

2024-2027 Metropolitan Transportation Improvement Program  
Public Notification of Submitted New and Proposed Amended Existing Projects  
Public Notification and Opportunity to Comment Notice



**Metro is in receipt of the 2024-27 MTIP February #2 (Regular) 2025 Formal Amendment for Resolution 25-5465**

Amendment Purpose Statement for Resolution 25-5465 (Amendment Number FB25-06-FEB2)

**FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND  
ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP**

**Public Notification Comment Opportunities for the February #2 (Regular) 2025 Formal MTIP Amendment for Resolution 25-5465**

The public review period for this project amendment is [2/5/2025](#) and concludes on [3/6/2025](#), at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov). Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

**Added Notes**

The February #2 2025 MTIP Formal Amendment contains four projects. One project, Key 23090 (a ODOT rail crossing hazards mitigation) is being canceled. Three new Metro planning studies are being added to the MTIP for historical reference. The three projects also will be added to the Metro Unified Planning Work Program (UPWP). A summary of the changes is included in the Exhibit A MTIP worksheets that follows after the formal amendment matrix summary.

Submission of public comments for the January formal amendment bundles may occur by attending one of the two Metro approval committees required for the formal amendment to complete:

- (1) Transportation Policy Alternatives Committee (TPAC).
- (2) At the Joint Policy Advisory Committee on Transportation (JPACT).

Public comments can occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda. Finally, written comments may be emailed or submitted in letter form via email or mailed directly to Metro.

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required Metro process and approval steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more categories:

1. Significantly adds, revises, reduces, or changes the project scope of improvement activities.
2. Requires a significant change to the project limits (greater than 1 mile).
3. Involves a significant cost change (increase or decrease normally 20% or 30% greater).
4. Adds or cancels a project from the MTIP.

Additional guidance about the thresholds for completing administrative changes versus formal/full amendments is covered in the MTIP Amendment Matrix in Chapter 8, Administering the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). A summary of the project change thresholds that trigger the need to complete a MTIP formal amendment is listed below, A summary of the project changes follows on the next pages.

Metro Formal Amendment Matrix for the MTIP As of November, 2024	
Number	Item
1	<b>JPACT &amp; METRO Council Authorized Discretion:</b> JPACT or Council may require any project amendment to complete a formal amendment
2	<b>Adding or Canceling Projects:</b> Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects
3	<b>Project Locations and /or Milepost Limits Changes:</b> Limit changes that exceed 1 mile. Consideration required for 0.5 miles up to a mile as well where NEPA, air quality, and/or transportation modeling impacts may be involved.
4	<b>Major Project Scope or Work Element Adjustments:</b> Changes including scope, work element changes that impact the NEPA environmental document, air quality analysis, transportation modeling network, or result in the project no longer being consistent with the approved RTP. A completed Performance Assessment Evaluation also may be required as part of the formal amendment for capacity enhancing projects that exceed \$100 million dollars.

5	<p><b>Changes in Fiscal Constraint due to Cost Changes by the Following Criteria:</b></p> <ul style="list-style-type: none"> <li>• Projects under \$1M – cost increases over 50%</li> <li>• Projects between \$1 million to \$5 million – cost increases over 30%</li> <li>• Projects over \$5 million – cost increases over 20%</li> </ul> <p>JPACT/Metro Council also authorizes MTIP staff with discretionary authority to exceed the above threshold limits under certain circumstances by up to another 10% when the cost increase is primarily due to an inflationary cost update where no scope or limit changes are also occurring enabling the cost change to occur as an administrative modification.</p>
6	<p><b>Adding Permanent Emergency Relief Projects:</b> For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.</p>
7	<p><b>Adding a Federally Funded Planning Project:</b> Adding a federally funded planning project where only funding is added to the planning phase requires the completion of a formal amendment to the MTIP.</p>
8	<p><b>Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP:</b> Applies to other federally funded project (e.g. RTP, OCP, etc.) projects not located on of the Metro modeling networks where FHWA requires an approval step verification from the MTIP.</p>

**Notes:**

- The above items represent the project change “thresholds” that trigger a formal/full amendment to the MTIP.
- In addition to the above change thresholds, the Metro approval process requires:
  - An amendment approval recommendation from Metro’s Transportation Policy Alternatives Committee (TPAC) to Metro’s Joint Policy Advisory Committee on Transportation (JPACT).
  - Approval by JPACT and an approval recommendation to Metro Council.
  - Approval by Metro Council.
- A final review and corresponding approvals also are required by:
  - The Oregon Department of Transportation (ODOT).
  - Federal Transit Administration (FTA).
  - Federal Highways Administration (FHWA).
- Projects with changes that are considered less than the stated thresholds for formal amendment normally can occur through an administrative modification. This does not require TPAC, JPACT, or Council approval steps. The changes also do not require ODOT, FTA, or FHWA approvals.
- Project changes that complete an administrative modification are normally reported to TPAC through a monthly Submitted Amendments Report in the TPAC Comments from the Chair agenda section.

**Exhibit A**  
**February #2, 2025, (Regular) Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: FB25-06-FEB2**

The February 2025 Regular Quarter MTIP Formal Amendment contains four projects. One ODOT Rail crossing hazards mitigation is being canceled. Three new Metro planning projects are being added through the formal amendment for historical purposes. The three new planning projects will be included in the Metro Unified Planning Work Program (UPWP) as well. A summary of the nine projects includes the following:

- **Key 23834 (New Project) - Regional Rail Futures Study (Metro)**: Key 23834 is a Oregon Legislature SB5701 awarded planning study totaling \$500,000 to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes.
- **Key TBD (New Project) - Reconnecting 82nd Ave Community Planning Study (Metro)**: The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded project on 82<sup>nd</sup> Ave in Portland to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.
- **Key TBD (New Project) - TV Highway Community Connections Planning Study (Metro)**: The MTIP formal amendment adds the new awarded Reconnecting Communities Pilot (RCP) program discretionary grant funded study on and around Tualatin Valley Highway Hwy/OR8 to develop equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision
- **Key 23090 - US30B: (NE Lombard St) NE Lombard PI - NE 11th (ODOT)**: The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #2 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 25-5465**

**February #2 2025 Rose Quarter Formal Amendment Bundle Contents**  
**Amendment Type: Formal/Full**  
**Amendment #: FB25-06-FEB2**  
**Total Number of Projects: 4**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Adding New Projects to the 2024-2027 MTIP:</b>				
(#1) ODOT Key # <b>23834</b> MTIP ID TBD <i>New Project</i>	Metro	<b>Regional Rail Futures Study</b>	Key 23834 is a new approved Oregon Legislature SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes	<b><u>ADD NEW PROJECT:</u></b> The formal amendment is adding the project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur.
(#2) ODOT Key # <b>TBD - New</b> MTIP ID TBD – New <i>New Project</i>	Metro	<b>Reconnecting 82nd Ave Community Planning Study</b>	On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur.

(#3) ODOT Key # <b>TBD - New</b> MTIP ID TBD – New <i>New Project</i>	Metro	<b>TV Highway Community Connections Planning Study</b>	On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision	<b><u>ADD NEW PROJECT:</u></b> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur
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**Category: Projects Cancellationsto the 2024-2027 MTIP:**

(#3) ODOT Key # <b>23090</b> MTIP ID 71370	ODOT	<b>US30B: (NE Lombard St) NE Lombard PI - NE 11th</b>	Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave.	<b><u>CANCEL PHASE/PROJECT:</u></b> The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinder the ability of the agency to successfully finish the project. ODOT has decided to cancel the project as a result.
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**Proposed Amendment Review and Approval Steps**

**February #2 2025 (FB25-05-FEB2) Regular Formal Amendment estimated processing and approval timing**

Date	Action
Wednesday, February 5, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is February 5, 2025 to March 6, 2025.)
Friday, February 7, 2025	TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	JPACT Meeting – Rose Quarter amendment introduction and overview.
Thursday, March 13, 2025	Metro Council Meeting – Final Metro amendment approval request provided
Mid-April 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.