2027 ○ Add Other phase with \$599,910 of FTA 5339(a) federal funds with required match of 20%, and \$893,513 TriMet local funds in FFY 2026
--	---

Project Number: 2	Key Number: 22440	Status: Existing Project
Project Name:	NW 112th Avenue and PNWR rail crossing upgrades	
Lead Agency:	Oregon DOT	
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.	
Funding Summary:	The project is currently programmed with \$1,458,000 of Railway-Highway Crossing Hazard Elimination federal funds with \$162,000 local match. Total programming increases to \$4,349,000.	
Added Notes:	The formal amendment cancels Utility Relocation (UR) phase as no reimbursable utilities were identified. Programmed UR phase funds will be moved to Construction phase. Additionally, construction phase will be increased with \$2,385,000 of Railway-Highway Crossing Hazard Elimination funds. A technical correction was completed to ensure the PE phase in FFY 2022 is consistent with a post obligation funding increase of \$309,600 in Railway-Highway Crossing Hazard Elimination federal funds.	

Adding New MTIP/STIP Projects:

Project Number: 3	Key Number: 24425	Status: New Project
Project Name:	Boise-Eliot Planning Study	
Lead Agency:	Portland	
Description:	Planning study to evaluate the reconfiguration of the I-405 North Kerby Avenue ramps and develop a long-term strategy for adjacent maintenance facilities in the Portland Bureau of Transportation's Albina Yard properties in order to improve neighborhood connectivity and guide future development investments.	
Funding Summary:	Project funding is from the federal Reconnecting Community Pilot (RCP) FFY 2024 grant program. The federal award is \$1,000,000 with a local match of \$250,000, and is anticipated to be obligated in FFY 2027.	

Project Number: 4	Key Number: 24416	Status: New Project
Project Name:	Stark Street Bridge Replacement Project	
Lead Agency:	Multnomah County	
Description:	Design for future construction to replace bridge to meet current design standards, provide improved bike and pedestrian facilities, and is seismically resilient.	
Funding Summary:	The new project will be programmed with \$3,500,000 of Multnomah County local funds in FFY 2026.	
Added Notes:	This formal amendment adds the regionally significant and locally funded project. PE phase will be completed with the use of local funds with potential to seek federal funding for completion of the project.	

Project Number: 5	Key Number: TBD	Status: New Project
Project Name:	Project Funding Management Tools	
Lead Agency:	Metro	
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.	
Funding Summary:	The new project will be programmed with \$233,004 of STBG-Urban funds with a local match of \$26,668 in FFY 2027.	
Added Notes:	The funding for this project was approved in Metro Council Resolution 24-5414. This resolution directed the investment of \$600,000 of federal redistribution funds to provide improvements to MTIP data management systems and for funding RFFA application assistance and evaluation. Of these funds \$358,920 have been programmed in Key 22312 Portland Metro Planning SFY25 and \$8,076 in Key 22839 Portland Metro Planning SFY26, remaining balance of \$233,004 will be programmed in the new Project Funding Management Tools project.	

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>
• TPAC agenda mailing.....	November 25, 2025
• Initiate the required public notification/comment process.....	November 25, 2025
• TPAC supplemental materials mailing.....	December 1, 2025
• TPAC action	December 5, 2025
• Completion of public notification/comment process.....	December 24, 2025
• JPACT action	January 15, 2026
• Metro Council action.....	January 29, 2025
• Final amendment package submission to ODOT & USDOT.....	February 5, 2026.
• USDOT clarification and final amendment approval.....	Early April 2026

Notes: The above dates are anticipated and could change.