Exhibit A to Resolution 26-5587

2027-30 Metropolitan Transportation Improvement Program

Adoption Draft

Approved by the Joint Policy Advisory Committee on Transportation (JPACT) on [DATE]
Adopted by the Metro Council on [DATE]

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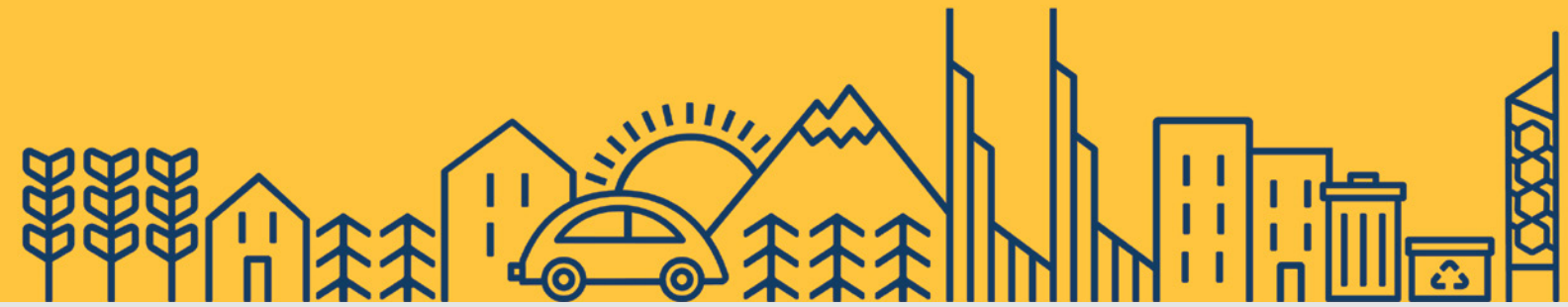
Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the greater Portland region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. The Metro Council and JPACT act together as the MPO policy board.

The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.



About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland'5 Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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Metro wishes to thank the many staff and partners for their contributions in developing the 2027-2030 Metropolitan Transportation Improvement Program.

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Commonly Used Acronyms in the Metropolitan Transportation Improvement Program

5307	Federal Transit Administration Urbanized Area
5309	Federal Transit Administration Capital Investment Grant
5310	Federal Transit Administration Seniors and People with Disabilities
5337	Federal Transit Administration State of Good Repair
5339	Federal Transit Administration Bus and Bus Facilities
AASHTO	American Association of State Highway and Transportation Officials
AC	Advance Construct
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
AQMA	Air Quality Maintenance Area
ARTS	All Roads Transportation Safety
ATM	Active Traffic Management
ATMS	Advanced Transportation Management System
AV	Autonomous Vehicle
BEA	Bureau of Economic Analysis
BIL	Bipartisan Infrastructure Law
BIP	Bridge Investment Program
BIPOC	Black, Indigenous, Person of Color
BLS	Bureau of Labor Statistics
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
BY	Bypass
CAA	Clean Air Act
CAV	Connected and Autonomous Vehicles
CBD	Central Business District
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CDBG	Community Development Block Grant
CMP	Congestion Management Process
CO	Carbon Monoxide
COC	Communities of Color
CONS	Construction
CRF	Crash Reduction Factor
CRP	Carbon Reduction Program
C-TRAN	Clark County Public Transportation Benefit Area Authority
CV	Connected Vehicle
DBE	Disadvantaged Business Enterprise
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DOA	Design Option Alternatives

DOE	Oregon Department of Energy
DOT	Department of Transportation
E&D	Elderly and Individuals with Disabilities
EA	Environmental Assessment
EB	Eastbound
EFA	Equity Focus Area
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMS	Emergency Medical Services
EO	Executive Order (state or federal)
EPA	U.S. Environmental Protection Agency
ER	Emergency Relief
ETC	Enhanced Transit Corridor or Enhanced Transit Concept
ETR	Emergency Transportation Route
EQ/EQ Bonus	Equity Bonus
EV	Electric Vehicle
FARS	Fatal Analysis Reporting System
FDE	Final Design and Engineering
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFO	Full Federal Oversight
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FMIS	Fiscal Management Information System
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GHG	Greenhouse Gases
GIS	Geographic Information System
HB	House Bill
HB2017	House Bill 2017
HB3055	House Bill 3055
HCT	High Capacity Transit
HIC	High Injury Corridor
HII	High Injury Intersection
HIP	Highway Infrastructure Program
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HUD	U.S. Department of Housing and Urban Development
ICM	Integrated Corridor Management
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance
ITS	Intelligent Transportation System
JPACT	Joint Policy Advisory Committee on Transportation
JTA	Jobs and Transportation Act
LEP	Limited English Proficiency
LI	Low Income

LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MAP-21	Moving Ahead for Progress in the 21st Century
MIS	Major Investment Study
MMLOS	Multi Modal Level of Service
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator
MP	Mile Point
MPA	Metropolitan Planning Area
MPAC	Metro Policy Advisory Committee
MPO	Metropolitan Planning Organization
MSTIP	Major Streets Improvement Program
MTAC	Metro Technical Advisory Committee
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NB	North Bound
NEPA	National Environmental Protection Act
NEVFP	National Electric Vehicle Formula Program
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHSTA	National Highway Safety Traffic Administration
NOFO	Notice of Funding Opportunity
NOx	Nitrogen Oxides
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OMPOC	Oregon Metropolitan Planning Organization Consortium
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
P&R	Park and Ride
PBPP	Performance Based Planning and Programming
PBOT	Portland Bureau of Transportation
PBS	Pedestrian Bicycle Strategic Funding Program
PD	Project Development
PE	Preliminary Engineering
PERC	Public Engagement Review Committee
PL	Metropolitan Planning
PLAN	Planning
PM10	Particulate Matter (coarse)
PM2.5	Particulate Matter (fine)
POC	People/Person of Color
PPR	Portland Parks and Recreation
PRD	Parks and Recreation District
RCS	Regional Conservation Strategy
RCTO	Regional Concept for Transportation Operations
RDPO	Regional Disaster Preparedness Organization
RETR	Regional Emergency Transportation Route

RFF	Regional Flexible Funds
RFFA	Regional Flexible Funds Allocation
RRFB	Rectangular Rapid Flashing Beacon
RFP	Regional Framework Plan
ROD	Record of Decision
ROW	Right of Way
RSIA	Regionally Significant Industrial Area
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFP	Regional Transportation Functional Plan
RTO	Regional Travel Options
RTP	Regional Transportation Plan
RTS	Regional Transit Strategy
SB	Southbound
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SFY	State Fiscal Year
SMART	South Metro Area Regional Transit
SOV	Single Occupant Vehicle
SPIS	Safety Priority Indexing System
SPR	State Planning and Research
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STF	Special Transportation Fund
STIF	State Transportation Improvement Fund
STIP	State Transportation Improvement Program
STP	Surface Transportation Program (see Surface Transportation Block Grant)
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TAM	Transit Asset Management
TAZ	Transportation Analysis Zone
TCM	Transportation Control Measure
TDM	Transportation Demand Management
THPRD	Tualatin Hills Parks and Recreation District
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Associations
TMA	Transportation Management Area
TOD	Transit Oriented Development
TPAC	Transportation Policy Alternatives Committee
TPM	Transportation Performance Management
TPR	Transportation Planning Rule
TrAMS	Transit Award Management System
TransPort	A Subcommittee of TPAC
TriMet	Tri-county Metropolitan Transportation District
TSAP	Transportation Safety Action Plan
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transit Signal Priority
TSP	Transportation System Plan

UGB	Urban Growth Boundary
UGMFP	Urban Growth Management Functional Plan
UPWP	Unified Planning Work Program
UR	Utility Relocation
USDOT	United States Department of Transportation
UTC	University Transportation Center
UZA	Urbanized Area
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WFL	Western Federal Lands agency
WB	Westbound
WSDOT	Washington State Department of Transportation
YOE	Year of Expenditure

Table of Contents




Executive Summary

What is the MTIP?

The Metropolitan Transportation Improvement Program, is a federally required four-year financial document prepared by Metro with the purpose to:

- Track and manage federal transportation funds, ensuring that investments in highways, roads, transit, bicycle and pedestrian infrastructure do not overspend available revenues
- Demonstrate how the four-year program of planned transportation investments advances Regional Transportation Plan goals and complies with federal regulations

The MTIP includes:

- A list of regionally significant transportation projects and programs with:
  - Project descriptions
  - Total project cost and the estimated amount to be spent each year
  - The phases of work to be supported by identified funds (e.g., design, construction, etc.)
- A description of how the planned package of investments advances regional priorities
- A description of how the scheduled federal transportation spending in the region will stay within the revenues available over the next four years
- A description of protocols, administrative procedures and other related expectations for managing the MTIP once adopted

Metro's role in the MTIP

Metro is the Metropolitan Planning Organization for the urban areas of Clackamas, Multnomah and Washington counties. As the MPO, Metro convenes regional partners, TriMet, the Oregon Department of Transportation and the City of Wilsonville's South Metro Area Regional Transit around transportation planning, policy and fund programming activities. Together, Metro and its partners coordinate regional investments to advance adopted objectives for the transportation system. Metro acts as the main administrator for the MTIP, which includes:

- Compiling the updated list of projects and programs scheduled to receive federal transportation funding
- Processing amendments to reflect changes to existing projects or add new projects
- Continuing to demonstrate that programmed expenses do not exceed available revenues

About the 2027–30 MTIP

The upcoming 2027-30 MTIP outlines the transportation project activities and programs scheduled to spend federal transportation funding between October 1, 2026 and September 30, 2030. The 2027-30 MTIP adoption draft includes a little over $1.2 billion of transportation investments. 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.

The $1.2 billion in transportation investments are planned across 149 projects and programs throughout the Portland metropolitan region. The 2027-30 MTIP investments includes:

- Over $623 million, or 51 percent of the MTIP investments profile is in maintenance and preservation activities to keep the transportation infrastructure already in place in a state of good repair
- Over $475 million, or 39 percent of the MTIP investments profile are capital projects to enhance and fill gaps in the transportation system across all forms of travel
- The remaining $115 million, or 10 percent of the MTIP investments profile, are in mix of activities including:
  - Transportation planning
  - Using technology 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.

Over $623 million
in Maintenance and Preservation

+ Over $475 million
in Capital Projects

+ Over $115 million
invested in various activities

$1.2 billion
in Transportation Investments

Capital Project Investments in the 2027-30 MTIP

35%

Active Transportation

34%

Highway and Roadway

28%

Transit

The capital project investments in the 2027-30 MTIP are nearly evenly split across active transportation (35 percent) and roadway and highways (34 percent). Many of these projects are community-oriented transportation investments in cities and counties throughout the region that:

- Aim to fill sidewalk or bicycle infrastructure gaps
- Add lighted and signalized crossings and other features to make it safer cross the street
- Reorganize roadways to make it easier for everyone to travel whether on foot, on wheels, or in vehicles
- Replace outdated traffic signals and lighting

Approximately 28 percent of capital investments are in transit, but most of that funding is dedicated towards repayments for previous bonds which built the region's light rail network and the Division Transit Project, now TriMet Line FX-2 Division. Additional transit capital investment includes features which help buses move better through traffic in the Cedar Mill area, transit-oriented development through Metro's Transit Oriented Development program and TriMet building a new bus layover facility.

A transportation system that is safe for everyone is a top priority for communities across the greater Portland region and everyone deserves to feel safe getting where they need to go no matter what mode of travel they choose. The 2027-30 MTIP reflects a 46 percent 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. The increased investment over the next four years reflects regional partners working together to prioritize transportation safety.

Approving the 2027–30 MTIP

The Joint Policy Advisory Committee on Transportation, or JPACT, serves as the MPO board for the Portland metropolitan area. JPACT and the Metro Council share a unique partnership that requires joint action to approve the MTIP. The 2027-30 MTIP is scheduled for action by JPACT and the Metro Council in early summer 2026. Once JPACT and Metro Council have acted, the 2027-30 MTIP gets submitted to the Governor of Oregon for inclusion – without change – in the Oregon Statewide Transportation Improvement Program. The STIP is then submitted to the Federal Highway Administration and Federal Transit Administration for approval. Once approved, the 2027-30 MTIP goes into effect on October 1, 2026, and the transportation projects and programs included in the MTIP can begin their programmed activities.

Chapter 1

What is the MTIP?

Metropolitan Transportation Improvement Program (MTIP) Overview

The Metropolitan Transportation Improvement Program, or MTIP, is a short-range, multipurpose financial document that outlines regionally significant transportation projects and programs in the greater Portland metropolitan area that will receive federal funding during the next four years. The geographic area is shown in Figure 1.[1]

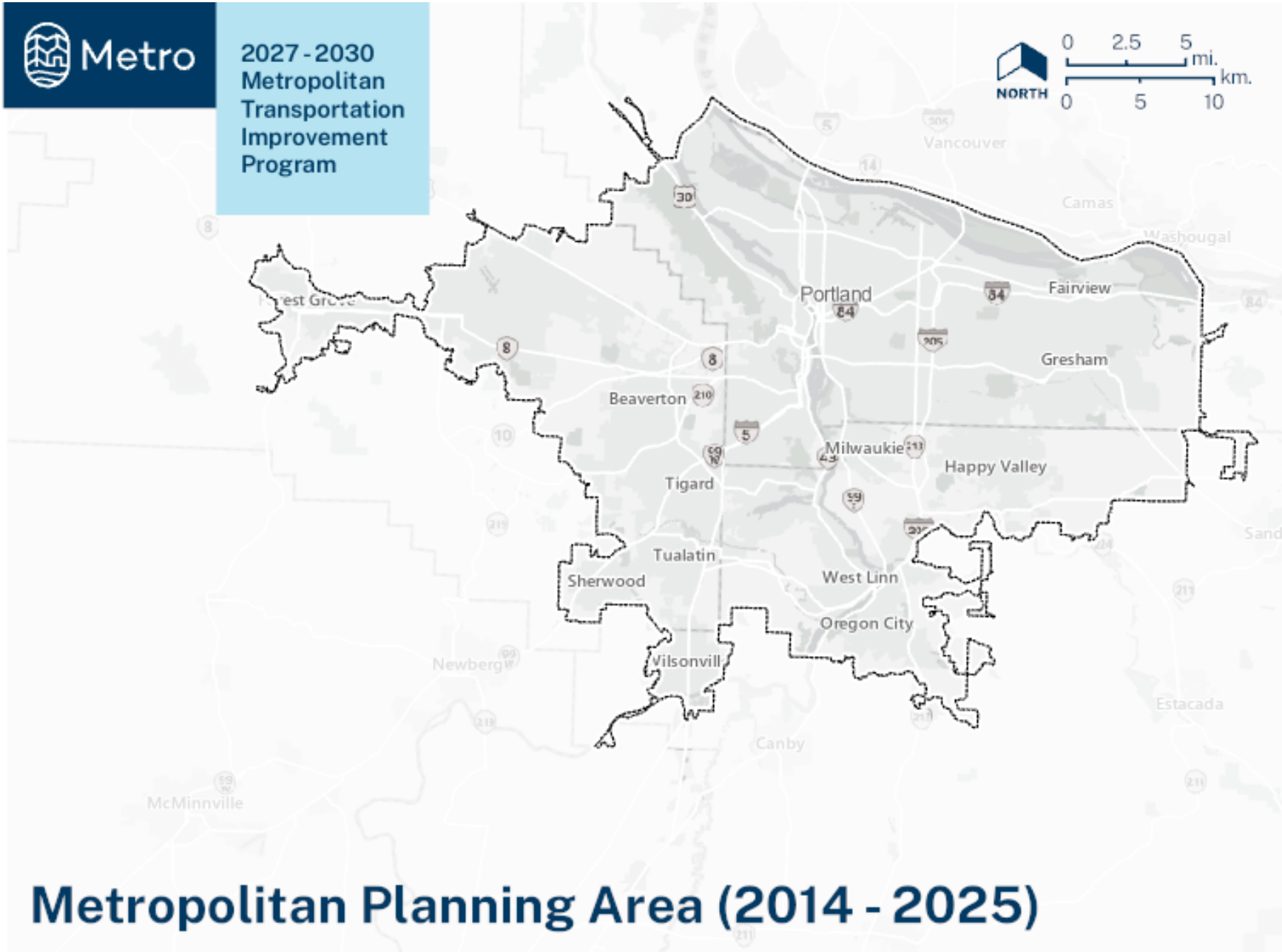
The MTIP is a cooperative effort of Metro; the Oregon Department of Transportation, or ODOT; City of Wilsonville's South Metro Area Regional Transit, or SMART, and the Tri-County Metropolitan Transportation District, or TriMet.

Every U.S. metropolitan area with a population of more than 50,000 people develops a Metropolitan Transportation Improvement Program, which may also be called a Transportation Improvement Program, or TIP. MTIPs are coordinated in conjunction with a State Transportation Improvement Program, or STIP, led by the appropriate state's department of transportation. In Oregon, the MTIP and STIP have a three-year development cycle with an overlapping year between MTIPs.

MTIPs play a key role in overall transportation planning by ensuring regionally significant projects that are selected to receive federal funds address regional transportation needs and align with long-range transportation goals. The MTIP also balances available revenue with spending, also known as fiscal constraint, and tracks implementation of transportation projects and programs.

1 The 2020 decennial census resulted in an updated metropolitan planning area for the greater Portland area. This planning area was approved in 2025 and is shown in Figure 1. It expands certain areas of the metropolitan area compared to the 2014 metropolitan planning area. The next update to the Regional Transportation Plan in 2028 will include transportation projects and programs in the expanded area. Metro will work with regional partners to identify and address any necessary transportation investments to include in the MTIP.

Figure 1. Map of the Portland, Oregon Metropolitan Region



Who has a role in the MTIP?

As the metropolitan planning organization, or MPO, for the Portland, Oregon, metropolitan area, Metro leads development and administration of the MTIP. Metro fosters cooperation based on a continuing, cooperative and comprehensive planning process, also known as a 3C planning process. While Metro, ODOT, TriMet, and SMART each have authority over allocating and expending federal transportation dollars in the Portland metropolitan region, federal funding for transportation projects and programs are channeled through the 3C planning process, including in the formation and administration of the MTIP.

In developing the MTIP, Metro, ODOT, TriMet and SMART work together to ensure federal transportation funding advances federal, state and regional priorities; meets local spending schedules, and balances available revenue according to costs. (This is referred to as fiscal constraint.) To meet these objectives, each agency is responsible for providing details of transportation expenses from year-to-year for entry in the MTIP.

The MTIP is jointly approved by the MPO board, which includes two separate voting bodies. The Joint Policy Advisory Committee on Transportation, or JPACT, which includes representatives from local government and transportation authorities and the elected Metro Council, jointly function as the MPO board for the Portland metropolitan area.

What is an MPO?

A metropolitan planning organization is a federally mandated transportation planning and policy agency for urbanized areas with a population greater than 50,000.

As the metropolitan planning organization for the Portland metropolitan area, Metro is authorized by Congress and the State of Oregon to coordinate and plan investments in the transportation system for Clackamas, Multnomah and Washington counties.

How to Read the Metropolitan Transportation Improvement Program

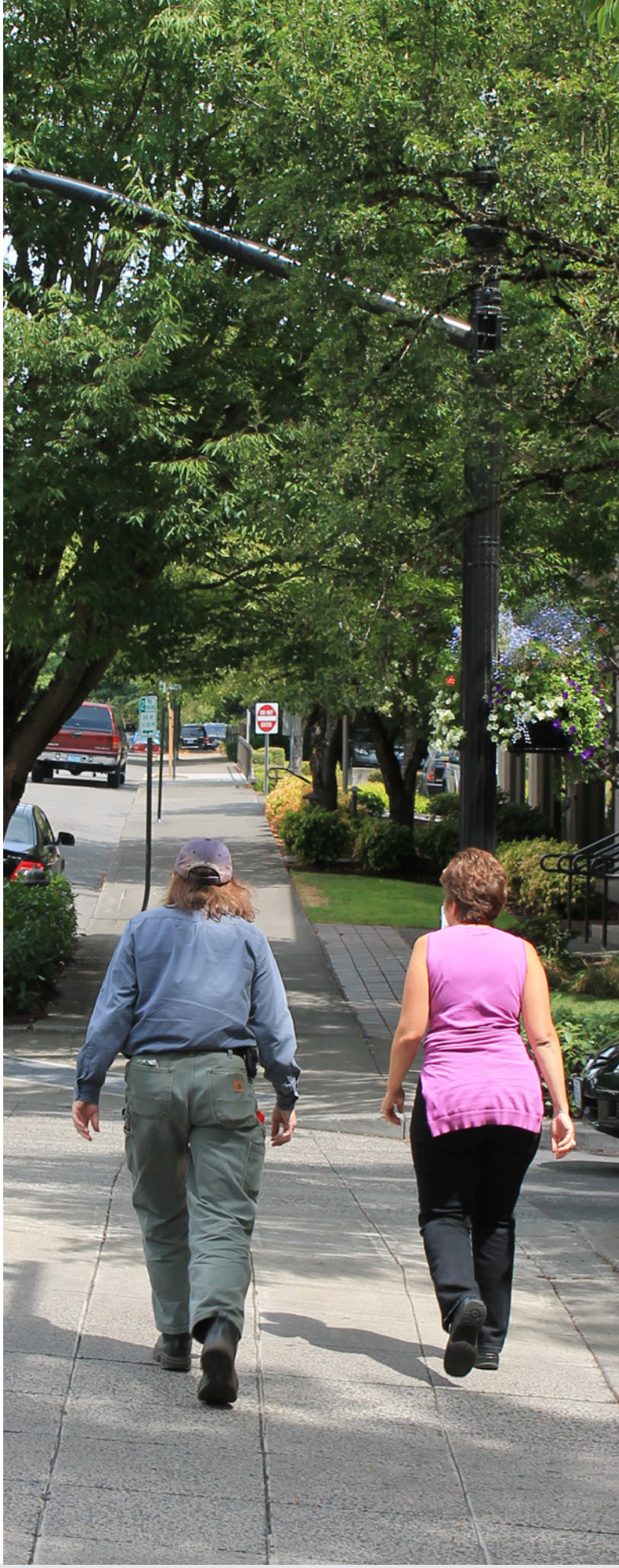
A transportation project involves many steps, including planning, securing funding, defining, designing, engaging with community members and consulting with federally recognized tribes – all before ground is broken. As a document that identifies transportation projects and programs to receive federal transportation funding and their respective schedules, the MTIP represents a snapshot at a certain point in time.

The MTIP presented in this document was developed from January 2024 through February 2026. It reflects transportation projects and programs, with funding for implementation, for federal fiscal years (FFY) 2027 through 2030 that begin on October 1, 2026 and end on September 30, 2030 .

Included in the 2027-30 MTIP are the following components:

- A summary description of the four-year MTIP program
- A demonstration of fiscal constraint – balancing estimated revenue with costs – for the upcoming four-year MTIP
- An implementation schedule of regionally significant transportation projects, also known as programming, which helps manage project delivery
- A summary of the MTIP investment profile's performance in addressing federal and regional goals and objectives
- An outline of how the MTIP maintains and ensures the region does not overspend available revenue and tracks delivery of transportation projects

Further information comprising the 2027-30 MTIP is in the Appendices. Throughout the 2027-30 MTIP, different sections outline which appendix provides related details.



Chapter 2

Investment Program

A function of the MTIP is to evaluate how investment of near-term transportation projects will advance the greater Portland area's long-range transportation goals and objectives, while also demonstrating that federal regulations, particularly fiscal constraint, are met. The act of balancing the available revenue with expected spending and project schedules is an on-going exercise. This ultimately means the investment summary described in the following sections will change and more than likely increase over the life of the MTIP, which begins October 1, 2026, and ends September 30, 2030. The known transportation investments scheduled for FFYs 2027 through 2030 include a variety of transportation projects and programs.

Investment Overview

This MTIP represents a little more than $1.2 billion in transportation project and program investments. Spread across 149 projects and programs, the MTIP includes:

- Approximately 51 percent in preservation and maintenance investments to take care of transportation infrastructure already in place
- Approximately 39 percent in capital investments to enhance and fill gaps on the transportation system across all forms of travel
- Approximately 4 percent in transportation operations and demand management investments for technologies that make the system run smoother, safer, and more efficiently; and for programs that educate about travel options, support kids in safely walking or rolling to school, and reinforce the connection between housing and transit
- Approximately 4 percent in planning and operations investments. Planning investments include regional planning efforts such as corridor planning, freight and economic development planning, and required metropolitan planning activities.
- Approximately 2 percent in operations investments which focus on the supporting transit services for people 65 and older or with disabilities.

Not all of the investments are new projects or programs. Approximately $87 million or 20 percent of transportation investments originally scheduled for completion before FFY 2027, are delayed due to various project delivery challenges. These projects will now appear in the 2027-30 MTIP.

Figure 2.1. provides a breakdown of the investment levels. Figure 2.2 shows the distribution of the projects included in the 2027-30 MTIP.

Figure 2.1: 2027-30 MTIP Investment Type Breakdown

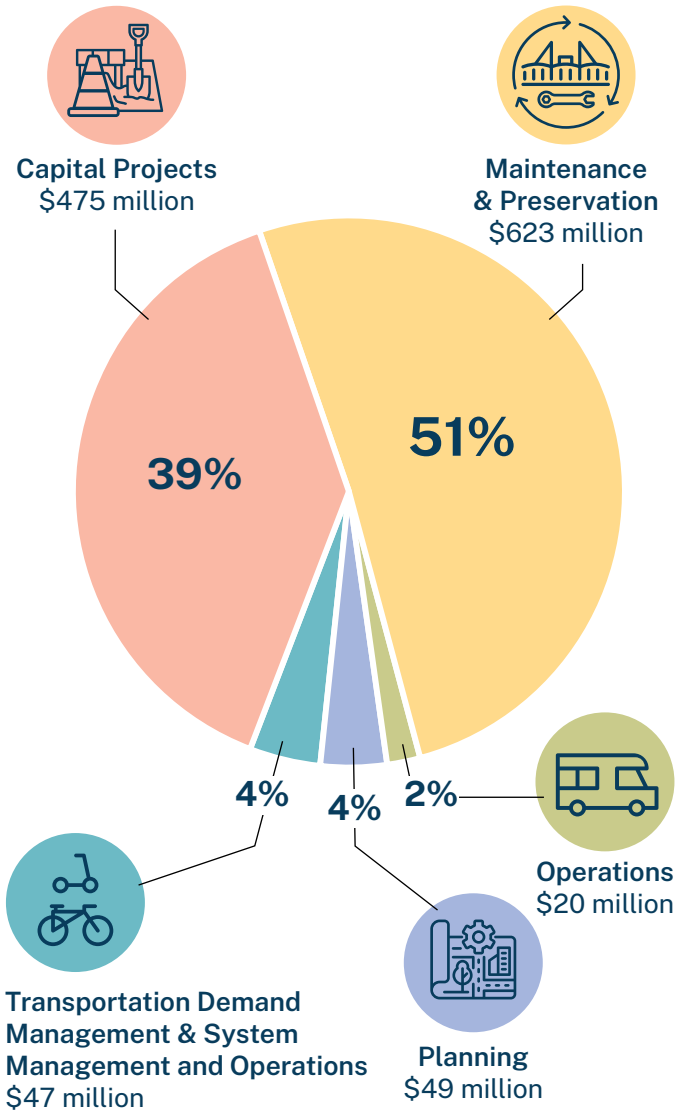
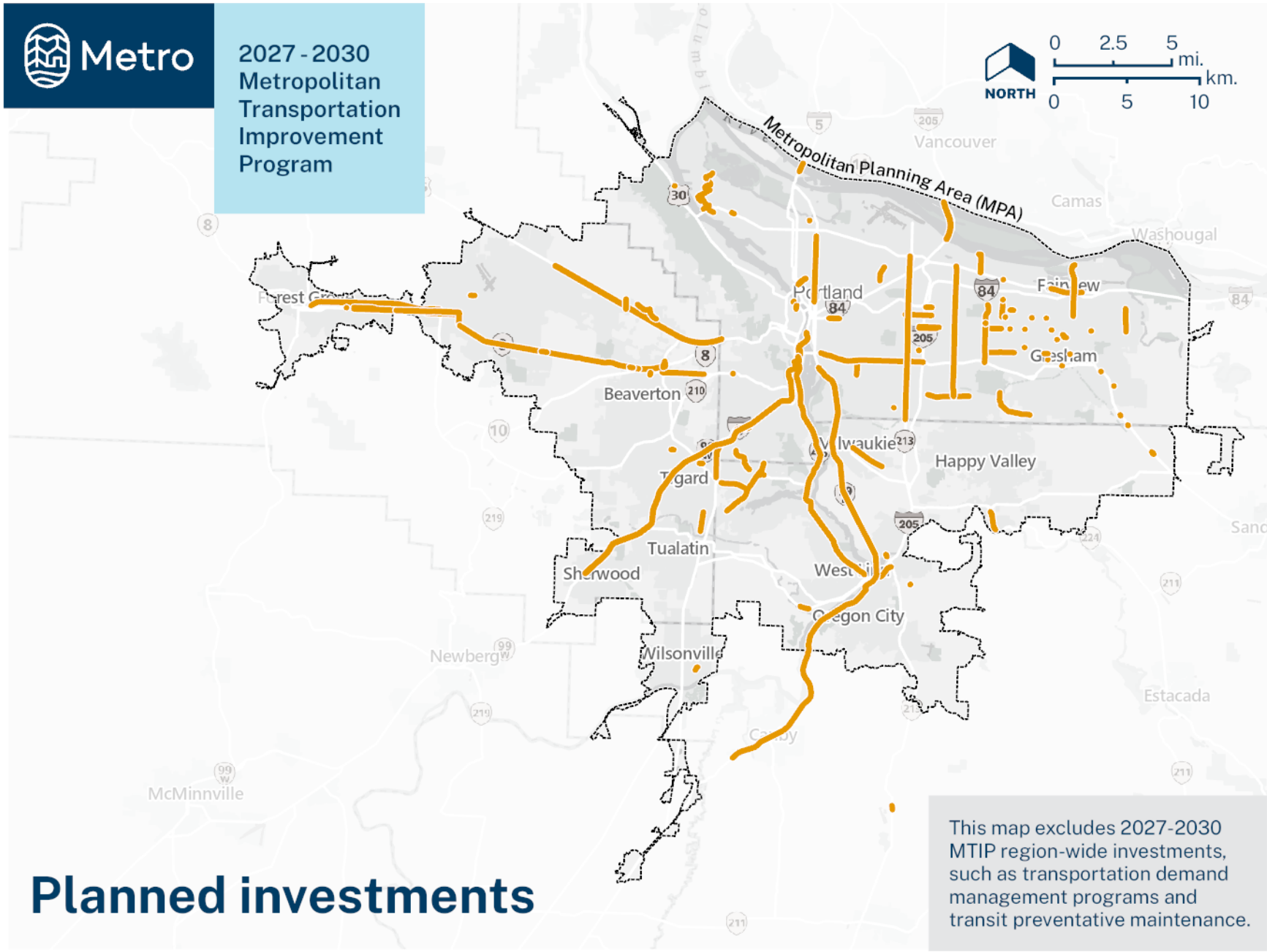


Figure 2.2: Mapped Distribution of 2027-30 MTIP Investments



Four-Year Investment Details

Preservation and Maintenance Investments

Similar to previous MTIP cycles, investment in preservation and maintenance comprises the largest investment area in the 2027-30 MTIP, at more than half of the overall $1.2 billion.

In looking at preservation and maintenance in greater detail, Figure 2.3. illustrates that 91 percent, or $566 million, of the preservation and maintenance investment programmed in the next four years of the MTIP are to keep the transit system in a state of good repair. This significant investment reflects the restricted use of certain Federal Transit Administration (FTA) funds allocated to transit agencies to maintain the transit system. TriMet, the region's largest transit service provider, has a transit state of good repair backlog of approximately $700 million, greater than the planned investment across the next four years. This funding gap will only grow as inflation, escalation in fuel prices, and the impacts of deferred maintenance affect repair costs.

The remaining 9 percent or approximately $58 million in preservation and maintenance investments are for fixing the region's interstates, highways, roadways and bridges. The investment level in highway and roadway preservation and maintenance is only a fraction of the investment in the 2027-30 MTIP. The majority of preservation and maintenance activities for highways and roadways are funded through state and local sources and are not in the MTIP. State and local funding for transportation activities comprises 75 percent of all transportation funding nationwide.[2] Using state and local funds for maintenance activities provides advantages for flexible delivery, especially smaller targeted projects such as pothole patching or crack sealing. With the majority of transportation funding comprising of state and local sources and the flexible delivery advantages these dollars and it is not surprising that federally funded preservation and maintenance investments of highways and roadways encompass only a small portion in the 2027-30 MTIP.

Figure 2.3: MTIP Preservation and Maintenance Investment by Project Type

$565,760,812

invested in transit projects

$40,913,589

invested in roadway projects

$16,822,000

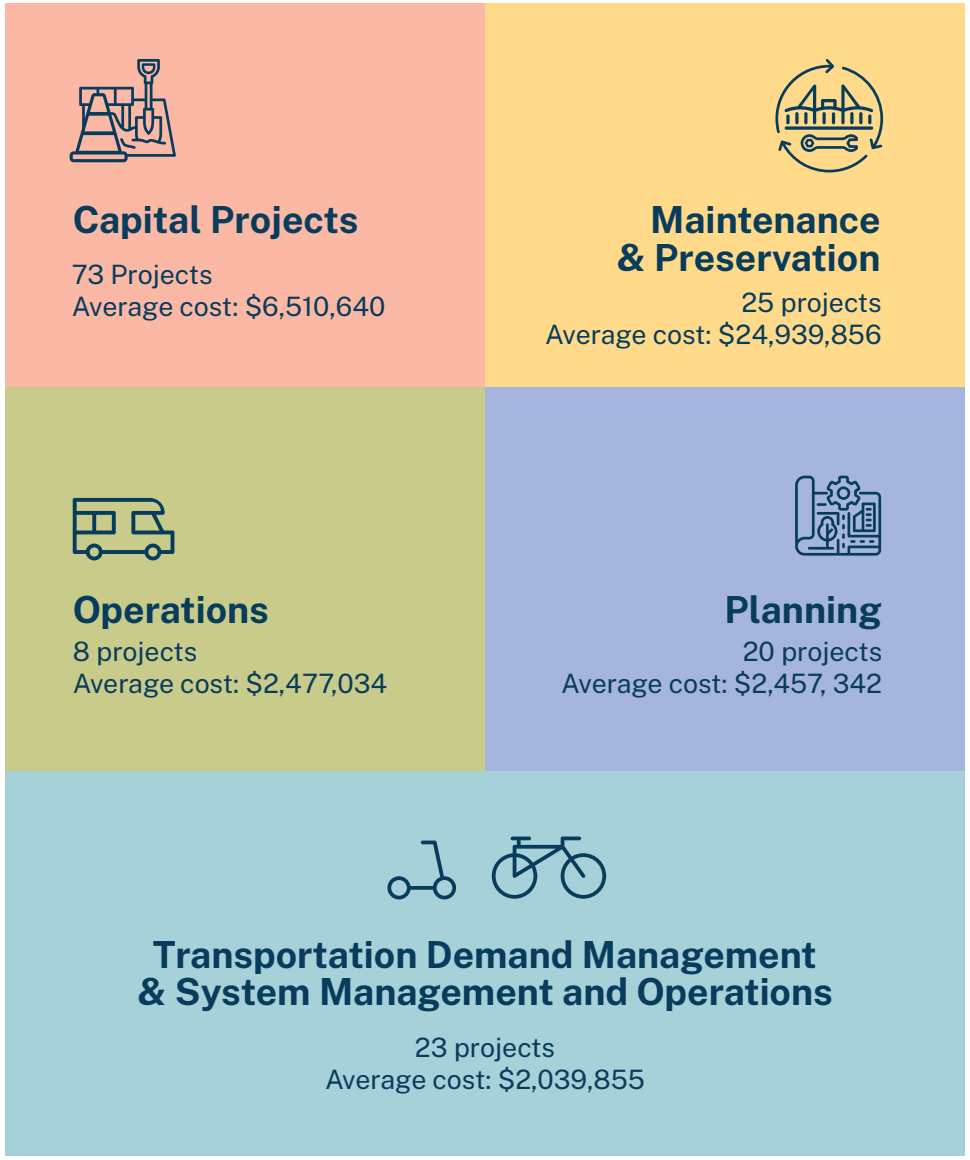
invested in highway projects

2 Intergovernmental Challenges in Surface Transportation Funding. Pew Charitable Trust, Fiscal Federalism series 2015. https://www.pew.org/en/research-and-analysis/articles/2015/02/24/funding-challenges-in-highway-and-transit-a-federal-state-local-analysis

Capital Project Investment

Capital projects comprise the second largest investment type in the 2027-30 MTIP, at 39 percent of the near-term investment profile. (See Figure 2.1.) Notably, the 2027-30 MTIP does not include the Portland metropolitan area's large transportation capital projects that are in active development (i.e., the Interstate Bridge Replacement Program and I-5 Rose Quarter Improvement Project). This means capital investments primarily include transportation projects serving the community level. In fact, as Figure 2.4 shows, capital projects comprise 73 of the 149 transportation investments, or 49 percent of the total number of projects. The average capital project is $6.5 million and typically focuses on enhancing the roadway environment to make streets safer and more reliable for people of all ages and abilities to travel, regardless of whether by foot, bike, transit or vehicle.

Figure 2.4: Number of Project Investments by Type and Average Cost



The City of Gresham's NW Division Street Complete Street Project received a 2028-30 Regional Flexible Fund Allocation award in July 2025. The project is programmed in the 2027-30 MTIP.

NW Division Street & Gresham-Fairview Trail Crossing

NW Division Street & NW Battaglia Avenue intersection

NW Division Street - north side sidewalk gap

NW Division Street & NW Birdsdale Avenue intersection

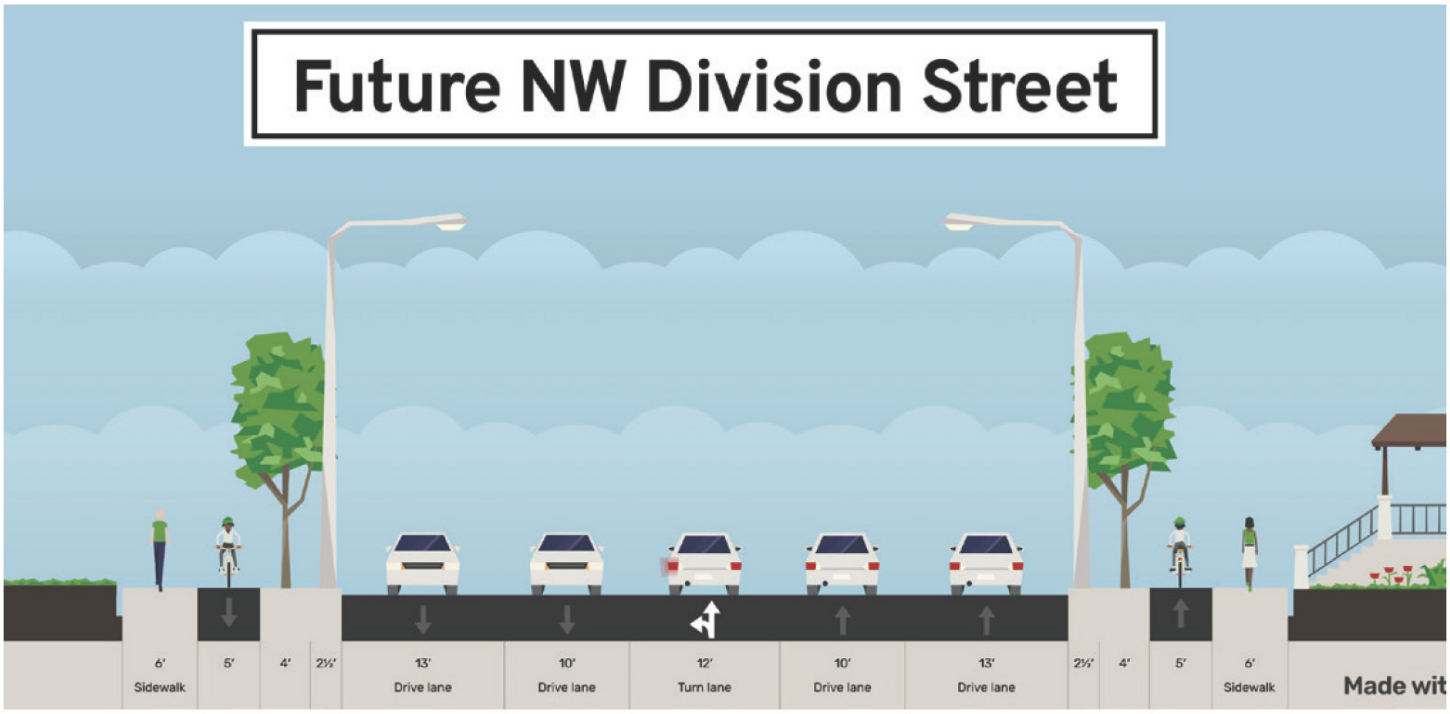


Figure 2.5: 2027-30 MTIP Capital Project Investments by Project Type

$164,181,886
invested in Active Transportation

$163,879,579
invested in Highway and Roadway

$134,152,208
invested in Transit

When further looking at the breakdown of the 2027-30 MTIP capital project investments, the investments by project type are nearly evenly split between active transportation and roadways and highways combined at 35 percent and 34 percent respectively as shown in Figure 2.5. Active transportation capital investments include several segments of paved off-street trails, which are safe and attractive routes for commuting by foot or bicycle. Even roadway and highway capital investments, which comprise 34 percent of capital investments, tend to be smaller scale street reconstructions, system management, operational, and/or safety-focused. Those create safer vehicular movements and interactions between people driving and people walking and upgrade traffic signals to manage vehicle speeds and throughput, rather than widening roadways or building new roadway capacity. Among the 73 capital projects identified in the 2027-30 MTIP, only one capital project builds a new access road. Comprising 28 percent, transit of capital investments primarily consist of debt service payments for bonds used to fund expansion of the region's light rail system, but also includes some funds for future projects including a new bus layover facility for transit operations and transit oriented development.

Other Investments

The 2027-30 MTIP invests less than 10% percent in transportation system management and demand management, transportation planning, and transit operational programs that complement and enhance investments in capital projects and preservation and maintenance.

Nearly 4 percent of the 2027-30 MTIP comprises of transportation system management and demand management investments combined. These investments make the transportation system more efficient through real-time active traffic system communications and educational programming. One example is the Safe Routes to Schools program, which brings education and encouragement activities to kindergarten through high school students to walk, roll, or take transit. Another example is active traffic management, which installs variable advisory speed signs, variable message signs about road conditions, and warning and directional signs along highways. At less than a $47 million investment across the four-year MTIP period, these technology projects and educational campaigns maximize the efficient use of the regional transportation network and further enhance the success of capital projects delivered on the same or parallel routes.

Another 6 percent of investment in the MTIP is for transportation planning and transit operational activities serving people over 65 and older or people with disabilities. Examples include:

- Updating the Regional Transportation Plan,
- Maintaining updated and validated travel data for use in the travel demand model,
- Development of corridor investment strategies or modal plans like Regional Active Transportation Plan
- Purchase of paratransit buses, and
- Traveler training and information for older adults and individuals with disabilities to support mobility.

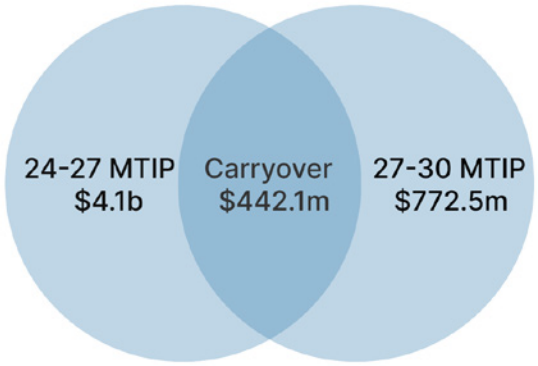
Examples of transportation demand management investments in the 2027-30 MTIP. A walking school bus supported by the Regional Safe Routes to School (SRTS) Program and Promotion and Encouragement for May Bike Commute Month Challenge supported by the Regional Travel Options program.

Carryovers: A Reflection of Project Delivery Progress

In Oregon the State Transportation Improvement Program, or STIP, and the MTIP are developed on a three-year schedule encompassing the upcoming three federal fiscal years. A shared year between the effective MTIP and STIP and the upcoming MTIP and STIP ensures there is no gap between cycles. As a result, there are often carryover projects and programs from one MTIP to the next, some of which are intended and others which are not.

As shown in Figure 2.6., this MTIP includes $442.1 million, or approximately 36 percent, in carryover investments. This represents 72 transportation projects and programs. Among those, 45 are intended: Projects and programs that include federal transportation dollars in FFY 2027 and are programmed for the shared year between the two MTIP cycles. These intended carryovers comprise the majority of the carryover investments at $355.6 million. The remaining 27 projects were delayed in their implementation and not completed prior to start of FFY 2026. Figure 2.7. illustrates the difference in the intended and unintended carryovers amounts.

Figure 2.6: Carryover Amount between the 2024-27 MTIP (as of April 2026) and the 2027-30 MTIP Adoption Draft



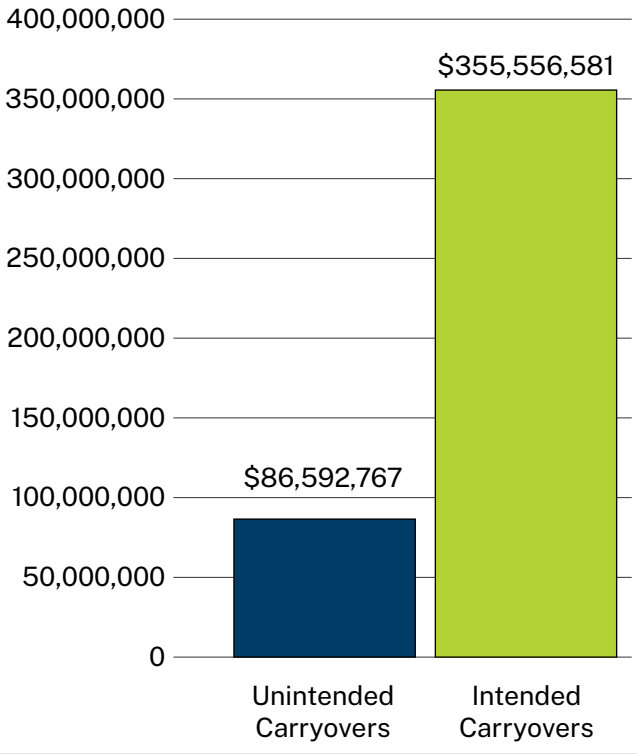
Unintended carryovers between MTIP cycles help measure the performance in delivering federally funded transportation projects in a timely manner. The $87 million in unintended carryover represents only 7 percent of the total investment in the 2027-30 MTIP. This suggests some successful progress in project delivery management by Metro, ODOT, and transit agencies. In particular, ODOT's implementation of the annual obligation targets described in Chapters 5 and 6, establishes incentives and penalties for on-time project delivery.

In response, Metro has implemented in the Regional Flexible Fund Allocation process tools, such as application assistance and the project delivery risk assessment to identify early and navigate project delivery challenges in efforts to reduce project implementation delays and carryover. Metro continues to explore further technical assistance tools to support projects competing and awarded Regional Flexible Funds to help local agencies better navigate project delivery.

Whether the unintended carryover in this MTIP can be attributed to improved project delivery or other factors, transportation agencies agree that delivery of federally funded transportation projects is complex and continually adjusting to project-specific demands, while meeting evolving federal requirements.

The unintended transportation capital projects carryovers are listed further in Table 2.4 "Project Delays and Project Carryover to the 2027-30 MTIP."

Figure 2.7: 2027-30 MTIP Intended and Unintended Carryovers



Comparison of Past and Planned Investment

The composition of the MTIP constantly changes with each amendment to the active MTIP, creating a challenge in how to characterize the MTIP at any given time. The development of the upcoming MTIP provides a snapshot of the near-term investment profile at the point of that particular draft. Comparing similar snapshots between MTIP cycles shows how regional policies, the transportation funding landscape, and other factors impact investments included in the MTIP. Table 2.1. outlines snapshots of the MTIP investment profiles from previous, current and upcoming cycles at close to the same point in the development process.

Table 2.1. illustrates, snapshots of the MTIP drafts show a consistent total investment level, but differences between cycles illustrate the landscape of transportation funding and project delivery factors of the time.

Comparison of investment levels in maintenance and preservation from previous MTIP cycles is somewhat obscured because previous MTIP cycles included transportation system management and operations as part of the maintenance and preservation category. Withstanding that investment levels in maintenance and preservation reported in previous MTIP cycles is greater because it include other categorized investments, what is observed is the base level investment in preservation and maintenance is due to the consistent allocation of formula funds for transit preventive maintenance as well as a limited amount of restricted formula funds for repairing interstate highways. The base level of formula funds restricted to maintenance and preservation activities are typically the largest allocations at the start of a new MTIP cycle.

The increased investment in preservation and maintenance following the 2021-24 MTIP cycle likely results from the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). This bill went into effect in 2022, when federal formula funds that were allocated transportation programs (i.e., surface transportation block grant, transit state of good repair) saw a boost in funding. The BIL/IIJA is set to expire in autumn 2026 and while again noting comparisons between 2024-27 and the 2027-30 MTIP cycles are not an exact like-for-like comparison, the level of investment in maintenance and preservation at the start of the new MTIP cycle still comprises over half of the near-term investment portfolio.

Table 2.1: Comparison of Different MTIP Cycles Investment and Project Totals

	2021-24 MTIP Adoption Draft (July 2020)	2024-27 MTIP Adoption Draft (July 2023)	2027-30 MTIP Adoption Draft (June 2026)
Total ($)	$1.2 billion^	$1.3 billion^	$1.2 billion^
Capital ($)	$544 million	$518 million	$475 million
Preservation & Maintenance ($)	$619 million*	$752 million*	$623 million
Total Number of Projects	203	130	149

^ Indicates funds scheduled for the shared federal fiscal year (2024 or 2027) are included in the MTIP cycle.

*Includes investment for transportation system management and operations (TSMO), and mobility for operations. Not solely investment for transportation system preservation and maintenance activities.

The main changes observed from the 2021-24 MTIP to the subsequent cycles near the same point of development are the decreased number of projects and the level of investment in capital projects. Going from 203 projects to less than 150 and roughly $69 million dollars less in capital investments over the subsequent two cycles suggests a possible increase in the cost of delivering transportation projects or a possible consolidated approach to what size and scale capital projects to take through the federal aid process.

The decrease in capital project investment may be partially explained by ODOT's emerging process to develop and implement a new Capital Investment Plan, or CIP. ODOT's recent allocations have only partially programmed 19 new capital projects in the Portland metropolitan area in the 2027-30 MTIP.[3] This differs from previous cycles in which ODOT programmed the full cost of capital projects, but later amended project costs, schedules and expenditures according to phase.

As shown in Table 2.2, the largest difference between MTIP cycles is how the investment profile changes after adoption, through amendments. This table shows the investment profile at two different points in the 2024-27 MTIP as well as in the draft 2027-30 MTIP. As described in the 2027-30 MTIP investment summary in Chapter 2, the dollar amount invested in preservation and maintenance usually remains constant during the effective MTIP lifespan as it reflects the amount of federal formula funding that is directed towards preservation and maintenance activities. As amendments to the 2024-27 MTIP get adopted and add new projects, new project phases and/or funds to capital projects, the resulting percentage of investment in preservation and maintenance decreases from 57 percent at the time of adoption to 15 percent as of January 2026.[4]

Table 2.2: Comparison of 2024-27 MTIP at Different Dates and the 2027-30 MTIP Public Review Draft

	2024- 27 MTIP Adoption Draft (July 2023)	2024-27 MTIP (December 2025)	2027-30 MTIP Public Adoption (June 2026)
Total ($)	$1.3 billion^	$4.54 billion^	$1.2 billion^
Capital ($)	$518 million	$3.6 billion	$475 million
Preservation & Maintenance ($)	$752 million*	$680 million	$623 million
Total Number of Projects	130	315	149

^ Indicates funds scheduled for the shared federal fiscal year (2024 or 2027) are included in the MTIP cycle.

*Includes investment for transportation system management and operations (TSMO), demand management, and operations. Not solely investment for transportation system preservation and maintenance activities.

3 ODOT's Capital Investment Plan is further described in the fiscal constraint and funding allocation sections in Chapters 4 and 5.

4 The 2024-27 MTIP adoption draft reported combined investment for maintenance, preservation, and transportation system management, and operations. Since then, investment in preservation and maintenance has been separated from operations.

A photo of the existing Interstate 5 Bridge. The Interstate Bridge Replacement Program is a multi-year project which secured federal and state funding to build a new seismically resilient bridge over the Columbia River. Phases of the project have been amended into the 2024-27 MTIP and future phases are anticipated for amendment in the 2027-30 MTIP.

In further comparing MTIP investment cycles at different stages, it appears transportation agencies have amended phases of work and funding for large transportation capital projects rather than programming them as part of the next cycle's development. That approach greatly changes the composition of the investment profile. Using the 2024-27 MTIP as an example, Table 2.2. illustrates the capital investment level at the time of adoption was $518 million. But by January 2026, inclusions of the Interstate Bridge Replacement Program and the I-5 Rose Quarter Improvement Project phases, plus other routine amendments throughout the 2024-27 MTIP cycle grew the capital investments by more than $3 billion. Capital investments represented 79 percent of the 2024-27 MTIP investment profile by January 2026.

A similar change in the capital investment profile for the 2027-2030 MTIP is anticipated because several large transportation capital projects are in development and pursuing federal grants. In some cases, the amendments and a shift in the investment profile toward capital projects can be seen as a positive sign of the regionreceiving more federal transportation dollars.

Investment Highlights

The 2027-30 MTIP aims to invest strategically across the metropolitan area with a variety of transportation investments. With limited amount funding and significant need across the entirety of the system – from preservation and maintenance; to addressing gaps in the pedestrian, transit, or roadway network; to reducing crashes – the investments reflected in this MTIP represent many tradeoff decisions. When viewed collectively, a successful program places meaningful investment in every part of the system while advancing multiple regional objectives.

Preservation and Maintenance

Consistent with previous MTIP cycles at this stage, the 2027-30 MTIP has a focus on preservation and maintenance, which represents over half (51 percent) of the total investment package. As Figure 2.3. illustrates, more than 90 percent of the preservation and maintenance investment is dedicated to a state of good repair for buses, light rail and transit facilities. Continued emphasis on maintaining the transit system amidst the challenges transit agencies face recovering from the pandemic and realigning services to the needs of riders is a positive sign that transit agencies are still looking to a future of growth and expansion.

The remaining 10 percent investment in preservation and maintenance is programmed for the region's interstate and state highways. This represents just under $58 million over four years to repair pavement, potholes and bridges.

Capital Investments

Capital investments cover the second largest investment in the 2027-30 MTIP, with over $479 million, or 39 percent of the investment profile. Among the capital investments to comprise the 2027-30 MTIP investment package, Figure 2.5 illustrates the capital project investment profile nearly splits evenly between active transportation and roadway and highway combined at a little over one-third each of the capital investments. These capital investments represent a mix of new capital projects, projects in development which have secured the next phase of funding, and some projects which were delayed and carried over to the 2027-30 MTIP.

The capital investment in transit is primarily for debt service payments for previous high-capacity transit bonds which were critical funds to build the region's light rail network and the first bus rapid transit project in the Portland metropolitan area. Other transit capital investments include a new TriMet bus layover facility and transit oriented development. The 2027-30 MTIP does not include a high-capacity transit capital project at this time, despite several bus rapid transit and streetcar projects actively in development.

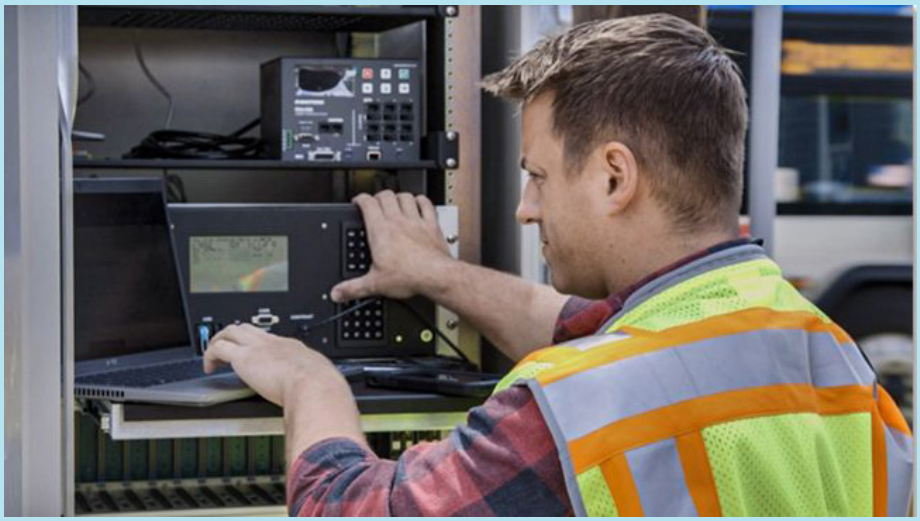
A consistent highlight of the capital investments in the MTIP is the focus on transportation needs of local communities. In total, just under $164 million dollars of investment are for local active transportation projects. These projects fill gaps in the active transportation system and serve local communities by providing dedicated infrastructure for moving around by walking or rolling. At the same time, these active transportation projects also serve as community connectors for longer distance travel, while also supporting the local economy by generating foot traffic near local storefronts.

Lastly among the capital investments, reflected in the 2027-30 MTIP cycle is nearly $93 million towards delivering curb ramps and other accessibility features on the state highway system. The significant targeted investment towards ADA compliant curb ramps is part of ODOT's obligations of a legal settlement with disability advocates. For many state highways in the Portland region that function more as an urban arterial, these Americans with Disabilities Act (ADA) compliant curb ramps facilitate easier movement not only for people with physical mobility challenges, but a parent with a stroller or a child learning to ride a bicycle.

The 2027-30 MTIP includes number of project investments to build new compliant curb ramps to meet the Americans with Disabilities Act requirements.

Transportation System Management and Operations and Demand Management Investments

Another highlight of the 2027-30 MTIP is the $47 million invested in transportation system management and operations and transportation demand management. These funds are dedicated to transportation projects and programs which deploy strategies and technologies to make the system more efficient and better manage travel demand. Since the premise of transportation system management and operations is to use lower-cost solutions, the small, focused investment of just over 4 percent of the investment profile has a high cost-to-benefit ratio.



An example of Transportation System Management and Operations (TSMO) Program investments in the 2027-30 MTIP.

Safety Investments

Lastly among the investments comprising the 2027-30 MTIP, is the focused investment on transportation safety. The 2027-30 MTIP invests approximately $226 million in transportation projects to address roadway deficiencies leading to crashes that lead to fatalities or serious injuries. This represents a $71 million dollar increase in investment in transportation safety as compared to the 2024-27 MTIP. With the region's transportation safety goal to eliminate traffic deaths and serious injuries, the increased investment in transportation safety reflects deliberate action by local and state partners.

Implementation Progress of the 2024-27 MTIP

The 2024-27 MTIP quadrupled its initial $1.3 billion investment to $4.5 billion and more than 300 transportation projects and programs. Many implementation activities were added, even while regional partners planned for the next four years in the 2027-30 MTIP. Within this context, the region's transportation partners managed to complete more than $1 billion on 166 transportation project phases and program activities during FFYs 2024, 2025 and 2026.

Accomplishments of the 2024-27 MTIP include the completion of several projects:

- NW Division Complete Street – Phase 1: Wallula Avenue – Birdsdale Avenue
- US26: Glencoe Road – Cornelius Pass Road
- OR141/OR217 curb ramps
- US30BY curb ramps, phase 1

ODOT continues to implement multiple projects to bring curb ramps and sidewalks into compliance with Americans with Disabilities Act, design standards. ODOT also completed several significant repaving projects and bridge maintenance projects to keep existing facilities in a state of good repair.

Table 2.3. lists all transportation projects completed during the 2024-27 MTIP. For the purposes of this report, completed transit projects are those projects that have executed their grant agreement with the Federal Transit Administration, or FTA, and completed all or significant portions of construction or capital acquisitions.

Programmatic work, such as the Portland Metro Planning State Fiscal Year (SFY) 2025, are ongoing and considered completed upon contractual obligation of funds with the Federal Transit Administration, or FTA, and the Federal Highway Administration, or FHWA. All other projects are considered completed when the project receives a second note status from ODOT, which typically indicates the project is open and operational.

Table 2.3: Completed Projects from the 2024-2027 MTIP

Lead Agency	Project
Gresham	NW Division Complete Street – Phase 1: Wallula Avenue – Birdsdale Avenue
Metro	ITS Network Equipment Upgrade Purchase
	Metro Transportation Options FFY25 - FFY27
	Portland Metro Planning SFY25
	Portland Metro Planning SFY26
	Transportation Systems Management & Operations Program Plus
TriMet	High Capacity Transit (HCT) and Project Development Bond Payment (FFY 2024)
	TriMet Bus and Rail Preventive Maintenance (2023) (5307)
	TriMet Preventative Maintenance Support (2025)
	TriMet Preventive Maintenance (2024) Support
	TriMet Rail Preventive Maintenance (2024)
ODOT	I-205 Sunnybrook Blvd - Stafford Rd Bus on Shoulder
	I-84: Corbett Interchange – Multnomah Falls Phase 2
	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St
	OR141/OR217 curb ramps
	OR99W: Ross Island Br-SW Wills Ln & US30B: Kerby-165th Ave
	US26 Curb Ramps
	US26: Glencoe Rd - Cornelius Pass Rd
	US30: Sandy River - OR35
	US30: Watson Rd - Hoge Ave
	US30BY curb ramps (Portland)
	US30BY curb ramps, phase 1
Washington County	OR8 corridor safety & access to transit II

Delays and Carryover to the 2027-30 MTIP

Even the most rigorously planned project has delays due to issues such as unforeseen field conditions, price fluctuations or labor shortages. The following section identifies projects first programmed in the 2024-27 MTIP that have been delayed and carried over to the 2027-30 MTIP. These 27 carryover projects represent approximately $86 million in transportation investment.

Delayed projects are defined as transportation projects or programs that were programmed in the 2024-27 MTIP to obligate funding prior to FY 2027 but are not expected to obligate the programmed phase by August 1, 2026. Those projects and programs with originally programmed phases and/or those projects amended with an intended phase to implement in FFY 2027 are not included.[5] Project delays to operations and maintenance projects also are not included.

Table 2.4: Project Delays and Carryover from the 2024-27 MTIP

Lead Agency	Project
Beaverton	Beaverton Downtown Loop: Phase I Demo
	Leading Pedestrian Intervals & Smart Detections – Beaverton
Clackamas County	Clackamas Countywide Traffic Signal Safety Upgrade
Forest Grove	East Forest Grove Safety Improvement Project
Gresham	Gresham Pedestrian Improvements
Lake Oswego	Lake Oswego Signals Visibility Upgrades
ODOT	I-5: Capitol Highway - OR217
	NW 122th Avenue and PNWR rail crossing upgrades
	NW Naito Parkway Rail Crossing (Portland)
	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave
	OR141 Curb Ramps (Durham)
	OR224 & OR213 curb ramps (Happy Valley & Mulino)
	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 4
	US26 Active Traffic Management
	US30B: (N Lombard St) at Peninsula Crossing Trail

5 The intended project and programs to implement in FFY 2027 comprise roughly $347 million in investments and 41 projects.

Table 2.4: Project Delays and Carryover from the 2024-27 MTIP

Lead Agency	Project
Portland Bureau of Transportation (PBOT)	NE MLK Blvd Safety & Access to Transit: Cook – Highland
	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)
	SE Division St: 148th Ave - 174th Ave (Portland)
	SE Flavel St at 72nd Ave (Portland)
	SE Foster Rd: 101st Ave - 136th Ave
	SE Stark St: 111th - 151st Ave (Portland)
	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave
	SW Shattuck Rd at OR10 (Portland)
Portland Parks and Recreation (PPR)	Willamette Greenway Trail: Columbia Blvd Bridge
Tigard	North Dakota Street: Fanno Creek Bridge
Tualatin Hills Parks and Recreation District (THPRD)	Beaverton Creek Trail: Westside Trail-SW Hocken Ave
Washington County	Aloha Access Improvements: SW 174th Ave - SW 187th Ave
	NE Cornell Rd at 17th Ave and 21st Ave

Chapter 3

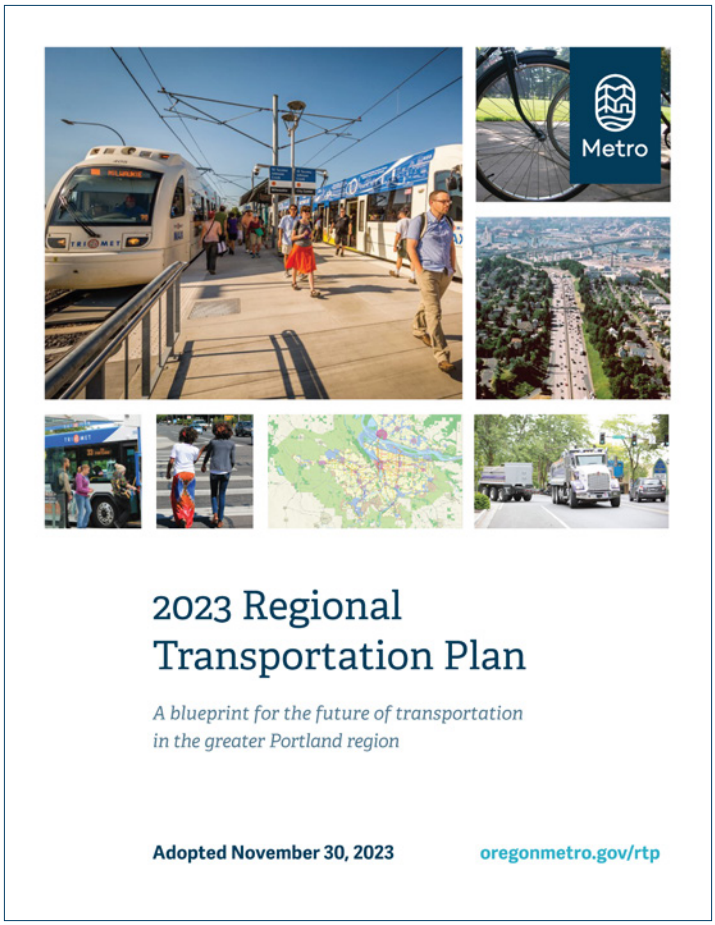
Developing the Metropolitan Transportation Improvement Program

Areas of Influence Guiding MTIP Development

A core part of the development of the MTIP is the formation of the four-year investment package. The process of deciding which transportation projects and programs to fund can take two to three years to make the final decisions. The decision process involves several steps, including:

- A policy review of adopted state and regional transportation plans
- A Program Direction to establish the criteria for the allocation of funding
- A project selection process
- A public involvement component
- A final action to ratify decisions

Each MTIP partner—Metro, ODOT, SMART and TriMet—undertakes these steps to develop the MTIP and prepare it for adoption.



Policy Review

Following the adoption of the 2024-27 MTIP in summer 2023, a major policy update to the Regional Transportation Plan occurred. Although regional policy direction was updated and new areas added, the 2023 RTP remained largely consistent with the 2018 RTP. The 2023 RTP, and adopting legislation, emphasize progress in these five RTP goals:

- **Mobility Options:** People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible and welcoming.

- **Safe System:** Traffic deaths and serious crashes are eliminated, and all people are safe and secure when traveling in the region.

- **Equitable Transportation:** Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes are eliminated. The disproportionate barriers that people of color, people who speak limited English, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

- **Thriving Economy:** Centers, ports, industrial areas, employment areas and other regional destinations are accessible through a variety of multimodal connections that help people, communities and businesses thrive and prosper.

- **Climate Action and Resilience:** People, communities and ecosystems are protected, healthier and more resilient. Carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling. People travel shorter distances to get where they need to go.

To ensure the region maximizes its resources and expedites progress toward these goals, the 2023 RTP adopted legislation specified additional activities to develop the 2027-30 MTIP. These focus on transparency and reporting on investment in transportation safety by all regional partners. They further recommend ODOT present regularly on the draft STIP funding allocation process and awarded project list at TPAC and JPACT with the opportunity to provide input on project selection. In addition, the 2023 RTP legislation recommends that ODOT present on the 2027-30 STIP program allocations and project selection processes and criteria for safety projects, including the All Roads Transportation Safety, or ARTS, program that includes safety projects on ODOT and local systems.

MTIP Program Direction

The MTIP Program Direction guides the development of the MTIP and a financial forecast. As part of each MTIP cycle, regional partners come together to develop the MTIP Program Direction, which reiterates federal regulation on metropolitan planning and provides clarity on selecting investments for inclusion in the MTIP.

The MTIP Program Direction describes priorities and outcomes transportation investments are expected to advance in support of the adopted Regional Transportation Plan, or RTP. For those partners with responsibilities to administer federal transportation funds, Program Direction reaffirms the common goals and objectives for planned investments under in their stewardship. Specifically, the 2027-30 MTIP Program Direction communicates the following four policy and process objectives when selecting investments for inclusion in the MTIP:

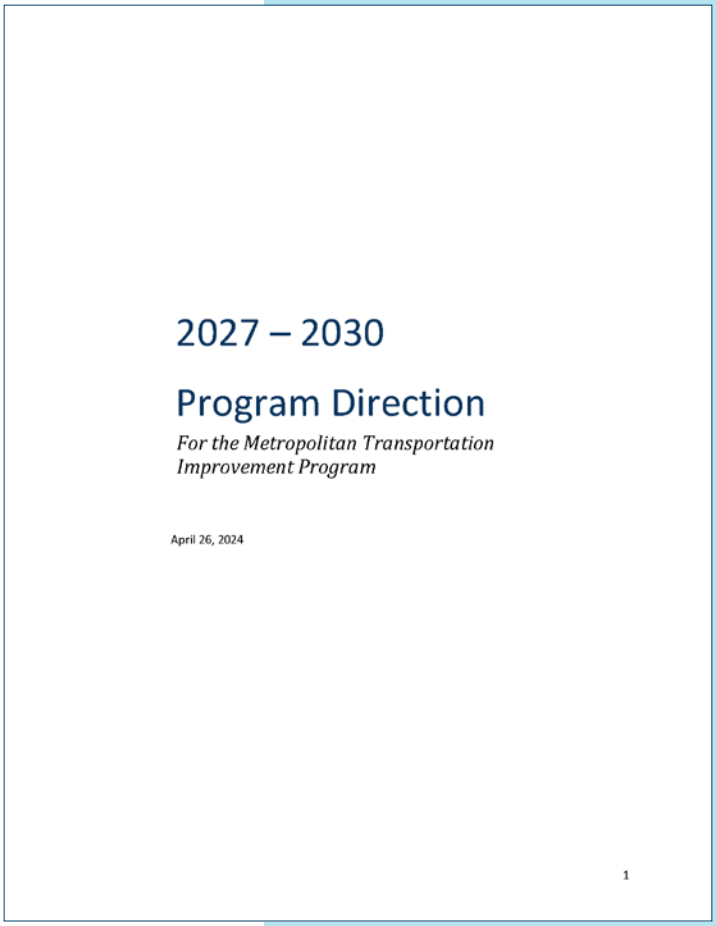
1. Advance implementation of the 2023 RTP: Demonstrate progress toward the plan's vision and goals.

2. Follow the direction in the Strategic Funding Approach: Prioritize funding sources for certain types of projects.

3. Foster regional funding coordination: Conduct funding allocation processes in a coordinated and transparent manner; collaborate across agencies to identify opportunities that leverage other funds.

4. Ensure federal compliance: Follow federal regulations related to development and administration of the MTIP, performance-based planning and programming, consultation, and public involvement for the MTIP.

A draft of the 2027-30 MTIP Program Direction was reviewed by regional advisory committees in February 2024, along with the MTIP financial forecast. Thereafter, Transportation Policy Alternatives Committee, or TPAC, and the Joint Policy Advisory Committee on Transportation, or JPACT, recommended adoption of the Program Direction at their May 3, 2024, and May 23, 2024, meetings. The Metro Council adopted the 2027-30 MTIP Program Direction on June 13, 2024.


2027 – 2030

Program Direction

For the Metropolitan Transportation Improvement Program

April 26, 2024

1

Project Selection

The MTIP partners that administer federal transportation funds – Metro, ODOT, SMART, and TriMet – work cooperatively to follow MTIP Program Direction objectives, while maintaining the autonomy of their own processes and policies. The cooperative development process includes regular touchpoints for ODOT, SMART, and TriMet with the regional advisory committees – TPAC and JPACT – to present the allocation process at key stages of development.

For the two transit agencies, this touchpoint has become the annual presentation to TPAC and JPACT on the proposed and/or final annual budget for projects using federal funds. Both transit agencies also present to TPAC and JPACT on ad hoc items with implications to their respective budgets. For example, TriMet presented to TPAC and JPACT in September 2024 with respect to investment in transit security as well as efforts to support community members experiencing homelessness. Because of the different allocation programs TriMet implements, such presentations are ad hoc but usually occur while gathering public input.

Through its Regional Flexible Fund Allocation, or RFFA, Metro offers TPAC, JPACT and county coordinating committees opportunity for input, while ensuring the allocation process meets MTIP Program Direction objectives. Table 3.1 outlines a summary of the opportunities when regional partners learned about the allocation processes undertaken by Metro, ODOT, SMART, and TriMet and participated in cooperative development of the MTIP. A more detailed table appears in Appendix II.

Table 3.1: Summary of 2027-30 MTIP Cooperative Development Opportunities

Metro's Regional Flexible Fund Allocation

Regional flexible funds provide federal funding for investments in sidewalks, trails and roadways in communities across the region. The 2028-30 Regional Flexible Fund Allocation, or RFFA, began in February 2024 and was completed on July 31, 2025, with the Metro Council action to adopt the allocation. This round of regional flexible funds available are for 2028 through 2030 and are programmed in this MTIP.

Exhibit A to Resolution 24-5415

Resolution 24-5415

2028-2030 Regional Flexible Fund Allocation program direction

June 2024

Developing a RFFA Program Direction

As part of each Regional Flexible Fund Allocation, or RFFA, process, Metro develops a program direction to guide allocation. This RFFA Program Direction describes how the region will invest regional flexible funds to ensure funds will align with RTP policy direction, respond to current and anticipated system needs, and maintain consistency with previously adopted regional intent. For the 2028 to 2030 cycle, Program Direction discussion began in February 2024. In a multi-month process, Metro staff facilitated discussions with TPAC, JPACT, regional decision-makers and interested parties on updates to the 2028-30 RFFA Program Direction in response to the 2023 RTP.

Opportunities for comment on the program direction were provided as a part of the public meetings of TPAC, JPACT and the Metro Council when considering and adopting the Program Direction. Because of the proposed Program Direction's close alignment with the goals and policies of the recently adopted 2023 RTP and because of extensive input heard during 2023 RTP adoption, Metro did not conduct a public comment period on the RFFA Program Direction.

During those discussions, regional leaders agreed to maintain the existing two-step allocation framework for regional flexible funds allocation. The two-step process has been used to allocate funding since the 2012-2013 RFFA cycle and includes the following:

Step 1A

Continues the commitment of bond repayments to develop and build high-capacity transit and develop active transportation projects. Bonded investments aim to advance the RTP's goals, while also serving to leverage significant federal and state dollars.

Step 1B

Continues investment in programs for system and demand management activities and transit-oriented projects near high-capacity transit lines. These investments respond to federal, state and regional obligations and commitments to manage congestion, improve air quality and plan for future growth.

A Metro transit-oriented development project funded through the Regional Flexible Funds Step 1B investment.

Step 2

Focuses on funding local capital projects that support the RTP goals and policy objectives. Over the years, these funds have supported many meaningful and transformational projects.

Regional leaders also recognized community feedback expressing significant support to make meaningful progress towards the five RTP goals – equitable transportation, safe system, climate action and resilience, mobility options, and thriving economy – and approved refinements to align with those goals.

Regional leaders directed Metro staff to develop a new regional flexible fund capital project bond proposal. The purpose of the capital bond commitment is to expedite implementation of larger-scale regional transportation projects through significant investments to advance 2023 RTP goals and policy objectives. If adopted, the repayment of issued bonds would come from regional flexible funds anticipated beginning in FFY 2028.

A Metro transit-oriented development project funded through the Regional Flexible Funds Step 1B investment.

Implementing the RFFA Program Direction

JPACT and the Metro Council adopted the 2028-2030 RFFA Program Direction in July 2024 and set forward three allocation directives:

- Update the allocation policy objectives to incorporate new or revised goals and policies established by the 2023 RTP
- Continue to allocate regional flexible funds according to the same two-step allocation framework and process from the 2025-2027 RFFA
- Develop a new regional flexible fund capital bond proposal for regional consideration as part of Step 1

In addition to these three directives, the RFFA Program Direction instructs that the decision-making process follow federal requirements as well as the regional transportation finance approach defined in the 2027-30 MTIP Program Direction.

Following JPACT and the Metro Council's direction to consider a new capital project bond proposal, Metro staff developed a new component of Step 1A of the two-step framework: Step 1A.1. The focus of the Step 1A.1 bond proposal is to:

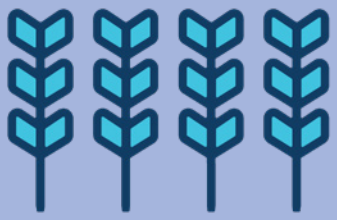
- Implement and construct regional or corridor scale projects earlier than otherwise possible, therefore advancing RTP goals
- Leverage significant federal and state grants
- Contain the cost of bond repayments to maintain funding levels for the Step 2 allocation into future cycles.

Additional updates and refinements to the 2028-2030 RFFA Program Direction included adding new objectives for resiliency and economic prosperity. This resulted in the Step 2 allocation process adopting new, and adjusting existing, selection criteria to the Step 2 competitive process. Examples of selection criteria updates include:

- Credit for local capital projects that enhance emergency transportation routes by adding multimodal infrastructure and/or active transportation investments on parallel routes.
- Credit for local capital projects that include innovative stormwater management, particularly in areas prone to flooding.
- Credit for local capital projects that add tree canopy elements to urban heat islands.

Step 1A.1 bond proposal development:

- **Nominations:** A nomination period resulted in 11 project nominations.
- **Eligibility Screening & Technical Evaluation:** Nominations underwent eligibility screening and technical evaluation according to regional policy, bond provisions, and project delivery risk criteria.
- **Bond Scenarios Development:** Regional decision-makers discussed bond scenarios and recommended a bond proposal for public comment.
- **Public Comment:** A public comment period sought on a bond proposal.
- **Bond Proposal Implementation Next Steps:** Metro staff outlined next steps and conditions of approval for projects to receive bond revenues.



RFFA Solicitation Process

The 2028-30 RFFA solicitation process entailed two separate competitive processes that ran from August 2024 through July 2025:

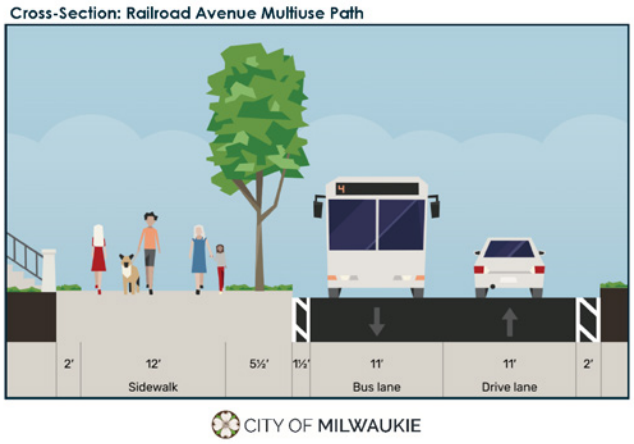
- **The Step 1A.1 process** to develop the capital project bond proposal
- **The Step 2 process** to develop the local agency projects allocation

Both processes involved similar activities, such as nominations and/or application period, a technical evaluation, a public comment period, and deliberations among regional decision-makers around scenarios for allocating the regional flexible funds. However, both processes had unique steps based on guidance in the 2028-30 RFFA Program Direction.

Metro held two concurrent formal public comment periods to gather the region's residents input to help decide how Regional Flexible Funds should be spent. Both comment periods ran from March 26, 2025, to April 30, 2025. One public comment period gathered input and feedback on a proposal for the Step 1A.1 allocation and the projects proposed for funding. The other public comment period requested feedback on the 24 different candidates competing for funding in the Step 2 process.

Public input was gathered primarily via two online interactive comment tools. One used a survey that asked open-ended questions about the Step 1A.1 bond proposal and allowed participants to leave comments on any of the five projects proposed for funding. The other used an interactive map of all the candidate projects in Step 2 and asked respondents to rate individual projects. Both public comment surveys were available in English and Spanish. A public hearing was also held at the JPACT meeting on April 17, 2025, and members of the public testified on both the Step 1A.1 bond proposal and the Step 2 candidates.

In total, Metro gathered 2,104 comments through the public comment tools. Metro also received 31 comments via email and 45 comments at the public hearing either as written submitted testimony or oral testimony provided. The public comments shaped the staff recommendation for the Step 1A.1 bond proposal and the Step 2 allocation scenarios.



Proposed conceptual design for the City of Milwaukie's Railroad Avenue Multiuse Path which was awarded Regional Flexible Funds for the 2028-30 cycle.

Regional decision-makers deliberated the staff recommended allocation scenarios in May and June 2025, before making a final recommendation in July 2025.

The 2028-30 RFFA process concluded in July 2025 with the adoption of Resolution 25-5511 that allocated $141.6 million for Step 1A, Step 1B, and Step 2 projects and programs, and the adoption of Resolution 25-5510 that committed regional flexible funds to bond debt service through 2039 and allocated $88.5 million in bond proceeds to five regional investments identified through Step 1A.1.

The 2028-30 Regional Flexible Fund Allocation Program Direction, Technical Evaluation Summaries for Step 1A.1 bond proposal and Step 2 projects, Public Comment Reports, and adopting legislation with the allocation to projects are provided in Appendix II.

ODOT Region 1: 2027-2030 State Transportation Improvement Program Funding Allocation

Every three years, the Oregon Transportation Commission, or OTC, and ODOT develop the Statewide Transportation Improvement Program, or STIP. It lays out how ODOT and partner agencies will invest federal and state money in transportation across Oregon. The STIP is developed with a wide variety of participants, including cities, counties, other partners and the public. There were three steps to developing the 2027-2030 STIP:

- **Program Allocation:** The OTC distributed funding among programs, such as system enhancements, preservation, safety, non-highway, and local roads.
- **Project Selection:** The OTC reviewed the considerations that guide project selection. ODOT used asset management and system data, as well as advisory committees to create preliminary project lists. ODOT then developed cost estimates and schedules. ODOT narrowed projects to a final recommended list for the draft STIP.
- **Public Review and Approval:** The OTC put the draft STIP out for a public comment. After considering input from the public, the OTC then adopts a revised STIP and forwards it for review and approval by FHWA and FTA.

Step 1: Program Allocation

The program allocation step began in conjunction with the statewide revenue forecast for the upcoming FFY covered by the STIP. With an assumed 10 percent reduction in federal funds, ODOT forecasted nearly $2.5 billion to allocate across different statewide programs for FFY 2028 through 2030.

The initial statewide estimate set a framework for assigning funding to ODOT's funding allocation programs. Each program has distinct policy objectives and allocation processes approved by the OTC to select projects for funding. In addition to OTC direction, the programs must be consistent with the legal and policy restrictions associated with the revenue sources.

The eight federally designated MPOs in Oregon participated in this portion of the ODOT process by providing comments to the OTC as they considered fund levels to assign to different funding programs and categories.

The OTC's final 2027-2030 STIP funding framework largely built upon the funding category framework used in the 2024-2027 STIP, but with slight modifications. The OTC allocated funding among the following major categories:

Fix-It Programs: $640 million

These programs fund projects that fix or preserve Oregon's transportation system according to ODOT's Strategic Action Plan, or SAP, Outcome #4, "Preserve Transportation Assets." This includes bridges, pavement, culverts, traffic signals, and other operational functions. ODOT uses asset condition data to choose the highest priority investments. In recent STIPs, the OTC has allocated the largest share of funding to Fix-It Programs. For fiscal years 2027 to 2030, the OTC allocated $640 million.

Safety Programs: $177.4 million

Focused on reducing deaths and injuries on Oregon's roads, this program supports the SAP's Outcome #2, "Save Lives." A prominent component is the All Roads Transportation Safety, or ARTS, program, which selects projects through a data-driven process to ensure resources have maximum impact on improving safety. Other safety investments include rail crossings and safety funding directed by Oregon House Bill 2017. For fiscal years 2027 to 2030, the OTC allocated $177.4 million.

Public and Active Transportation Programs: $192.8 million

Funding bicycle, pedestrian, public transportation and transportation options programs and projects, this program supports multiple SAP Outcomes: #5 "Improve Equitable Outcomes;" #6 "Reduce Emissions and Electrify Oregon's Transportation System;" and #7 "Improved Access to Active and Public Transportation." For fiscal years 2027 to 2030, the OTC allocated $192.8 million.

Americans with Disabilities Act Curb Ramps: $625 million

This is a standalone funding program aimed at addressing the requirements set forward by ODOT's settlement agreement with Disability Rights Oregon. This includes installation of ADA push buttons and curb ramps at intersections on ODOT owned facilities. The program also supports multiple SAP Outcomes: #3 "Provide Excellent Customer Service;" #4 "Improve Equitable Outcomes;" and #7 "Improve Access to Active and Public Transportation." This allocation also includes Grant Anticipation Revenue Vehicle, or GARVEE, bond payments. For fiscal years 2027 to 2030, the OTC allocated $625 million.

Local Government Programs: $461.9 million

These programs direct funding to local priority investments. For fiscal years 2027 to 2030, the allocated total is $461.9 million.

Step 2: Project Selection

ODOT's project selection process for each program gets shaped by OTC policy direction, federal rules and regulations, program manager direction, and any eligibility or restrictions based on funding source.

The OTC's policy direction comes from the Oregon Transportation Plan, or OTP, which is the long-range transportation system plan for the state. It establishes a vision and policy foundation to guide transportation system development and investment and decisions by the Oregon Department of Transportation. The OTC adopted the OTP in the summer 2023 following months of agency and public coordination.

Aligned with the RTP, the OTP establishes three lenses for making transportation decisions. As show in Figure 3.1, the OTP directs transportation decisions be made "in the most climate-friendly, equitable, and safe way."

A product of continued and intentional coordination between ODOT and Metro, the OTP policy direction and guidance is closely aligned to advance transportation investments with shared goals between the OTP and the 2023 RTP goals.

Project identification and selection occur at both a regional and statewide level and come together as ODOT then evaluates the candidate projects through a technical scoping process develop a "draft 100 percent list" of projects.

Figure 3.1: Oregon Transportation Plan Transportation Decision Lenses

For several funding programs, ODOT leadership or the OTC gave directions to restrict investments to ODOT facilities. ODOT's project selection process and criteria from different allocation programs are below.

The **Fix-It** program includes numerous investments on ODOT facilities. Staff at ODOT's statewide programs make funding decisions for some of the individual programs within Fix-It, such as the Bridges and Culverts Units, and relay the information to the five ODOT regional offices, while other sub-programs are driven by ODOT region staff. For each of these programs, ODOT utilizes staff-driven project nomination and selection process. ODOT uses data from asset management systems to assess the condition of infrastructure. This data helps identify high-priority needs based on deterioration, safety risks, and performance. The Fix-it program serves multiple overlapping RTP and OTP goals, most notably in service to safety and a thriving economy. Depending on the sub-program, ODOT staff use this data to develop lists of candidate projects, which are further prioritized after projects are scoped and estimated.

A photo of the St. John's bridge under routine bridge repair courtesy of ODOT's Fix-It Bridge program. Photo courtesy of the Oregon Department of Transportation.

Through the **All Roads Transportation Safety (ARTS)** program, both local agencies and ODOT are eligible to apply for funding to address safety needs regardless of the ownership of the roadway facility. This program directly serves the RTP and OTP priorities for safe systems. ODOT develops a Benefit Cost Analysis (BCA) to select the highest scoring projects to move forward in each of the subprograms: roadway departure, systemic intersection, hot spot, and bike/ped.

Project selection for the **ADA Curb Ramp** program is based on a legal settlement to remediate approximately 26,000 curb ramps throughout the state on ODOT owned facilities. The ADA program furthers the RTP and OTP goals of safe systems and equitable transportation.

ODOT identifies and selects projects for **Great Streets 2.0** funding through a competitive process. ODOT region staff submit projects to an ODOT staff statewide committee. The program is effective at advancing OTP and RTP goals for climate action, safety, and equity through investments on non-limited access highways in coordination with Metro's High Injury Corridors identified in the RTP. Great Streets 2.0 evolved the program to focus on:

- Strategic Investments: Great Streets 2.0 focused on areas with the highest overlapping needs. Data layers were combined for safety, equity, active transportation, climate, seismic, operations, freight and more. Geographic locations were then identified where multiple high priority needs overlap.
- Advancing Outcomes: Geographic locations that aligned with safety, climate, or equity goals were pinpointed. Only projects that advance one or more of these goals were selected to move forward to scoping.
- Leverage: Projects moving forward needed to be paired with an existing or planned investment. This cut overall costs by combining projects instead of having multiple independent projects each with mobilization and other costs. By leveraging, ODOT is working to stretch limited dollars.

Step 3: Review and Approval

Once the technical scoping exercise was complete and a draft 100 percent project list formed, ODOT staff shared the selected projects identified for inclusion in the 2027-30 STIP. ODOT Region 1 staff provided a background overview of the STIP funding allocations at various regional tables, including the Region 1 Area Commission on Transportation, orR1 ACT, the Transportation Policy Alternatives Committee, or TPAC, and the Joint Policy Advisory Committee on Transportation, or JPACT. ODOT staff outlined how the candidate projects reflect policy and program direction and considered discussions at ACT and MPO committees as well as suggestions received directly from local agencies. For those projects selected within the Portland metropolitan area that need to be added to the MTIP, staff confirmed they are included in the Regional Transportation Plan's constrained project list as well as local transportation system plans.

Around the same time as the background overview presentations with ACTs and MPOs, ODOT staff presented the draft 2027-30 STIP to the OTC and received approval to release the draft STIP for public comment. The OTC held a public comment period from January to March 2026 to gather input on the draft STIP. ODOT created an online public comment platform providing the chance to make final comments on the program for all projects across the state.

To finalize the project list, ODOT staff considered public comments and then presented a statewide final list to the OTC for its consideration and approval.

For federal fiscal years 2027 to 2030, ODOT programmed a little less than $222.5 million in investments in the Portland metropolitan area. Investments are planned across several different program areas, including preservation and maintenance, traffic signal upgrades, pedestrian crossings and other capital projects to help reduce vehicle crashes and build curb ramps at intersections along state highways. The approval of the 2027-30 STIP is scheduled for summer 2026.

South Metro Area Regional Transit

SMART's Transit Master Plan, or TMP, provides policy direction for local implementation of transit and transportation options. It includes related provisions found in the OTP; the Oregon Transportation Planning Rule, or TPR; Metro's RTP; the ADA; and the Tri-County Coordinated Transportation Plan for Seniors and Persons with Disabilities, or CTP. The master plan tailors its goals, objectives, and implementation measures to advance shared county, regional, and state transportation policy objectives, while serving the community's transit riders and supporting the City of Wilsonville's overall goals. Adopted in 2023, SMART's master plan provides direction for the agency through 2028.

SMART allocates funding through the City of Wilsonville's annual budget and Capital Improvements Program, CIP, processes. Almost all federal funds – formula and discretionary – are received directly by SMART and are subject to the policies and regulations of FTA, while guided by the TMP. The use of FTA funds reflects the shared goals of the region and is consistent with FTA regulations. One example is replacing diesel buses with compressed natural gas and electric buses, which aligns with the RTP, the Climate Smart Strategy, and FTA's goal to support transition to the lowest polluting and most energy- efficient transit vehicles.

During the annual budget and CIP processes, SMART carries out a robust public involvement campaign that includes print advertising, regular public outreach and engagement, and public meetings.

Examples of engagement activities include:

- Programming of projects, or POP, advertised in the Wilsonville Spokesman
- SMART staff conducting outreach at community events
- Opportunity for public comment is available at public workshops (as was the case with the TMP)
- City council meetings

When helping to develop the MTIP, SMART participated in annual presentations to TPAC and JPACT about proposed and/or final outcomes emerging from its budget process on programming of projects using federal funds. For this MTIP, those presentations occurred in 2024, 2025, and are anticipated for 2026 during public review of the draft MTIP.

For FFY 2027 to 2030, SMART programmed a little less than $3.4 million across several different program areas. These include preservation and maintenance of transit assets and replacing aging buses with newer buses using alternative fuels. The bulk of SMART's programmed funds are for the maintenance and asset management of the system. SMART's programming of funds to projects found included as part of the 2027-30 MTIP Program of Projects.

An undated photo of a SMART bus stop, one of the two providers of transit in operation in the Metro region.

Tri-County Metropolitan Transportation District

TriMet allocates use of FTA formula and discretionary funds, State Transportation Investment Funds, and local revenues through its annual budget process. Beginning in the autumn and adopted in spring the following year, this budget process is guided by federal and state laws, as well as regional and local plans.

Local government budgeting law plays a significant role in allocating federal and state funding. Local law has two major objectives:

1. Provide standard procedures for preparing, presenting, and administering local budgets; and

2. Ensure citizen involvement.

Riders and the broader community participate in development of TriMet's budget, with emphasis on safety, equity, and other long-term concerns and issues. Oregon's Tax Supervising and Conservation Commission, or TSCC, a five-member citizen board appointed by the Governor, reviews the budgets of all government jurisdictions in Multnomah County. The TSCC, together with the Oregon Department of Revenue, is responsible for ensuring TriMet's budget complies with local budget law.

To give the public many opportunities to participate in the budget process, local budget law requires appointment of a budget officer and the formation of a budget committee. For TriMet, the budget officer is the chief financial officer, who prepares the proposed budget under direction of the TriMet general manager. The TriMet board of directors serves as the budget committee, reviewing and, if needed, revising the proposed budget before adoption.

Notices are published, budgets are made available for public review, and opportunities for public comment are provided. These actions enable public participation in the budget decision-making process and give public exposure to budget programs and fiscal policies before adoption.

While helping to develop the MTIP, TriMet staff participated in annual presentations to TPAC and JPACT about proposed and/or final outcomes on programming of projects using federal funds. For this MTIP, those presentations occurred in 2024 and 2025, and are anticipated for 2026 during public review of the MTIP draft.

TriMet divisions prepare budget modification requests with direction from the board of directors and general manager. These are submitted to the general manager, who analyzes and approves the requests. The proposed budget is the culmination of an extensive process of budget development, analysis, and revision.

LIFT is TriMet's shared-ride service for people who are unable to use regular buses and trains due to a disability or disabling health condition.

For federal fiscal years 2027 to 2030, TriMet programmed $459 million across several different program areas. The bulk of TriMet's programmed funds are for the maintenance and asset management of the system. Other budgeted areas include transit state of good repair and operating funds for services for adults 65 and older and people with disabilities. High-capacity transit investments were identified through regional planning efforts that include Metro's High-Capacity Transit Plan, the Regional Growth Concept, and the RTP. TriMet also guides transit investments using its Capital Improvement Plan and service planning. All these efforts are guided by technical analysis, significant policy overview by MPO committees and local governments and extensive public involvement.

TriMet programs all of its FTA-awarded funds in the MTIP and STIP to meet FTA requirements and included as part of the 2027-30 MTIP Program of Projects.

Bi-State Coordination Across the Columbia River

Metro is one of two metropolitan planning organizations comprising the Portland-Vancouver urbanized area. The other is the Southwest Washington Regional Transportation Council, or RTC. These two organizations coordinate on shared bi-state transportation topics. As part of these coordination efforts, representatives from the Washington State Department of Transportation, or WSDOT; the Southwest Washington Regional Transportation Council, or RTC; C-TRAN; the City of Vancouver; Clark County; and Washington Department of Ecology serve on MPO committees, with some members also serving on JPACT.

During the 2024 to 2027 MTIP cycle and the upcoming 2027 to 2030 MTIP cycle, bi-state coordination focused on:

- The Interstate Bridge Replacement Program
- Programming the MTIP and STIP and/or amendments for joint facilities like repaving the Interstate 205 Glenn Jackson Bridge
- Providing updates to MPO technical committees on upcoming planning work in the Unified Planning Work Program
- Transportation adjacent efforts such as development of the Comprehensive Climate Action Plan

Having both sides of the Columbia River participating in the respective MPO committees, regular communications are established and entities representing southwest Washington can share their perspectives on bi-state transportation topics.

Chapter 4

Financial Forecasting and Demonstrating Fiscal Constraint

As a federally required four-year financial document, the MTIP's main purpose is to track and manage federal transportation funds, ensuring that investments in highways, roads, transit, bicycle and pedestrian facilities do not overspend available funds in a given fiscal year. The act of balancing spending to available revenues is known as fiscal constraint.

The MTIP's primary function is to demonstrate and maintain fiscal constraint of federal transportation funds through the programming of transportation projects and programs spending.

As part of the process to demonstrate fiscal constraint, an essential step is to conduct a financial analysis to estimate the available funding over the upcoming four-year period. At the beginning of each MTIP, Metro coordinates a consolidated revenue forecast and analysis of all state and federal funding revenues. The revenue forecast provides a gauge as to the total of expenditures to anticipate in the compilation of the four years of spending, reflected in the programming of transportation projects and programs.

Federal regulations require the MTIP confirm that the projects programmed in the MTIP can be implemented using committed or available federal, state, local and private revenues. As part of the process to compile the four years of anticipated expenditures for the MTIP, a fiscal constraint demonstration takes place to show planned investments reflected in the MTIP can be implemented from available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Demonstrating fiscal constraint is an on-going activity, meaning fiscal constraint is actively managed through the life of the MTIP following approval from federal partners – FHWA and FTA – until the next MTIP cycle gets approved. Fiscal constraint is demonstrated when the total programming of project costs (by project phase) does not exceed forecasted revenues in any MTIP year. Fiscal constraint is maintained by balancing revenues available in a fiscal budget year with the project costs incurred in that year. The specific administrative rules and process used to actively manage the project cost element of fiscal constraint are described in Chapter 8: Administering the Metropolitan Transportation Improvement Program.

This chapter describes the activities by Metro, ODOT, TriMet and SMART to demonstrate fiscal constraint. This includes the cooperative development of an initial revenue forecast to the on-going process to maintain the balance of programmed project expenditures to available revenues.

Forecasting Revenues

As part of the kickoff to each MTIP cycle, Metro works cooperatively with ODOT, SMART and TriMet to develop an initial revenue forecast for the cycle. The initial revenue forecast aids in understanding the estimated amount of funds anticipated to be allocated, programmed in the MTIP, and spent on transportation projects and programs. The forecast also provides a picture of the overall size of the MTIP in comparison to previous cycles and informs the development of the MTIP Program Direction – a communication of MPO priorities to the funding allocation processes for the upcoming MTIP cycle.

The 2027-30 MTIP revenue forecast was developed from September 2023 through early January 2024. Using the best information available at the time, including the Infrastructure Investment and Jobs Act funding level authorizations through FFY 2026 and other revenue assumptions for federal transportation funds, the four agencies forecasted revenues of $1.15 billion.

Table 4.1 provides a summary of the 2027-30 MTIP revenue forecast as of February 2024. The accompanying report is in Appendix III. The 2027-30 MTIP revenue forecast report was shared with regional committees TPAC and JPACT in February and March 2024.

Table 4.1: 2027-30 MTIP Revenue Forecast (February 2024) of Federal and State Generated Transportation Revenues, Portland Metro Area Transportation FFY 2027 through 2030 (in millions)

	2027	2028	2029	2030	Total
Metro MPO (JPACT and Metro Council) Directed[1,2,3,4]	$3.86	$54.9	$54.9	$54.9	$168.7
ODOT Directed[1,3,5,6]	N/A	$149.83	$149.83	$149.83	$449.5
SMART[7]	$0.806	$0.854	$0.905	$0.959	$3.52
TriMet	$112.0	$115.8	$119.9	$124.0	$471.7
Federal Discretionary[8]	N/A	$20.0	$20.0	$20.0	$60.0
Total	$116.7	$341.4	$345.5	$349.7	$1,153.4

1 Does not include federally dedicated planning funds, federal dollars for rural and small cities outside MPOs, or funds dedicated to ODOT administrative costs.

2 Uses MPO forecast method, which differs from ODOT forecast method for federal funding programs.

3 Metro and ODOT forecasted revenues for FFY 2027 have already been allocated. SMART and TriMet forecasted revenues are allocated on an annual basis through their budget processes.

4 Estimates for carryover revenues for FFY 2027 for ODOT programs are unavailable for the revenue forecast. Carryover estimates will be made available and used as part of revenue estimates for fiscally constraining the MTIP and the STIP.

5 Total reflects combined revenue for FFY 2028 through 2030 and under allocated carryover estimated for 2027.

6 Total includes revenues from the federal Carbon Reduction program.

7 Error in reporting estimated local and unallocated federal and state revenues in the initial 2027-30 MTIP Revenue Forecast report. Corrected only to focus on unallocated federal and state funds.

8 Based on the Portland region receiving a proportion, based on population, of federal discretionary grant awards estimated for Oregon. The estimate for Oregon is based on historical awards of discretionary funding from FFY 2021 through 2024, with a 25 percent reduction in discretionary funds due to Bipartisan Infrastructure Law funding authorization levels. Funding is not guaranteed and relies on competitive project applications. Estimate was not provided for FFY 2027. Anticipated federal discretionary awards for ODOT-led major projects (e.g., Interstate 5 Bridge Replacement) are not included.

Metro MPO Directed revenues include funding from several federal funding programs: Surface Transportation Block Grants (STBG), Transportation Alternatives (TA) Set-Aside, Congestion Mitigation and Air Quality (CMAQ), and Annual Redistribution. Annual Redistribution revenues are part of an agreement to incentivize on-time delivery of federal aid projects. Oregon's large MPOs—Metro, the Central Lane MPO, and the Salem-Keizer Area Transportation Study (SKATS)—and ODOT establish annual obligation targets, where the MPOs actively manage delivery of projects to meet a target percentage of programmed funds each year. Failure to meet targets result in funding penalties, while meeting targets makes the MPO eligible for additional funding based on a percentage of any federal redistribution funds that may come to Oregon. The annual obligation targets help ODOT to fully obligate all available funds in each year, keeping the state eligible for federal redistribution. Since the implementation of the annual obligation target process in the 2021-2024 MTIP cycle, the Portland metropolitan has successfully met its annual obligation target and maintained eligibility for redistribution funding.

Updating Revenue Forecasts

The MTIP typically takes up to three years to develop and includes the following steps: establishing a federal revenue forecast, allocating revenues to projects, programming projects, and documenting that federal requirements are met. Over the course of the three years, agencies which administer federal transportation funds update their revenues forecasts for the upcoming years of the MTIP as new information becomes available. Therefore, revenues shown in the final fiscal constraint tables will not exactly match the initial revenue forecast amounts.

For SMART and TriMet, their annual budget process informs the revenue estimate for the upcoming fiscal year. With this updated information as the new starting place for refining their revenue forecasts for the future four federal fiscal years to encompass the MTIP.

For Metro and ODOT, refinements to the initial revenue forecast occur as new revenue information emerges during development of the MTIP. For example, in spring 2025, Metro refined the MPO directed revenue forecast based on higher than anticipated revenues emerging through the federal appropriations process.

Fiscal Constraint Demonstration by Administering Agency

Each of the four agencies in the Portland metropolitan area that administer federal transportation funds — Metro, ODOT, TriMet and SMART—conduct their own process steps to meet the requirements to demonstrate fiscal constraint in the MTIP. After completing (and then maintaining) the revenue forecast, the next step is to allocate the forecasted federal revenues they administer to transportation projects.

Funding awarded to projects is then programmed by project phase (planning, project development, preliminary engineering, right-of-way acquisition, construction) for the year in which the project phase funds are anticipated to obligate. This includes project phases carrying over from the previous 2024-27 MTIP as well as new projects funded with new revenue capacity expected in years 2028 to 2030. Details of individual projects and programs expected to expend federal funds are provided in the Programming Tables attached to this report.

An analysis of this programming must demonstrate that allocated revenues programmed to projects must not exceed available federal revenues (by individual federal funding programs) in any fiscal year.

Metro

Metro MPO directed revenues are allocated to transportation projects primarily through the Regional Flexible Fund Allocation (RFFA) process. This process is conducted every three years in coordination with each major update of the MTIP. The Metro MPO directed revenues from the federal Carbon Reduction Program (CRP) revenues for FFY 2027 and beyond have not been allocated but are included in the "Federal MPO Revenue Forecast" in Table 4.2. They are also reflected in the programming tables attached to this report as "Carbon Reduction Program revenue" placeholder of expected costs until the selected projects are ready to be individually programmed in the MTIP through the MTIP amendment process. All of these federal revenues were also accounted for in the initial revenue forecasts as the "Federal MPO Revenue Forecast" line in Table 4.1.

As part of its fiscal constraint demonstration, Metro uses an alternative and allowable six-year programming framework, rather than the traditional four-year framework of MPO directed revenues, as known as the Regional Flexible Funds. Per federal regulations, the fifth and sixth year of programming are informational and not recognized as approved programming by the United States Department of Transportation (USDOT). The six-year programming schedule allows for more realistic scheduling of project delivery activities in federal aid projects. Project delivery through the federal aid process, especially when needing to document and obtain federal regulatory approvals, may take longer than four years.

As part of the fiscal constraint demonstration for federal funds, the six-year programming framework results in a revenue surplus available in FFY 2030, but shown for FFY 2031 and FFY 2032 are the surplus funds allocated to specific transportation projects with project delivery activities scheduled in fifth and sixth programming year. Among the four agencies to provide programming detail in the MTIP, Metro is the only agency to utilize the six-year programming framework for MPO directed revenues.

Federal MPO Revenue funds available in FFY 2027 include unobligated funds through FFY 2026 that ODOT makes available to Metro area projects through an exchange of obligation authority. In an updated revenue forecast in spring 2025, Metro identified an additional $18 million in MPO revenues is currently forecasted as available in the federal fiscal years leading through 2030. Metro programmed the forecasted funds in FFY 2028 to 2030 to the transportation projects and bonding efforts awarded regional flexible funds in the 2028-30 period.

Table 4.2. shows revenue forecasted over the six-year programming framework applied to the Metro RFFA program and the schedule for obligation and spending of RFFA funds. This demonstrates fiscal constraint of the regional flexible funds for the 2027-30 MTIP.

Table 4.2: Demonstration of Fiscal Constraint: Metro Regional Flexible Funds

	2027	2028	2029	2030	*2031-2032
Programmed Project Costs	$93,828,525	$73,995,184	$62,090,414	$93,501,221	25,716,080
Federal MPO Revenue Forecast	^$116,970,697	$62,009,397	$57,090,645	$57,090,645	N/A*
Non-Federal Fund Sources	$24,811,016	$17,685,577	$6,534,647	$11,890,614	$3,392,082
Difference	$47,953,188	$5,699,790	$1,534,878	$(24,519,962)	$(22,323,998)
Balance of Revenue Capacity	$47,953,188	$53,652,978	$55,187,856	$30,667,894	$8,343,896

* Revenue capacity from FFYs 2028 through 2030, which are expected to be obligated and spent in 2031 and 2032 combined. Years beyond 2030 only show programmed project costs funded in the 2028-30 Regional Flexible Fund Allocation and do not include revenue capacity beyond 2030.

^ Federal Revenue carryover for FFY 2027 includes $7.7M of forecasted redistribution funds, $6.9 M of available revenue not programmed in the previous 2024-2027 MTIP, and $91.7 M of unobligated funding for projects moving from the 2024-2027 MTIP.

ODOT

Fiscal constraint of MTIP programming of ODOT projects is carried out at the statewide level. The agency shares its available revenues and seeks to program project costs through approval by the Oregon Transportation Commission (OTC) and submission to USDOT.

ODOT reports quarterly to USDOT on the forecasted available revenue over the STIP time period, and makes those reports available to Metro and the state's seven other Metropolitan Planning Organizations (MPOs) in Oregon.

If a project is located within a Metropolitan Planning Area (MPA), the specific geographic region designated by the Governor and the MPO to carry out federally required, cooperative transportation planning process, ODOT also seeks programming approval of the MPO to its MTIP before submitting to USDOT. The MPO uses approval by the OTC as a commitment of available revenue to fiscally constrain the cost of the project phase. This ensures the ODOT portion of project costs and revenues within an MPO are financially constrained.

In November 2023, the OTC took action to authorize $2.9 billion in available revenues in FFY 2028 through 2030, to be allocated to ODOT-specific funding programs. This was in addition to previously authorized and awarded funds for FFY 2027. To develop the 2027-30 MTIP Revenue Forecast report in early 2024, ODOT and Metro estimated $449.5 million would be programmed to projects in the Portland metropolitan region.

In FFY 2027, ODOT is implementing a new 10-year Capital Investment Plan (CIP) approach to improve its project delivery process. Therefore, adjustments in how ODOT works with MPOs to program projects in the MTIP and STIP, including demonstration of financial constraint, will change. ODOT will no longer program all of its funding to project phases at the beginning of a STIP process. Instead, ODOT will program new projects once each has completed project development milestones and ODOT has a more complete understanding of the project scope and costs. It's likely that more revenues will be held back as un-programmed revenue reserves at the beginning of the MTIP cycle and allocated to project phases through the MTIP amendment process. The Portland metropolitan area can expect to receive some portion of these reserved funds as projects in development advance and the OTC awards them to specific projects.

As a result of this transition, only a portion of ODOT's estimated revenues are proposed for programming in the MTIP at this time. This portion is much less than what was initially forecasted in the 2027-30 MTIP Revenue Forecast. The remaining revenue capacity is reflected as a revenue placeholder within the 2027-30 STIP.

Table 4.3. demonstrates that ODOT's current programming of project costs is equal to programmed revenues by federal fiscal year in the Portland metropolitan region. Fiscal constraint demonstration is part of the 2027-30 STIP at the statewide level.

Table 4.3: Demonstration of Fiscal Constraint: ODOT Funding Programs

	2027	2028	2029	2030
ODOT Federal Revenue Forecast	$148,320,797	$27,586,460	$28,017,137	$52,475.325
State & Local Fund Sources	$17,929,300	$1,387,972	$3,167,178	$5,949,379
Programmed Project Costs	$166,250,097	$28,974,432	$31,184,315	$58,424,704
Difference	$0[#]	$0[#]	$0[#]	$0[#]

[#] ODOT revenue is assumed to be equal to total programmed costs as revenues are allocated to individual project phases. The statewide allocation of forecasted revenues available to ODOT funding programs for allocation to transportation projects were approved in late 2023 and overall fiscal constraint of ODOT forecasted revenues is illustrated in the 2027-30 STIP. For the ODOT revenue forecast for the Portland metropolitan region refer to the 2027-30 MTIP Revenue Forecast in Appendix III.

SMART

SMART's programming of federal funds is less than the revenues forecasted. Table 4.4. demonstrates that SMART's programming is fiscally constrained.

Table 4.4: Demonstration of Fiscal Constraint: SMART Programs

	2027	2028	2029	2030
SMART Federal Revenue Forecast	$762,000	$817,000	$866,000	$918,000
State & Local Fund Sources	$190,500	$204,250	$216,500	$229,500
Programmed Project Costs	$952,500	$1,021,250	$1,082,500	$1,147,500
Difference	$0	$0	$0	$0

TriMet

TriMet's programming of federal funds is less than the revenues forecasted. Table 4.5. demonstrates that TriMet's programming is fiscally constrained.

Table 4.5: Demonstration of Fiscal Constraint: TriMet Programs

	2027	2028	2029	2030
TriMet Federal Revenue Forecast	$111,249,334	$115,133,651	$115,429,122	$119,393,254
State & Local Fund Sources	$27,789,588	$28,783,414	$28,857,281	$29,848,314
Programmed Project Costs	$138,039,209	$143,917,065	$144,286,403	$149,241,568
Difference	$0	$0	$0	$0

Fiscal Constraint Demonstration

Table 4.6. displays all the funding programmed in the 2027-30 MTIP. Because funding allocation programs have adequate funding available in each fiscal year to meet the programming of funds to projects, fiscal constraint of the 2027-30 MTIP is met.

Table 4.6: Demonstration of Fiscal Constraint: All Federal Funds

	2027	2028	2029	2030	2031-2032
Programmed Project Costs (all)	$400,070,331	$247,907,931	$238,643,632	$302,314,993	$25,716,080
Federal Revenue Forecast (all)	$279,406,921	$205,546,508	$201,402,904	$229,877,224	N/A^
Federal Revenue Carryover (all)*	$97,895,907	$47,953,188	$53,652,978	$55,187,856	$30,667,894
State & Local Fund Sources (all)	$70,720,691	$48,061,213	$38,775,606	$47,917,807	$3,392,082
Difference	$47,953,188	$53,652,978	$55,187,856	$30,667,894	$8,343,896

^Revenues forecasted in FFY 2031 and FFY2032 are not included as part of the revenues forecasted for FFY 2027 through FFY 2030 fiscal constraint demonstration for the 2027-30 MTIP.

*Federal Revenue Carryover for FFY 2027 includes $7.7 million in forecasted redistribution funds, $6.9 million in available revenue not programmed in the previous 2024-27 MTIP, and $91.7 million in unobligated funding for projects moving from the 2024-27 MTIP. Federal Revenue Carryover for FFYs 2028 to 2032 equals the available balance for the previous FFY.

Chapter 5

Programming of Projects

Programming of projects refers to the assignment of transportation investments by project phase (e.g. planning, preliminary engineering, right-of-way, utility relocation and construction) according to fund type and expected years of expenditure. Metro works in cooperation with all the region's transportation agencies to select which investments will be funded with federal transportation discretionary funds. To manage equitable access to federal funds, Metro coordinates with these agencies on the expected timing of project phases and seeks to schedule expected revenue to planned work phases in each year of the program. The goal is to ensure that all federally funded projects advance in a timely, logical fashion.

SMART and TriMet base their programming of funds in the MTIP on their annual adopted budgets for the upcoming year and the annual Revenue Forecast for multi-year programming.

Metro's Regional Flexible Funds awarded projects uses a six-year programming approach. Funding is programmed into different fiscal years for different phases, but the construction phase is typically in years five and six. This approach allows for further refinement of project costs prior to programming the construction phase to better track and manage project delivery activities. The regional flexible funds are awarded by Metro to a lead agency, which then enters into an intergovernmental agreement with ODOT to obtain access to the funds. The lead agencies are ultimately responsible for the operation and maintenance of newly constructed facilities.

ODOT's process for scheduling and programming projects in the MTIP and STIP varies depending on the project delivery method and lead agency.

For ODOT selected and delivered projects, the process for scheduling and programming projects in the MTIP and STIP has shifted as the agency transitions to the implementation of the 10-Year Capital Improvement Plan (CIP). The purpose of the CIP is to better manage project delivery of ODOT projects. Starting with the newly awarded projects for FFY 2028 through 2030, initial scoping during the prioritization phase establishes an estimated cost for the preliminary engineering phase. Only the preliminary engineering phases are programmed and they are all programmed in FFY 2027.

For legacy ODOT delivered projects, they are programmed depending on where they are in project development. Project delivery schedules identify efficiencies, distribute funds and workloads as evenly as possible, and aid construction planning to help avoid negative impacts to the travelling public.

For local agency delivered projects, ODOT reviews and accepts the local agency determined schedule for programming in the MTIP and STIP. The ODOT STIP is on the same four-year cycle as the MTIP, so if funding is programmed in the MTIP beyond the fourth year of the STIP, it simply will not show those funds until the next STIP is developed.

The programming for projects in FFYs 2027 through 2030 is found in the programming tables included in Exhibit C to Resolution 26-5587, Programming Tables. The tables are organized by lead agency and are in alphabetical order.

Prior Obligations

The Portland metropolitan area has several large-scale infrastructure projects actively in development. These projects have a high public profile and lead agencies communicate to the public regularly on the progress of project development and activities.

When programming these large infrastructure projects in the MTIP and STIP, the projects often are divided into discrete packages and single phases. Per federal rules, after the scheduled funding for a programmed phase obligates, programming is no longer needed to confirm availability of the funds prior to federal commitment of those funds.

This practice, however, can create confusion for the public and decision-makers because an active major project appears to "disappear" when transitioning from one MTIP to the next in circumstances where a new or subsequent phase is yet not ready to program, but will continue later. This practice can also create confusion for regional advisory committees when MTIP amendments are needed for projects that did not transition from one MTIP to the next.

To resolve this, the 2024-27 MTIP makes it standard practice in Programming of Projects to list major and mega projects that already obligated funds for a project phase, other than a planning phase, and that may need to obligate additional funds during the active timeframe of the 2027-2030 MTIP. Reasons for including prior obligated project information for major projects are to:

- Clearly document and demonstrate a project that is active and allow administrative adjustments to prior obligated programming without questioning whether it represents a "new" project in the 2027-30 MTIP
- Track and monitor the programming activity prior to any formal amendment to program a future project phase
- Provide transparency regarding the active status of projects for public and stakeholder awareness

This approach to list prior obligations only applies to large-scale capital projects in the Portland metropolitan area that exceed $100 million in project costs. Table 5.1 is a summary of the prior obligations for these active large-scale capital projects. The following projects will continue to be expected to meet the requirements for administration of the 2027-30 MTIP.

Table 5.2: Prior Obligations of Major and Mega Projects in the Portland Metropolitan Area

Lead Agency	Project Name	Prior Obligated Phase & Initial Obligation Year	Total Amount Prior Obligated
ODOT	I-205 Abernethy Bridge	Other: 2022	$0.350 M
		Construction: 2022	$375 M
ODOT	OR217 Widening and Auxiliary Lanes	Preliminary Engineering: 2019	$22.5 M
		Other: 2019	$1.6 M
		Right-of-Way: 2020	$3 M
		Construction: 2021	$131 M
ODOT	I-5 Rose Quarter Improvement Project	Preliminary Engineering: 2016	$197 M
		Right-of-Way: 2020	$41 M
		Construction: 2026	$539 M
ODOT	US 26 (Powell Blvd)	Preliminary Engineering: 2018	$19 M
		Right-of-Way: 2020	$ 24 M
		Other: 2022	$0.695 M
		Utilities: 2023	$ 1.1 M
		Construction: 2025	$113 M
ODOT	OR 99 W: I-5 - McDonald St	Preliminary Engineering: 2019	$4 M
		Right-of-Way: 2020	$4 M
		Construction: 2022	$32 M
ODOT	Interstate Bridge Replacement Program	Planning: 2020	$8 M
		Preliminary Engineering: 2022	$305 M
		Right-of-Way: 2026	$232 M
		Other	$10 M

Illustrative Projects

In addition to prior obligations, some on-going active large-scale infrastructure projects are listed separately as illustrative projects. For transparency, Table 5.2. outlines the lead agency likely to request funds for a project package or phase at a future date. Not all active large-scale infrastructure projects are identified on this list.

Table 5.1: Active Large-Scale Infrastructure Projects in the Portland Metropolitan Area (in alphabetical order)

Lead Agency	Project Name
City of Portland, TriMet	Montgomery Park Streetcar Extension
Multnomah County	Earthquake Ready Burnside Bridge
Clackamas County, ODOT	Sunrise Gateway Corridor Project
ODOT	I-5 Rose Quarter Improvement Project
ODOT	Interstate Bridge Replacement Program
TriMet	82nd Avenue Transit Project
TriMet	Tualatin Valley Highway Transit Project

The Earthquake Ready Burnside Bridge Project will replace the existing bridge with a seismically resilient structure that will be immediately usable after a major earthquake. The bridge will also provide safer, more accessible multimodal transportation facilities in the heart of Portland, serving our community for the next 100 years.

Chapter 6

Metropolitan Transportation Improvement Program (MTIP) Performance

As part of development of each MTIP, a multipart performance evaluation is done to gauge how well the cycle's investment package contributes to the region's transportation goals. The following section is a summary of the results of the performance evaluation. Details about the technical approach used in performance evaluation are in Appendix IV.

RTP Implementation: System Performance Analysis

The MTIP was evaluated against the five goals of the 2023 RTP: equitable transportation, safe system, climate action and resilience, mobility options, and thriving economy. The evaluation mirrored those performance measures used in evaluating the 2023 RTP to the extent it could assess the composition of projects and programs in the 2027-30 MTIP. Each goal area comprises of different performance evaluation metric to address the suite of policy objectives for the goal. Table 6.1 provides a summary of the results by RTP goal area.

The results of the analysis of each individual performance measure are provided in Appendix IV. Overall, the $1.2 billion package of investments maintains or makes minor progress towards RTP goals and outcomes. With over half, or 51 percent, of the 2027-30 MTIP comprising of preservation and maintenance investments, which are not typically evaluated towards regional transportation goals and outcomes and not a major capital transportation project included in the 2027-30 MTIP, the results are not surprising.

Table 6.1: RTP Implementation: System Performance Analysis by RTP Goal

RTP Priority or Overarching Goal	Overall Performance
Equitable Transportation	+ / O
Safe System	+ / O
Mobility Options	O
Climate Action and Resilience	O
Thriving Economy	O / -

Key:

- O neutral or progress/regression is very minimal
- ▲ not addressing the region's priority; has other benefits
- \+ trending towards the desired outcome
- \- trending away from the desired outcome
- \+ / O neutral or minimal progression with trajectory to trend toward desired outcome
- O / - neutral or minimal regression with risk/trajectory to trend away from desired outcome

That said, areas where the investments trend toward the desired outcome include:

- Increase in the overall investment focused on addressing fatal and serious injury vehicular crashes
  - › With a particular emphasis on addressing vehicle crashes on those roadway facilities in communities of color and with lower incomes,
- Progress on completing the pedestrian and on-street bicycle network,
  - › With a particular focus on completing gaps in the pedestrian network near frequent transit stops and stations in communities of color and with lower incomes,
  - › With a particular emphasis on completing the pedestrian and on-street bicycle network in job and activity centers
- Addressing key active transportation gaps that shift commuter travel from vehicles to cycling and create a viable travel alternative.

Although 2027-30 MTIP investments demonstrate some positive local outcomes, the $1.2 billion investment is largely not on pace for meeting RTP goals. The results of the RTP implementation system performance analysis indicate the region maintaining or incremental progress. This can seem disappointing, but the challenge of making significant leaps in progress necessitates much larger investments for a massive, complex, and aging transportation system. Getting to that level of investment requires partnership and commitment between community, local governments, state agencies and federal partners. So even a result of maintaining or incremental progression can be viewed as a step in the right direction.

Also, the 2027-30 MTIP at this stage is an incomplete snapshot of overall investment anticipated during the 2027 through 2030 period. This is partially due to ODOT's transition to the 10 Year Capital Investment Plan, which limits programming of new transportation projects beyond a planning or preliminary engineering phase in an effort to manage project delivery. That impacts evaluation assumptions that transportation projects will be completed and contribute to certain evaluation metrics. When these ODOT led capital program their construction phases throughout federal fiscal years 2027 through 2030, the increased investment is likely to make further incremental progress towards advancing the region's goals.

Federal Performance Target Contribution Analysis

The 2012 federal transportation bill Moving Ahead towards Progress in the 21st Century (MAP-21) established performance-based planning and programming requirements for state transportation departments and metropolitan planning organizations. As part of these requirements, Metro reports on the investment profile's contribution toward performance targets established for national goals areas for each MTIP cycle. The national goals areas include:

- Infrastructure Condition: pavement and bridge condition, transit asset management
- Safety: fatalities and serious injuries, transit safety
- System Reliability: interstate and non-interstate system reliability
- Freight Movement and Economic Vitality: freight movement reliability
- Federal requirements include reporting on two additional goal areas but neither are required for the Portland metropolitan area:
- Congestion Reduction: peak-hour excessive delay
- Environmental Sustainability: non-single occupancy vehicle mode share

The 2027-30 MTIP is the third MTIP cycle in which federal performance target reporting has applied. To evaluate how the upcoming MTIP progresses toward these targets, Metro used a combined investment and qualitative analysis approach. Table 6.2 is a summary of how the 2027-30 MTIP contributes to performance targets set for the national goal areas. Details on the federal performance target analysis and the 2027-30 MTIP cycle contribution to the federal performance targets are in Appendix IV.

Table 6.2: Summary of Progress Toward Federal Performance Targets

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
Infrastructure Condition: percent Interstate system pavements in good condition	No	$91.1 million in roadway and bridge preservation and maintenance
Infrastructure Condition: percent Interstate system pavements in poor condition	Yes	
Infrastructure Condition: percent non-interstate system pavements in good condition	Undetermined[1]	
Infrastructure Condition: percent non-interstate system pavements in poor condition	Undetermined[1]	
Infrastructure Condition: percent NHS bridges in good condition	Yes	
Infrastructure Condition: percent NHS bridges in poor condition	Yes	

1 ODOT changed pavement data collection vendors in 2022. Due to the change in data collection vendors, ODOT was unable to determine whether the actuals reported for 2023 would meet 2023 or 2025 pavement conditions targets for the non-interstate system at the time of the 2024 Federal Transportation Performance Period 2: Mid Performance Period Report for the Portland Metropolitan Region.

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
Infrastructure Condition (Transit Rolling Stock): percent transit revenue vehicles[2] meet or exceed useful life benchmark	Yes & No[3]	$595 million toward transit asset management
Infrastructure Condition (Transit Equipment): percent service vehicles meet or exceed useful life benchmark	Yes & No[4]	
Infrastructure Condition (Transit Facilities): percent facilities rated below 3 on the condition scale	Yes & No[5]	
Infrastructure Condition (Transit Infrastructure): percent track segments with performance restrictions[6]	Yes & No[7]	
Safety: Fatalities and serious injuries	No	$288.5 million toward transportation projects that address severe crashes[8]

2 A transit revenue vehicle is any bus, train, or paratransit vehicle actively transporting paying passengers. These vehicles generate "revenue service" miles and hours while available to the general public, separating them from maintenance, training, or out-of-service vehicles.

3 In general, the region's transit agencies – TriMet, SMART, and City of Portland Streetcar – are making progress towards their TAM targets, but no single transit agency met all the individual TAM targets set forth for the target year. For TriMet, there is not a consistent pattern of where underperformance of the TAM target occurs. One year it is the rolling stock TAM targets not met, then in another year it is infrastructure, and in another year, it is the equipment. For SMART and the City of Portland Streetcar, the agencies have consistently not met TAM performance targets set for rolling stock until 2023. The region's transit agencies continue to make adjustments to address underperformance and set achievable annual targets. See the 2024 Federal Transportation Performance Period 2 Mid Performance Period Report for the Portland Metropolitan Region in Appendix IV.

4 See footnote 4.

5 See footnote 4.

6 Under federal transit regulations, a "track segment with performance restriction" is defined as any portion of the rail route where the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full service speed. Restrictions can be caused by issues with rail fixed guideway, track, power & signal systems.

7 See footnote 4.

8 Calculation method for the safety federal performance target differs from the calculation method for the RTP safety performance measure used in the RTP implementation system performance evaluation.

Goal Area and Performance Target	Meets Performance Target	2027-30 MTIP
Safety: Transit fatalities per 1 million VRM[9]	Yes & No[10]	$608.8 million toward transit preventive maintenance, facilities, technologies, and operations support activities that reduce fatalities, serious injuries and safety events
Safety: Transit serious injuries per 1 million VRM[11]	Yes & No[12]	
Safety: Transit safety events per 1 million VRM[13]	Yes & No[14]	
System Reliability: Transit reliability rate of in-service vehicle failures (miles)	Yes & No[15]	$608.8 million toward transit preventive maintenance, facilities, technologies, and operations support activities that reduce in service vehicle failures
System Reliability: percent person-miles traveled on Interstate are reliable	Yes	$188 million toward transportation system management, freight planning, and bond repayments for capital projects that support roadway system reliability
System Reliability: percent person-miles traveled on non-Interstate NHS are reliable	Yes	
Freight Movement & Economic Vitality: Truck Travel Time Reliability (TTTR) Index	Yes	

NHS: National Highway System; VRM: Vehicle Revenue Miles

9 Vehicle Revenue Miles, or VRM, are defined as the miles that vehicles are scheduled to or actually travel while in revenue service.

10 Smaller transit providers, namely SMART and City of Portland Streetcar, generally met the safety performance targets established for 2021, 2022, and 2023, the last reported information in the 2024 2024 Federal Transportation Performance Period 2 Mid Performance Period Report for the Portland Metropolitan Region. TriMet did not meet the safety performance targets for both 2021 and 2022. TriMet also did not meet system reliability targets for deviated/fixed route bus or demand response in 2022 or 2023. However, in areas in which a transit agency is underperforming towards its target, the trending trajectory is moving in the direction towards the target year over year. See Appendix VI for more information.

11 See footnote 3

12 See footnote 11

13 See footnote 3

14 See footnote 11

15 See footnote 11

Chapter 7

Public Comment, Consultation and Adoption

Public participation is an important part of planning for future transportation projects. For the MTIP, public engagement is designed towards promoting governmental coordination, transparency and accountability. Metro conducted a public comment period and undertook consultation process to inform decisionmakers in advance of the adoption process. Metro's Public Engagement Guide[1] provides guidance to staff and documents the federal, state and regional legal requirements for engagement.

Public Comment Period

As part of developing and finalizing the 2027-30 MTIP, a public comment period occurred from March 9 to April 9, 2026. During the public comment period, an online open house summarizing the 2027-30 MTIP with links to view the full the public review draft with the programming of projects (i.e., the project list) were available for comment on Metro's website. Opportunities for public comment included an online survey, written submissions via mail and email, voicemail/telephone, and a public hearing at JPACT on March 19, 2026. The public comment opportunities were publicized on Metro's website, social media, and community and civic email lists. After the public comment period concluded, Metro staff prepared a public comment report included in Appendix V.

Consultation Process

Metro consulted with federal, state, and regional resource agencies and with tribal governments to understand their interests and concerns regarding the proposed 2027-30 MTIP program of projects. Documentation of the process and outcomes from the formal consultation appear in Appendix I.

1 Public Engagement Guide, April 2024. https://www.oregonmetro.gov/sites/default/files/2025-11/metro-public-engagement-guide-a11y-remediated-20240724.pdf

Adopting and Finalizing the 2027-30 MTIP

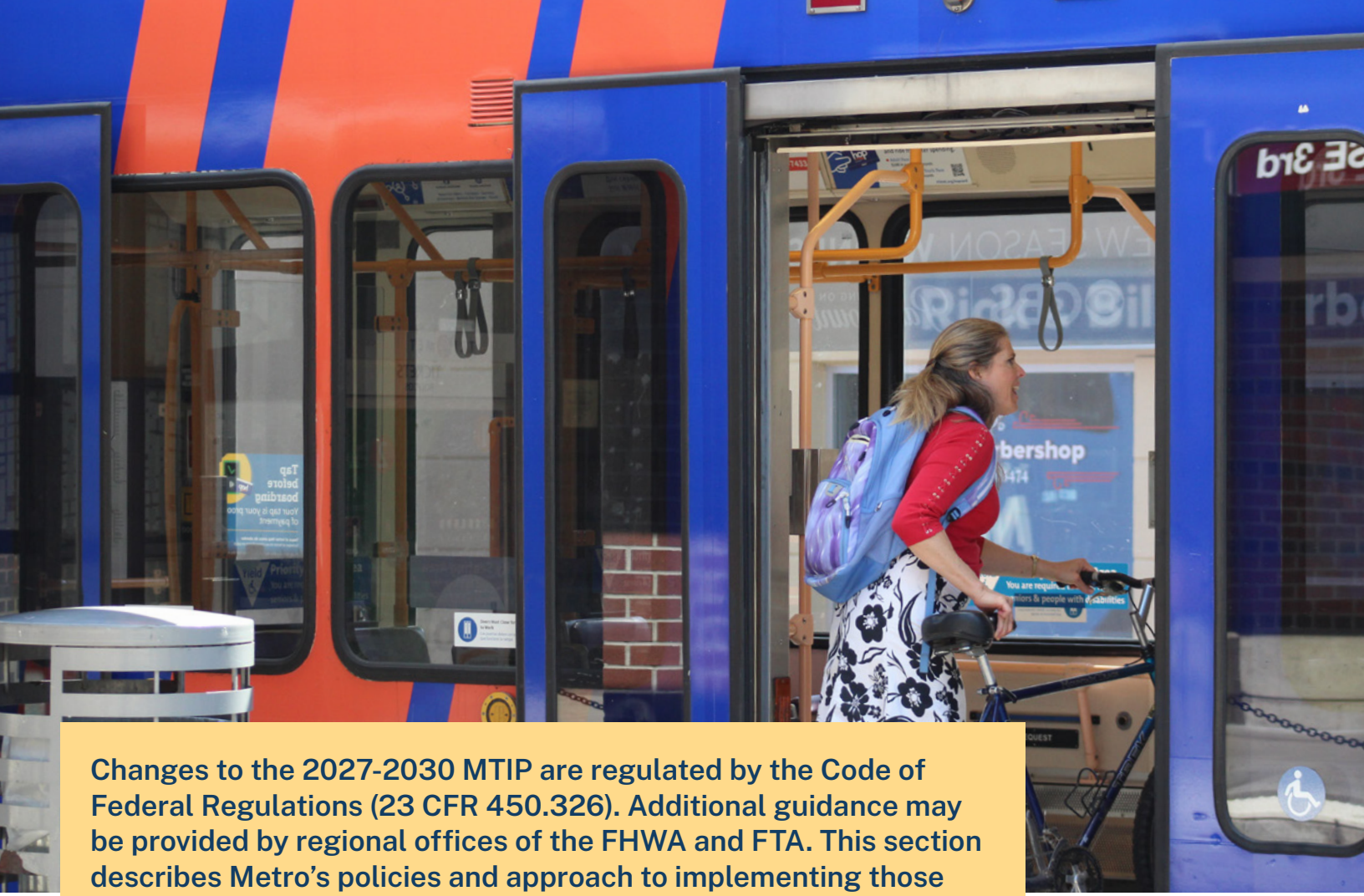
Metro began the adoption process for the 2027-30 MTIP in June 2026. On June 5, 2026, TPAC acted to recommend the 2027-30 MTIP to JPACT. After receiving the TPAC recommendation, JPACT acted on June 18, 2026, to approve and recommend adoption by the Metro Council. Metro Council adopted the 2027-30 MTIP on July 2, 2026.

Following adoption by the Metro Council, Metro submitted the 2027-30 MTIP to the Governor of Oregon for inclusion in the 2027-30 State Transportation Improvement Program, or STIP, administered by ODOT. With approval by the Governor, the programming of projects from the MTIP is incorporated without change into the 2027-30 STIP. The 2027-30 STIP include MTIPs from all eight of Oregon's metropolitan planning organizations, or MPOs. ODOT is expected to submit the 2027-30 STIP to FHWA and FTA for approval in summer 2026.

After federal partners approve the 2027-30 STIP, FHWA and FTA issue a joint letter to ODOT with copies to the Oregon MPOs and transit agencies confirming approval as well as any further actions to be taken. The 2027-30 MTIP becomes effective and supersedes the 2024-27 MTIP.

Chapter 8

Administering the Metropolitan Transportation Improvement Program (MTIP)



Changes to the 2027-2030 MTIP are regulated by the Code of Federal Regulations (23 CFR 450.326). Additional guidance may be provided by regional offices of the FHWA and FTA. This section describes Metro's policies and approach to implementing those federal regulations and guidance.

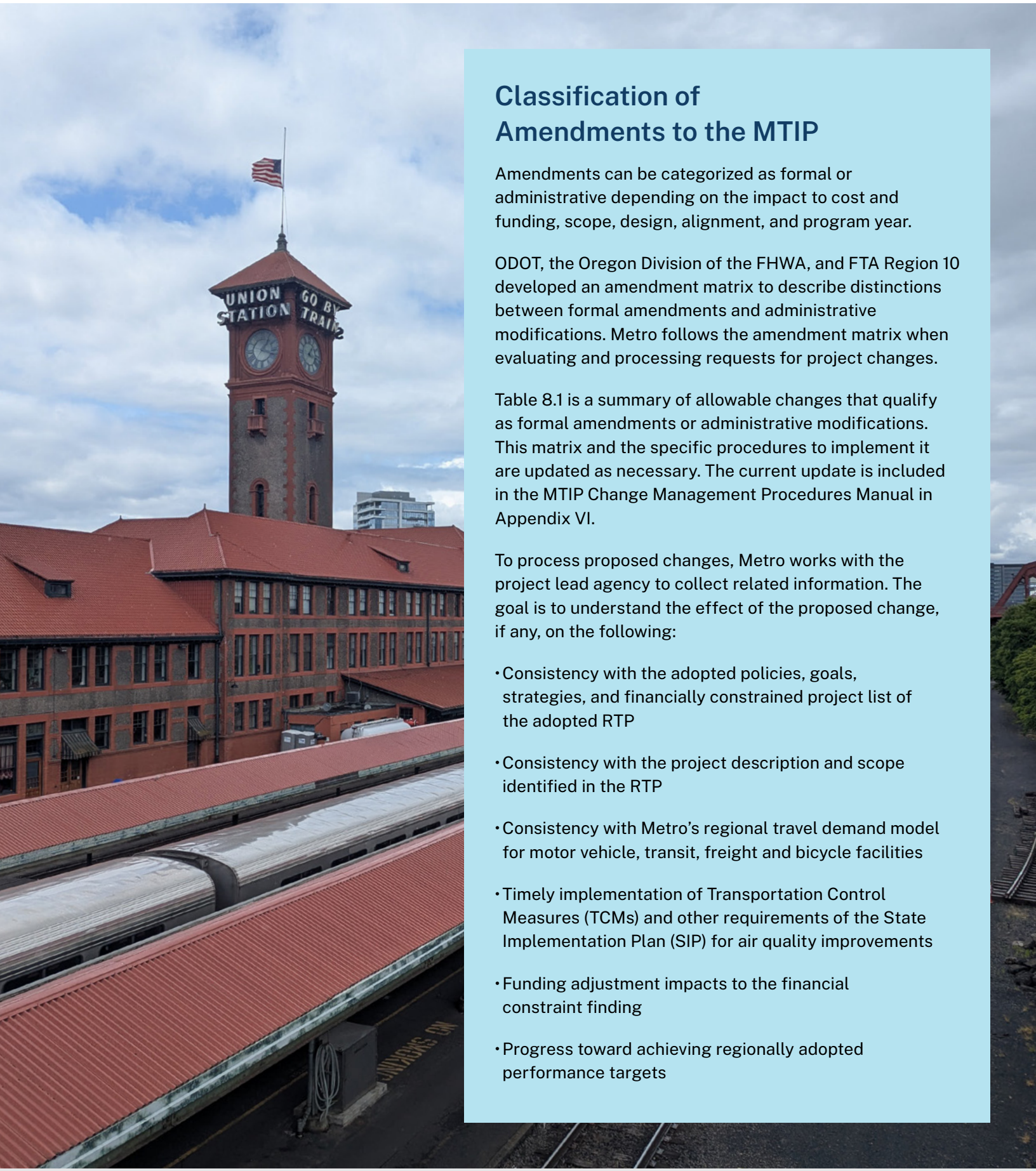
The Need for MTIP Amendments

Because the MTIP is part of the funding obligation process and the required federal approval process, it must accurately maintain project information throughout the life of projects.

Due to the complexity of the federal project delivery process, most projects require changes in how they are programming in the MTIP and STIP as work progresses. Changes are often necessary to complete federal requirements, such at the National Environmental Policy Act (NEPA), or to obligate federal funds for a specific project phase, or to obtain their next required federal approval step.

Examples of project changes that may require MTIP amendments include:

- Lead agency and the project name
- Description and approved scope of work
- Approved limits, milepost references, and/or cross street limits
- Changes to needed funding
- Timing of the obligation of funds
- Delivery timing changes and expected completion date
- Combining existing projects or splitting a project into multiple projects
- Adding a new project
- Cancelling a project



Classification of Amendments to the MTIP

Amendments can be categorized as formal or administrative depending on the impact to cost and funding, scope, design, alignment, and program year.

ODOT, the Oregon Division of the FHWA, and FTA Region 10 developed an amendment matrix to describe distinctions between formal amendments and administrative modifications. Metro follows the amendment matrix when evaluating and processing requests for project changes.

Table 8.1 is a summary of allowable changes that qualify as formal amendments or administrative modifications. This matrix and the specific procedures to implement it are updated as necessary. The current update is included in the MTIP Change Management Procedures Manual in Appendix VI.

To process proposed changes, Metro works with the project lead agency to collect related information. The goal is to understand the effect of the proposed change, if any, on the following:

- Consistency with the adopted policies, goals, strategies, and financially constrained project list of the adopted RTP
- Consistency with the project description and scope identified in the RTP
- Consistency with Metro's regional travel demand model for motor vehicle, transit, freight and bicycle facilities
- Timely implementation of Transportation Control Measures (TCMs) and other requirements of the State Implementation Plan (SIP) for air quality improvements
- Funding adjustment impacts to the financial constraint finding
- Progress toward achieving regionally adopted performance targets

Formal Amendment Approval Process

Formal amendments require approvals from JPACT; Metro Council; ODOT; OTC; and FHWA and/or FTA; before they are added to the MTIP and STIP.

Metro conducts a required 30-day public comment period for all formal amendments.

Formal project amendments are typically combined into a single monthly action item for TPAC, JPACT and Metro Council consideration.

After JPACT and the Metro Council approve an amendment, final approval by FHWA and/or FTA can take 30 days or more. This is due to the review steps that ODOT and FHWA and/or FTA must complete before final approval for the amendment.

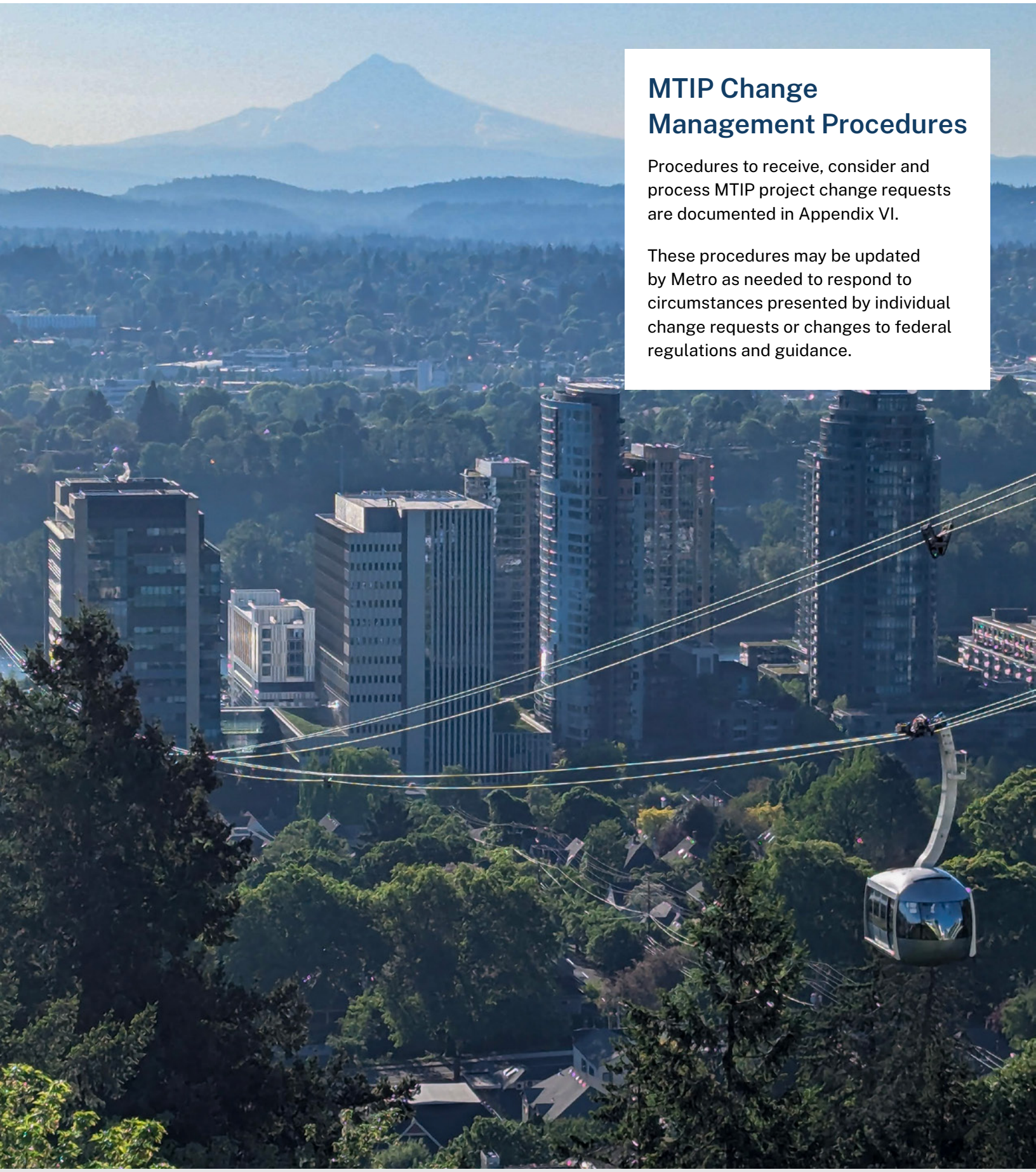
Administrative Modification Approval Process

Administrative modifications do not require approvals from JPACT and the Metro Council. Nor do they require public comment. Metro staff follow a list of allowable administrative changes that FHWA and FTA have approved and described in the MTIP Amendment Matrix. Administrative modifications do require review and processing by ODOT for inclusion in the STIP, which can take as long as three months. To ensure transparency of completed amendments, Metro staff report administrative modifications to TPAC every month.

Table 8.1: ODOT-FHWA-FTA MTIP Amendment Matrix

Item Number	Formal-Full MTIP Amendments
1	**JPACT & METRO COUNCIL AUTHORIZED DISCRETION:** Metro JPACT and Council reserved the right to require any project change to be process as a formal/full amendment based on the scope or cost change, regional significance impact, impact to air quality, change in relationship to the RTP and the RTP's goals and strategies, and/or public interest or public sensitivity to the project or change.
2	**ADDING OR CANCELING PROJECTS:** Adding/cancelling a federally funded, regionally significant, or state/locally funded project or project phase which will potentially be federalized triggers the need for a formal amendment. If a project or project phase does not meet these criteria, see Administrative Modification #1. For Western Federal Lands (WFL) or planning projects, see administrative section #11.
3	**PROJECT LOCATIONS AND/OR MILEPOST LIMITS CHANGES:** Location/Limit Changes that normally will trigger a formal amendment: • Project location and limit changes equal to or > 1 mile = Formal/Full Amendment • Project modifications that result in NEPA re-evaluation • Change affects air quality conformity • Adding capacity per the Federal Code of Regulations (CFR) and FHWA/FTA/EPA guidance • Projects adding work-type in the STIP FP that trigger a change in limits, location, or result in a significant scope impact • Project location or limit changes greater than 0.5 miles and up to 1 mile = MPO discretionary review and consideration of the change impact Project location or limit changes up to 0.5 miles = Administrative modification if the discretionary review result in no significant impact as noted below. If significant impacts are noted, Metro will process the change as a formal amendment.
4	**CHANGES IN FISCAL CONSTRAINT (COST CHANGES) BY THE FOLLOWING CRTERIA:** Changes in Fiscal Constraint by the following criteria will normally trigger a formal amendment: • For FHWA funded projects - total project cost increase for all phases and any type of funding increase: › Projects under $1M – cost increases over 50% › Projects between $1 million to $5 million – cost increases over 30% › Projects over $5 million – cost increases over 20% • For FTA funded projects – total project cost increases for all phases and any type of funding increase over 30% will trigger a formal amendment.
5	**MAJOR PROJECT SCOPE OR WORK ELEMENT ADJUSTMENTS:** Major changes to the project scope or work approved work elements will normally require the changes to occur through a formal/full amendment The changes are allowable as a formal amendment assuming: • The changes are not capacity enhancing which would change the project transportation demand modeling status. • The project is still consistent with the RTP in overall scope, improvement, performance, strategies, and goals from the original constrained RTP project entry • The scope adjustments do not impact the project's cost, location, or limits beyond the established thresholds described above. • The scope changes include capacity enhancing additions but are still consistent with project as modeled in the RTP. • The proposed scoping changes result in a significant down-scoping action to the project but are still consistent with the original Metro RFFA award and have been approved by Metro management and/or JPACT previously.
6	**ADDING PERMANENT EMERGENCY RELIEF PROJECTS** Adding an emergency relief permanent repair project that involves substantial change in function and location will normally trigger the need for a formal/full amendment.

Item Number	Administrative Modifications
1	Any project changes that do not meet the MTIP amendment criteria in the Full Amendments section above.
2	Advancing or slipping an approved project/phase within the current MTIP constrained years (years 1-4)
3	Adding or canceling any phase of an approved existing project in the active MTIP constrained years except for the Construction phase. Adding or canceling the construction phase for a project usually will trigger the need for a formal/full amendment.
4	Combining two or more approved existing projects into one or splitting an approved project into two or more projects or splitting part of an approved project to a new one.
5	Completing Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Completing Project Cost Decreases: This assumes the cost reduction is not due to a significant location or limits change as well as a scope change.
7	Completing Minor Scope Changes: Project adjustments that result from minor scope changes can occur as an administrative modification under the following conditions: • The changes to the project costs remain under the formal amendment cost threshold. • The changes to the project limits and location remain under the formal amendment threshold. • The changes are non-capacity, air quality exempt changes which include examples listed in 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3 • The changes result in the project still being consistent with the RTP through fiscal constraint, performance assessment, goals, and strategies verifications. • For Metro RFFA funded projects, the project is still consistent with the original RFFA award in scope, location, and limits
8	Adjusting programing or obligation levels to prior obligated projects without phases in the active years of the current MTIP. The following conditions apply: • The prior obligate phase is being updated for follow-on obligation purposes. • Fund swaps or adjustments are occurring to the prior obligated phase based on obligation updates to the project. • No change in scope, location/limits results from the prior obligated phase adjustment.
9	Completing project name or description change based on minor scope, location, or limits changes. Assumptions: The name or description change is considered corrective in nature and does not reflect a major change to the project
10	Modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) funds.



MTIP Change Management Procedures

Procedures to receive, consider and process MTIP project change requests are documented in Appendix VI.

These procedures may be updated by Metro as needed to respond to circumstances presented by individual change requests or changes to federal regulations and guidance.

Metro brings people together to shape the future of greater Portland and provides places, services and tools that work best at a regional scale. Led by an elected council, this unique government gives Oregonians a voice in their community.

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland'5 Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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