

IN CONSIDERATION OF RESOLUTION NO. 26-5587, FOR THE PURPOSE OF
ADOPTING THE 2027-2030 METROPOLITAN TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE PORTLAND METROPOLITAN AREA

Date: June 9, 2026
Department: Planning, Development, and
Research
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Prepared by: Grace Morris,
grace.morris@oregonmetro.gov and
Jean Senechal Biggs,
jean.senechalbiggs@oregonmetro.gov
Presenter: Gabriela Lopez, Senior
Transportation Planner and Blake Perez,
Associate Transportation Planner
Length: 30 minutes

ISSUE STATEMENT

As the Metropolitan Planning Organization, or MPO, for the urban areas of Clackamas, Multnomah and Washington counties, Metro convenes regional partners, TriMet, the Oregon Department of Transportation, and the City of Wilsonville's South Metro Area Regional Transit, in the development and administration of the Metropolitan Transportation Improvement Program. The MTIP is a federally required four-year financial document with the purpose:

- to track and manage federal transportation funds, ensuring that investments in the transportation system do not exceed available revenues; and
- to demonstrate how the program of planned transportation investments advances the Regional Transportation Plan (RTP) goals and comply with federal regulations.

The MTIP plays a key role in the advancement of the region's policy objectives for the transportation system as inclusion in the MTIP is necessary for transportation projects and programs with federal funding to access those federal transportation dollars. Today's vote on Resolution No. 26-5587 allows the region to move forward those transportation projects and programs awarded federal funds according to the schedule outlined in the MTIP.

ACTION REQUESTED

Adoption of the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).

IDENTIFIED POLICY OUTCOMES

The MTIP directly advances the 2023 Regional Transportation Plan (RTP) priorities of safe system, climate action and resilience, equitable transportation, mobility options, and thriving economy. To be eligible for inclusion in the MTIP, the transportation project or program must be identified in the financially constrained 2023 RTP. The 149 transportation projects and programs included in the 2027-30 MTIP were verified for inclusion in the 2023 RTP financially constrained project list.

POLICY QUESTION(S)

The 2027-2030 MTIP is a financial document which reflects the schedule of expenditures for federal aid transportation projects and programs and demonstrates compliance with federal regulations. The MTIP is not a policy document, but rather an implementation mechanism reflecting funding decisions made over the course of 2024 through 2026 by Metro, ODOT, SMART, and TriMet. The four partner agencies received direction through Metro Council adoption of Resolution 24-5418 which instructed the region's partners to incorporate and operationalize 2023 Regional Transportation Plan (RTP) policy objectives and investment priorities in the development of the 2027-2030 MTIP.

The 2027-2030 MTIP demonstrates implementing regional policy direction through the mix of investments programmed. The mix of investments aim to address maintaining and preserving the existing system followed by capital projects and transportation programs with the intended outcomes of advancing of safe system, climate action and resilience, equitable transportation, mobility options, and thriving economy. Progress in achieving the region's transportation goals relies on the successful implementation and construction of regionally significant transportation investments over the next four years.

The information contained in the MTIP may serve to inform JPACT and the Metro Council as they consider updating regional transportation policy through the 2028 Regional Transportation Plan process. It may also inform future MTIP program direction and input to future funding allocation decisions by transportation agencies in the region.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approval of JPACT's recommendation for Metro Council to adopt Resolution 26-5587 affirms the 2027-2030 MTIP meets federal transportation programming regulations and the package of transportation investments contained in the MTIP is consistent with the Regional Transportation Plan.

If JPACT and the Metro Council elect to not act, transportation projects and programs scheduled to receive federal transportation funding or in need of a federal approval, will not be able to move forward starting in federal fiscal year 2027.

STAFF RECOMMENDATIONS

Staff recommend Metro Council adopt Resolution 26-5587.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Approval of the 2027-2030 MTIP allows prior funding allocation decisions to move forward by affirming federal transportation fund programming regulations have been met and the package of investments contained in the MTIP are consistent with the 2023 Regional Transportation Plan. The prior funding allocation decisions include projects and programs funded from Metro's Regional Flexible Fund Allocation process as well as allocation decisions made by the Oregon Department of Transportation and by the region's transit agencies, TriMet and SMART, in the programming of their federal formula funding through their annual budget processes. Action on the 2027-2030 MTIP cannot change the outcome of a prior funding allocation decision.

How does this advance Metro's racial equity goals? Metro's climate action goals?

Approval of the 2027-2030 MTIP will allow transportation projects and programs that will advance Metro's racial equity goals and reduce carbon emissions to proceed. This includes funding awards to implement Metro-led transportation programs such as the Transit Oriented Development program, the Regional Travel Options program, and the Transportation Systems Management & Operations program through federal fiscal year 2030. These different programs serve multiple policy objectives including implementing the region's Climate Smart Strategy and advancing transportation priorities of communities of color.

Over half of the investments in the 2027-2030 MTIP are for maintenance, preservation, and state of good repair activities. Additionally, the 2027-2030 MTIP does not include any programming of the region's major transportation projects at this stage. As a result, the 2027-2030 MTIP investments contributions towards reducing greenhouse gas emissions and advancing the transportation priorities of communities of color and limited English proficiency communities are limited to smaller scale investments. These smaller scale investments include building out of the regional pedestrian, bicycle and trails network to make trips by walking, rolling and public transit easier, safer, and accessible. Many of these smaller investments are located in areas where communities of color live. Furthermore, programmatic investments into Safe Routes to School and Regional Travel Options compliment these smaller scale infrastructure investments through promotion, education, and encouragement to support the success of the new infrastructure investment.

The analysis results of the 2027-2030 MTIP indicate only slight progress towards meeting the long-term goals for an equitable transportation system and climate action and resilience set forth in the 2023 RTP. Among the many challenges faced in recent years with delivering transportation projects and programs, the slight progress shows the investments continue to move the region towards its goals, albeit slower than desired. The analysis results of only slight progress can be attributed to the small scale of investments made in the 2027-30 MTIP relative to the size of the existing transportation system and the cost of priority needs identified in the RTP which is significantly greater than the planned investments in the four-year MTIP. In the 2023 RTP, Metro and regional partners identified nearly \$70 billion in planned transportation investments representing 795 projects expected to happen between now and 2045. That said, the implementation of the projects and programs included in the 2027-2030 MTIP will advance system safety and fill gaps in active transportation facilities, which are smaller, but important strategies to get towards the region's equitable transportation and climate goals.

Known Opposition/Support/Community Feedback

Metro conducted a public comment period from March 9 to April 9, 2026. As part of the public comment period, Metro staff developed an online open house and a comment survey to accept comments about the 2027-2030 MTIP. Additionally, participants could submit comments through electronic mail, mail, phone or through a public hearing opportunity was provided at the March 19, 2026, JPACT meeting.

In total 385 visitors viewed the online open house, and 33 participants provided comments through the online survey. Written testimony was submitted by 1 participant for the March 19th public hearing on the 2027-2030 MTIP. The 2027-30 MTIP Public Comment Report is included as Appendix V of the 2027-30 MTIP Appendices (Exhibit B).

Comments received provided a consistent message of support for maintaining and preserving the existing transportation system as well as a state of good repair for the transit system. Further supportive comments focused on further investment to build out the active transportation network. Investments in maintenance and preservation as well as local pedestrian, bicycle, and trail projects are reflected in the investment profile in the 2027-2030 MTIP.

Natural Resource Agency Consultation

As part of the development of the 2027-30 MTIP, Metro provided and held formal consultation with natural resource agencies and other public agencies with regional transportation planning interests. The formal consultation period was held from March 26 to May 1, 2026. Invitations to consult were issued to 38 natural resources, land management and other transportation-related agencies. Four agencies requested consultation meetings to provide input and five additional agencies responded declining the invitation to consult on the 2027-30 MTIP.

Consultation meetings were held during the consultation period as virtual one-on-one sessions. The four agencies to request consultation meetings included:

- Oregon Department of Agriculture
- Oregon Department of Fish and Wildlife
- Oregon Department of State Lands
- Metro Parks and Nature Department

A summary of the consultation process and comments shared during these meetings is included as Appendix I of the 2027-30 MTIP Appendices (Exhibit B).

Tribal Government Consultation

Opportunities to consult were offered to seven federally recognized tribes whom Metro regularly consults with. This included offering informational sessions to provide an overview of the MTIP process and share the draft MTIP project list, as well as to learn about related tribal priorities or interests. Consultation meetings were held during the consultation period as virtual sessions. Four tribes requested and completed consultation meetings:

- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of Siletz Indians
- Cowlitz Indian Tribe
- Confederated Tribes of Grand Ronde

A table summarizing consultation actions is included as Appendix I of the 2027-30 MTIP Appendices (Exhibit B).

Legal Antecedents

- ORDINANCE NO. 23-1496: For the Purpose of Amending the 2018 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan
- RESOLUTION NO. 24-5415 For the Purpose of Adopting the 2028-2030 Regional Flexible Fund Program Direction for the Portland Metropolitan Area
- RESOLUTION NO. 24-5418 For the Purpose of Adopting the 2027-2030 Metropolitan Transportation Improvement Program Program Direction for the Portland Metropolitan Area
- RESOLUTION NO. 25-5510 For the Purpose of Approving and Increased Multi-Year Commitment of Regional Flexible Funds for the Years 2028 Through 2039, Funding TriMet 82nd Avenue Transit Project, TriMet Tualatin Valley Highway Transit Project, Portland Streetcar Montgomery Park Extension, Sunrise Gateway Corridor Project, and Earthquake Ready Burnside Bridge Project, and Authorizing Execution of Intergovernmental Agreements
- RESOLUTION NO. 25-5511 For the Purpose of Allocating \$141.6 Million of Regional Flexible Funding for the Years 2028-2030, Pending Adoption of the 2027-2030 MTIP

Anticipated Effects

Adoption of this resolution is necessary for transportation projects and programs identified in the 2027-2030 MTIP, provided as Exhibit C, to access federal funds for reimbursement for eligible project costs. A delay in adopting the 2027-2030 MTIP can delay the ability of transportation projects and programs to move forward. This includes several Metro-led programs, Metro transportation planning activities, and the local transportation capital projects awarded federal funding through the 2028-2030 Regional Flexible Fund Allocation process.

Financial Implications (current year and ongoing)

Adoption of the 2027-2030 MTIP allows Metro to expend federal surface transportation program funds for planning and program activities performed at Metro. This includes \$63,985,203 of federal funds to be used for program and planning activities at Metro between 2027 through 2030. Grant funds allocated to Metro planning and program activities require a match totaling 10.27% of project costs. Some of these funds are intended to be sub-allocated to transportation partner agencies, including Metro, through regional programs, although Metro is only responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning and project activities.

BACKGROUND

Metro, as the metropolitan planning organization (MPO) for the Portland metropolitan region, is responsible for development and administration of the Metropolitan Transportation Improvement Program (MTIP) as part of its federal responsibilities. The MTIP implements the Regional Transportation Plan (RTP) by tracking federal

transportation funding expenditures and ensures federal eligibility rules and regulations are met, including consistency with Regional Transportation Plan policy objectives and fiscal constraint.

Shown as Exhibit A to Resolution 26-5587, the adoption draft for the 2027-2030 MTIP was developed between summer 2023 and the end of May 2026. Included in the adoption draft, the executive summary outlines the 2027-2030 MTIP represents over \$1.2 billion dollars of transportation project and program investments across 149 projects. The adoption draft also includes information about the processes undertaken by Metro, ODOT, SMART, and TriMet to identify the projects and programs included in the 2027-2030 MTIP and the demonstration of fiscal constraint.

Exhibit B are the appendices to the 2027-2030 MTIP and include information on how the near-term investment package meets other federal requirements such as the investment package performance towards advancing RTP goals and federal performance targets, public involvement, and consultation.

Exhibit C includes the schedule of expenditures for regionally significant transportation projects for federal fiscal years 2027 through 2030, also known as the Programming Tables.

As part of the demonstrating compliance with federal transportation funding rules, an evaluation takes place to assess how planned transportation investments advance the Portland metropolitan region's shared goals for the transportation system. Overall, the 2027-2030 MTIP makes small progress towards advancing the 2023 RTP priorities of equitable transportation, safe system, climate action and resilience, mobility options, and thriving economy. In some individual areas, the 2027-2030 MTIP investment package performs slightly better, such as completion of the pedestrian network near transit in communities of color. But generally, the emphasis on preservation and maintenance as well as the limited number of capital investments primarily focused on community-oriented projects constrain the ability to have measurable regional-scale impacts across the transportation system. Further details on the investment performance can be found in Appendix IV of the 2027-2030 MTIP appendices (Exhibit B).

None of the ODOT-led major projects (e.g. Interstate Bridge Replacement, I-5 Rose Quarter, I-205 Abernethy Bridge) or the region's high-capacity transit projects (e.g. 82nd Avenue Transit Project, Montgomery Park Streetcar Extension, and Tualatin Valley Highway Transit Project) are included in the 2027-2030 MTIP at this time. These projects are underway with funding previously obligated in the 2024-27 MTIP. Each will require an approved amendment to the 2027-2030 MTIP to move forward in their next phase.

All projects proposed for inclusion in the 2027-2030 MTIP are included in and consistent with the 2023 Regional Transportation Plan's financially constrained project list or were determined to not be required. The performance analysis provided indicates the package of investments are consistent with the Regional Transportation Plan policy outcomes of a safe system, climate action and resilience, equitable transportation, mobility options, and

thriving economy. All additional federal programming requirements such as fiscal constraint and funding eligibility have also been reviewed by Metro MTIP staff and found to be met.

Following the public comment period, Metro staff worked with ODOT, SMART, and TriMet staff to reconcile and confirm the final programming of projects and assessment for fiscal constraint for the 2027-2030 MTIP. In this reconciliation and confirmation process, minor adjustments were made to projects already identified in the 2027-2030 MTIP and 10 projects which were intended to be obligate their funds before federal fiscal year 2027 but unable were slipped to the 2027-2030 MTIP. These adjustments are reflected in the adoption draft of the 2027-2030 MTIP and the Programming Tables (Exhibit A and Exhibit C). No further adjustments are planned for the 2027-2030 MTIP until approval by the Federal Highway Administration and Federal Transit Administration are received and the 2027-2030 MTIP goes into effect, scheduled for October 1, 2026.

Metro staff will present the 2027-2030 MTIP to regional committees TPAC and JPACT in June 2026 to request action. Input and feedback received at these regional committee meetings will also help inform the development of the 2030-2033 MTIP, which will begin after adoption of the 2027-2030 MTIP.

Attachments

- Draft Resolution 26-5587
- Exhibit A to Resolution 26-5587: The 2027-2030 Metropolitan Transportation Improvement Program – Adoption Draft Report
- Exhibit B to Resolution 26-5587: The 2027-2030 Metropolitan Transportation Improvement Program Adoption – Draft Appendices
- Exhibit C to Resolution 26-5587: The 2027-2030 Metropolitan Transportation Improvement Program – Programming Tables