

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: September 18, 2025
To: Metro Council and Interested Parties
From: Jean Senechal Biggs, Resource Development Manager
Subject: September 2025 (FFY 2026) MTIP Formal Amendment & Resolution 25-5519
Approval Request – SP26-01-SEP

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING TWELVE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

BACKGROUND

Amendment Summary:

The September 2025 (FFY 2026) Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents the first formal/full MTIP amendment for Federal Fiscal Year (FFY) 2026 that begins on October 1, 2026. The amendment bundle contains twelve projects.

Ten of the twelve are new projects being added to the MTIP. They result from multiple funding sources from the Oregon Transportation Commission (OTC) which approved the funding for the new projects on July 24, 2025. The ten new projects include:

- Five new ODOT Americans with Disabilities Act (ADA) curb ramp projects
- Two new Oregon Parks and Recreation Department (OPRD) Recreational Trail Program (RTP) federally funded projects
- One new Oregon Community Paths project
- One new ODOT pavement rehabilitation project funded from savings with other ODOT Preservation program projects
- One new Emergency Relief (ER) permanent repair project for Multnomah County

The formal amendment also includes:

- A funding increase to ODOT's Colombia Bottomlands Mitigation/ Conservation Bank project
- Canceling one project from the MTIP and STIP

What is the requested action?

JPACT approved Resolution 25-5519 on September 18, 2025 and Metro Council's final approval is now requested to enable all required MTIP programming actions for the twelve projects.

Transportation Policy Alternatives Committee September 5, 2025, Meeting Summary:
Ken Lobeck, Metro Funding Programs Lead, provided Transportation Policy Alternatives Committee (TPAC) members with an overview of the proposed project amendments.

For the I-205 Glenn Jackson Bridge (Columbia River) pavement rehabilitation project, Ken suggested that if WSDOT is confident that they will secure the required funding, then the project could “slip” into the 2027-30 MTIP and STIP instead of being canceled. WSDOT and ODOT representatives agreed to follow up with Metro staff after the meeting and requested that the project cancellation request move forward as submitted and proposed.

With no further discussion or questions, TPAC voted unanimously to recommend approval to JPACT.

Joint Policy Advisory Committee on Transportation September 18, 2025, Meeting Summary: JPACT considered Resolution 25-5519 on the Consent agenda.

ODOT’s representative Rian Windsheimer pulled the item from the Consent agenda and presented a motion to remove the proposed cancellation of the I-205 Glenn Jackson Bridge (Columbia River) pavement rehabilitation project (Key No. 23067) from the MTIP amendment. WSDOT representative Carley Francis seconded the motion. Mr. Windsheimer explained that both ODOT and WSDOT are facing funding challenges and that they plan to return to JPACT with a proposal to program the preliminary engineering phase to keep the project moving forward. Ms. Francis expressed appreciation for the opportunity for more time to coordinate on the project’s funding.

JPACT voted unanimously to approve the amendment to remove the project, and then followed with a unanimous vote to approve Resolution 25-5519 as amended.

The following pages provide a summary of the project changes.

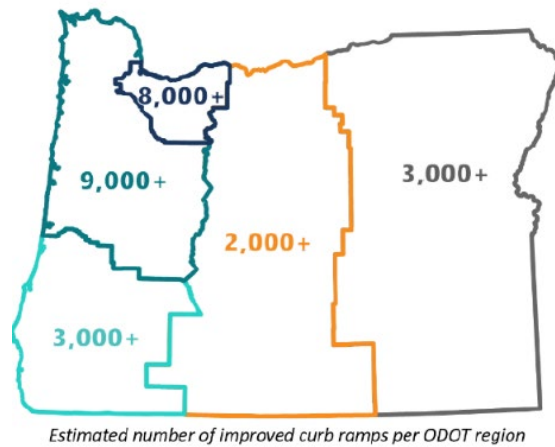
Category: New ODOT ADA Curb Ramp Upgrade Projects:

- Total being added to the MTIP: 5 projects.
- Type: One preliminary engineering/design region-wide project plus four implementation type right-of-way (ROW), utility relocation (UR), and construction
- OTC approval required: Yes. This occurred during their July 2025 meeting.
- Included Supporting Attachments:
 - Attachment 1: OTC July 2025 ADA Staff Report Letter
 - Attachment 2: Key 23905 Approved Location List
 - Attachment 3: Key 23906 Approved Site Locations
 - Attachment 4: Key 23907 Site Location
 - Attachment 5: Key 23908 Approved Site List
 - Attachment 6 OPRD Commission RTP Award Summary

ODOT ADA Program Summary:

ODOT is completing this statewide project to improve access for all by bringing 25,000+ curb ramps into compliance with Americans with Disabilities Act standards. As of Dec. 31, 2022, ODOT has completed, inspected and approved 6,176 curb ramp remediations. These improvements mean increased safety and more seamless access for people who walk, bike or roll. These benefits include:

- Upgrades to existing curb ramps and pedestrian signals.
- New ADA-compliant curb ramps and pedestrian signals where there are none.



Constructing or remediating curb ramps requires using national best practices and guidance from the U.S. Access Board that include:

- Removing barriers in existing curb ramps like the size of the lip from the street to the curb ramp entrance.
- Making the slope on the ramp less steep and creating more room to maneuver.
- Ensuring inspection values (percent of slope, width, truncated domes, etc.) are within the acceptable range for a compliant ramp.

ADA improvements will sometimes be integrated into larger, multifunctional transportation investment projects and sometimes will be stand-alone single function ADA curb ramp improvements. Before ODOT remediates the curb ramps in each community, staff also evaluate existing crossings for accessibility. When a crossing is found inaccessible according to our evaluation criteria, ODOT follows the crosswalk closure policy and officially close it.

ODOT has identified improvement projects across the state and are working to plan and deliver intersection improvements every year. ODOT proposed construction of approximately 8,000 curb ramps within the Portland metropolitan area through the program.

Funding Note: In 2016, the Oregon Department of Transportation settled a lawsuit involving the installation and modification of curb ramps and pedestrian signals on the state transportation system. Funding is budgeted annually and is a priority for ODOT to complete. The funding usually is programmed in non-MPO, statewide revenue buckets in the STIP. As design or implementation upgrades are identified, funding is transferred from the ADA revenue buckets to the new projects being programmed in the MTIP and STIP. The new projects do not “bump” or take funding from other ODOT projects. MTIP/STIP Programming normally occurs via quarterly funding approvals from the OTC.

The Five New ADA Projects:

Project Number: 1	Key Number: 23957	Status: New Project
Project Name:	Portland Metro Area ADA Curb Ramp Design, Phase 1	
Lead Agency:	ODOT	
Description:	Design for future construction of curb ramps including push buttons along various segments of I-205 from MP 10-25, I-5 MPs 282-293, OR8 MPs 0-17.48, OR10 MPs -5.19-15.95, OR43 MPs 0-11.55; OR99E MPs -6.09-22.89, OR99W MPs 8-15, OR141 MPs 2.6-12.95, OR210 MPs 8-9.51, OR211 MPs 11-13, OR212 MPs 1-7, OR213 MPs .14-9.4, OR217 MPs 0-7.75, OR219 MPs 0-2, OR224 MPs -.01-22, OR281 MPs .4-1.17, US26 MPs .11-25, US30 MPs 1.97-64.42-64.52 and US30BY MPs .56-14.52 through the cities of Portland, Beaverton, Canby, Durham, Gladstone, Gresham, Hillsboro, Lake Oswego, Milwaukie, Molalla, Oregon City, Sandy, Sherwood, Tigard, Tualatin & West Linn to comply with Americans with Disabilities Act (ADA) standards.	
Funding Summary:	Funding is all state Grant Anticipation Revenue Vehicle (GARVEE) bonds. A total of \$17,528,082 of GARVEE bond funding is being added to the PE phase.	
Added Notes:	The formal amendment adds only the PE phase to the MTIP. Implementation projects will be added later as separate projects based on the design results.	

Project Number: 2	Key Number: 23905	Status: New Project
Project Name:	Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 7	
Lead Agency:	ODOT	
Description:	Construct curb ramps along various segments of I-5 MPs 289.56-293.61, I-84 MPs 1.07-6.80, I-205 MPs 14.43-20.02, OR8 MPs .30-2.65, OR10 MPs 1.31-2.41, OR99W MP 15.07, OR141 MPs 4.25-12.63, OR211 MP 11.54, OR212 MPs -.01-5.05, OR213 MPs 7.92-9.15, OR217 MPs .62-6.74, US26 MPs .21-74.05, and US30 MPs 1.97-8.30 through the Portland metropolitan area including Hillsboro, Milwaukie, Molalla, North Plains, Sandy, Sherwood, Tigard, Tualatin, and Wilsonville to comply with Americans with Disabilities Act (ADA) standards.	
Funding Summary:	Funding is all state GARVEE bonds. A total of \$14,500,000 of GARVEE bond funding is being added to the Utility Relocation (UR) and Construction (CN) phases.	
Added Notes:	The formal amendment adds the UR and construction implementation phases to the MTIP. PE/design was completed earlier through the ADA project in Key 22978. See Attachment 2 for the approved site location list.	

Project Number: 3	Key Number: 23906	Status: New Project
Project Name:	Portland Metro Area ADA Curb Ramp Design, Phase 8	
Lead Agency:	ODOT	
Description:	Construct curb ramps along various segments of I-5 MPs 290.32-308.27, I-84 MPs .49-2.56 , OR43 MPs .08-2.72, US26 MP .01 & MPs 57.29-72.23, OR8 MPs .48-.76, OR10 MPs .76-1.71, I-405 MPs 1.05-2.83, I-205 MPs 3.25-25.50-, OR213 MPs 8.83-9.23, OR99E MPs -6.03--3.99, US30 MPs 1.77-7.32, OR99 MP 2.62, US30BY MPs .13-.56, OR22 MP 12.55, OR37 MP.11-4.90, OR51 MP 5.73 and OR212 MP 5.05 through the Portland metropolitan area including Tualatin, Beaverton, North Plains, Hillsboro, West Linn, Wilsonville, and Tigard to comply with Americans with Disabilities Act (ADA) standards.	
Funding Summary:	Funding is all state GARVEE bonds. A total of \$14,800,000 of GARVEE bond funding is being added to the ROW, UR, and construction phases.	
Added Notes:	The formal amendment adds implementation phases (ROW, UR, and construction) to the MTIP. PE/design was completed earlier through the ADA project in Key 22978. See Attachment 3 for the approved site location list.	

Project Number: 4	Key Number: 23907	Status: New Project
Project Name:	Portland Metro Area ADA Curb Ramp Design, Phase 9	
Lead Agency:	ODOT	
Description:	Construct curb ramps along various segments of US26 mile points 1.30- 5.77, OR99E mile points 2.73-19.35 and US30 at mile point 10.83 through the Portland metropolitan area including Canby, Gladstone, Oregon City & Milwaukie to comply with Americans with Disabilities Act (ADA) standards.	
Funding Summary:	Funding is all state GARVEE bonds. A total of \$12,700,000 of GARVEE bond funding is being added to the ROW, UR, and construction phases.	
Added Notes:	The formal amendment adds implementation phases (ROW, UR, and construction) to the MTIP. PE/design was completed earlier through the ADA project in Key 22978. See Attachment 4 for the approved site location list.	

Project Number: 5	Key Number: 23908	Status: New Project
Project Name:	Portland Metro Area ADA Curb Ramp Design, Phase 10	
Lead Agency:	ODOT	
Description:	Construct curb ramps along various segments of I-5 at mile point 298.86, OR43 at mile points .15-9.73 & OR99W at mile points 2.05-15.95 through the Portland metropolitan area including Lake Oswego, West Linn, Sherwood, Tigard & Tualatin to comply with Americans with Disabilities Act (ADA) standards.	

Funding Summary:	Funding is all state GARVEE bonds. A total of \$12,700,000 of GARVEE bond funding is being added to the ROW, UR, and construction phases.
Added Notes:	The formal amendment adds implementation phases (ROW, UR, and construction) to the MTIP. PE/design was completed earlier through the ADA project in Key 22978. See Attachment 5 for the approved site location list.

Category: New OPRD Recreational Trails Program Awarded Projects:

The Recreational Trails Program is a federally funded grant program administered by the Oregon Parks and Recreation Department. Since 1993, Oregon has funded over 500 projects with Recreational Trails Program funds to develop, improve, or expand motorized and non-motorized trails and their facilities.

Eligible applicants include local, state, federal, Tribal, and other governments. Non-profits registered with the Oregon Secretary of State for at least three years prior to application may also be eligible to apply. Eligible projects include:

- Construction of new trails.
- Major rehabilitation of existing trails.
- Development or improvement of trailhead or other support facilities.
- Acquisition of land or easements for the purpose of trail development.
- Safety and education projects.

Eligible trail types include motorized (OHV, snowmobile), non-motorized (hiker, biker, equestrian), and water trails. The Oregon Parks and Recreation Commission approved two new Recreational Trails Program projects in Region 1 that require MTIP and STIP programming. The projects are not regionally significant or required to be included in the constrained 2023 Regional Transportation Plan (RTP). However, the federal fund obligation process requires programming verification in the MTIP and STIP to complete the fund obligation process in the Federal Highway Administration (FHWA) Financial Management Information System (FMIS).

The Two New Recreational Trails Program Awarded Projects:

Project Number: 6	Key Number: 23887	Status: New Project
Project Name:	Marshall Park Trail Project	
Lead Agency:	Oregon Parks and Recreation Department (OPRD)	
Description:	Construct a trail connection from Tryon Creek State Natural Area to Marshall Park.	
Funding Summary:	Funding is Recreational Trails Program awarded federal funding totaling \$150,000. A 20% minimum match is required. OPRD is providing the match and a significant overmatch of \$617,878. The total programming amount is \$805,375.	
Added Notes:	The formal amendment adds the project approved by the Oregon State Parks and Recreation Commission on April 23, 2025. See Attachment 6 for additional details.	

Project Number: 7	Key Number: 23884	Status: New Project
Project Name:	Cook Park Accessible Dock Project - Phase 2	
Lead Agency:	Tigard	
Description:	Development of accessible boating facilities at Cook Park on the Tualatin River Water Trail	
Funding Summary:	Funding is Recreational Trails Program federal funding totaling \$150,000. A 20% minimum match is required. Tigard is providing the match and a significant overmatch of \$692,500. The total programming amount is \$880,000.	
Added Notes:	The formal amendment adds the project approved by the Oregon State Parks and Recreation Commission on April 23, 2025. See Attachment 6 for additional details.	

Category: Three Additional New Projects:

The September 2025 (FFY 2026) MTIP Formal Amendment contains three added new projects awarded from miscellaneous sources. The first project adds the Preliminary Engineering (PE) phase from savings from other ODOT Preservation program projects. The second is a new Oregon Community Paths (OCP) project. The third is a new Emergency Relief (ER) funded project. Summary details about the three new projects are listed below.

Project Number: 8	Key Number: 23914	Status: New Project
Project Name:	OR224: SE 37th Ave to SE Rusk Road	
Lead Agency:	ODOT	
Description:	Resurface the pavement to repair cracking, rutting, wear and to restore ride and service life.	
Funding Summary:	Only the PE phase for this new project is being added now. Funding is \$1,435,680 of ODOT allocated federal Surface Transportation Block Grant funds. With the required 10.27% match, the total PE programming is \$1,600,000.	
Added Notes:	The funding originates from savings from ODOT Preservation program projects. The OTC approved the amendment on July 24, 2025.	

Project Number: 9	Key Number: 23960	Status: New Project
Project Name:	Red Rock Creek Trail Railroad Crossing Bridge	
Lead Agency:	Tigard	
Description:	Design a pedestrian and bicycle bridge over the Portland & Western Railroad line and switching yard, TriMet WES line, and adjacent Wall Street as critical segment of the Red Rock Creek Trail and the Tigard/Lake Oswego Regional Trail. The Project will complete design only through design acceptance. Located at the mid-point of the one-mile distance between Hall Blvd and Bonita Road, the completed project would provide equitable access to high need locations within Tigard Town Center.	

Funding Summary:	Only the PE phase for this new project is being added now. The Oregon Community Paths Program award is \$1,803,303 of federal transportation funds. With the required 10.27% match, the PE phase total programming is \$2,110,000.
Added Notes:	The project received an Oregon Community Paths grant award for the PE phase. The OTC approved the amendment on July 24, 2025.

Project Number: 10	Key Number: 24611	Status: New Project
Project Name:	Kaiser Road Over Abbey Creek Embankment Repair	
Lead Agency:	Multnomah County	
Description:	Embankment repair of the east side of NW Kaiser Road at Abbey Creek.	
Funding Summary:	The project contains federal Emergency Relief (ER) funds to be obligated during early FFY 2026. The federal ER funds total \$511,461. With the required 10.27% local match the project's total programming is \$570,000.	
Added Notes:	This ER funded has been designated a "permanent" upgrade, requiring MTIP and STIP programming. (note: ER funded projects classified as a "temporary" repair do not require MTIP/STIP programming.)	

Category: Amending Existing MTIP/STIP Programmed Project:

The formal amendment includes one existing programmed project which requires a funding increase as shown below.

Project Number: 11	Key Number: 22075	Status: Existing Project
Project Name:	Columbia Bottomlands Mitigation/Conservation Bank	
Lead Agency:	ODOT	
Description:	Develop a long-term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species practicable.	
Funding Summary:	The project is 100% state funded. The amendment increases PE and the construction phases. The ROW phase is decreased with the savings passed on to the construction phase. A total of \$2,105,000 is being added to the project. The revised project programming increases from \$3,887,547 to \$5,992,547. The increase exceeds the administrative threshold for cost increases which triggers the need for a formal amendment. The OTC approved the amendment on July 24, 2025.	
Added Notes:	The cost increase is due to early programming based on preliminary cost estimates. This amendment addresses revised cost estimates based on the latest design review	

Category: Existing Project Cancellation from the MTIP/STIP:

This amendment cancels one project from continued programming in the MTIP and STIP. The SMART project in Key 23156 is a programming cancelation and does not impact the funding or delivery.

Project Number: 12	Key Number: 23156	Status: Canceled Project
Project Name:	SMART Yard Expansion Capital Project (2025)	
Lead Agency:	SMART	
Description:	Bus facility expansion including electric charging infrastructure, additional paved area, and security gate improvements.	
Funding Summary:	The project removes the Statewide Transportation Improvement Funds (STIF) of \$5,000,000 from the MTIP and STIP. The project is not being canceled. Only the programming in the MTIP and STIP is eliminated.	
Added Notes:	The Statewide Transportation Improvement Fund (STIF) program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. STIF funding supports access to jobs, improved mobility, congestion relief, and reductions in greenhouse gas emission across Oregon. STIF fund allocations to transit agencies normally occur via two mechanisms: First, eligible transit agencies may receive a direct allocation. The direct allocation colors the STIF as local funds and are programmed this way if needed in the MTIP/STIP. The second way is through a discretionary award from ODOT. If the transit agency receives the STIF award this way, then the project requires MTIP/STIP programming. The STIF funds for this project were initially identified under the discretionary category and MTIP/STIP programming was completed as part of the 2025-27 MTIP/STIP Update Subsequent to initial project programming, ODOT determined the STIF funds were a direct allocation and not discretionary. A review of the project scope revealed that it is not regionally significant. With no required approvals or impacts to the transportation modeling network, ODOT and Metro agreed that project removal from the MTIP/STIP can occur without any negative impacts. SMART will retain the STIF funds and will complete the transit facility upgrades. The project is not being canceled. Only project programming removal from the MTIP and STIP is occurring.	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and its requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure that the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the September 2025 (FFY 2026) Formal MTIP amendment (SP26-01-SEP) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a project is a capacity enhancing project, identify it in the approved Metro modeling network and include it in the transportation demand modeling for performance analysis.
- Support RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully completes the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	August 29, 2025
• Initiate the required public notification/comment process.....	September 2, 2025
• TPAC approval recommendation to JPACT (Completed).....	September 5, 2025
• JPACT approval and recommendation to Council.....	September 18, 2025
• Completion of public notification/comment process.....	October 1, 2025
• Metro Council approval.....	October 2, 2025

Notes:

- * The above dates are estimates. Metro Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

The timeline below is an estimation only and assumes no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	October 8, 2025
• USDOT clarification and final amendment approval.....	Early to mid-November 2025

ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** None known at this time. The 30-day public comment period closes on October 1, 2025.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.

4. **Metro Budget Impacts:** There are no impacts to the Metro budget. None of the new or amended projects contain Metro approved funding.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5519 on September 18, 2025 and Metro Council's final approval is now requested to enable all required MTIP programming actions for the twelve projects.

Attachments:

- Attachment 1: OTC July 2025 ADA Staff Report Letter
- Attachment 2: Key 23905 Approved Location List
- Attachment 3: Key 23906 Approved Site Locations
- Attachment 4: Key 23907 Site Locations
- Attachment 5: Key 23908 Approved Site List
- Attachment 6: OPRD Commission Recreational Trails Program Award Summary