

Memo

Date: February 6, 2026
 To: JPACT, Metro Council, and Interested Parties
 From: Gabriela Lopez, Senior Transportation Planner
**Subject: Public Comment Period Summary
 March FFY 2026 MTIP Formal Amendment (FFY26-NO.4-MAR)**

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

- Adds the Regional Travel Options (RTO) program (FFY 2026) project
- Amends the Regional Travel Options (RTO) program (FFY 2025-27) project
- Amends the Safe Routes to School program (FFY 2025-27) project
- Amends the OR99E Clackamas River (McLoughlin) Bridge project
- Amends the Oregon City Quiet Zone project
- Amends the North Dakota Street: Fanno Creek Bridge project
- Cancels the Red Rock Creek Trail Railroad Crossing Bridge project

Public Comment Period Notice and Invitation to Participate

Between January 6, 2026 and February 5, 2026, residents of the Portland metropolitan area were invited to provide comment on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website: <https://www.oregonmetro.gov/opportunities/public-notice-opportunity-comment-pending-amendment-metropolitan-transportation>

Comments were accepted via email to summer.blackhorse@oregonmetro.gov. During this comment period, Metro received one email comment. Table 1 includes a summary of the comment received and a copy of the email and attachment are included in the pages that follow.

Table 1: Summary of Comments received between January 6, 2026 and February 5, 2026

Comments received during the Public Comment Period				
Num	Date	Name	Comment Type	Brief Summary of Comments
1	02/01/2026	Tracy Farwell	Email with attachment included	Concerns about the existing conditions of transportation infrastructure in regions West of the Willamette and impacts to potential seismic activity.

Attachments:

1. Tracy Farwell Email 02/01/2026
 - a. 'Inviting Metro' attachment

From: [Tracy Farwell](#)
To: [Summer Blackhorse](#)
Subject: Re: [External sender]Fwd: Oregon Metro - Transportation - Not Working
Date: Monday, February 2, 2026 4:25:55 PM
Attachments: [Inviting Metro.pdf](#)

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Ms. Summer,

The body of our commentary to Metro consists of this pdf file “Inviting Metro” that we noticed is not included in your acknowledgment. Please acknowledge its actual receipt and intended disposition. Thanks. T

On Feb 2, 2026, at 12:34 PM, Summer Blackhorse
<Summer.Blackhorse@oregonmetro.gov> wrote:

Thank you, Tracy.

Best,

Summer Blackhorse, *(she/they)*
Program Assistant III

Support for Jean Senechal-Biggs, Manager, Resource Development

- *Metropolitan Transportation Improvement Program*
- *TransPort, Transportation System Management & Operations*
- *Regional Travel Options*
- *Get There, Portland Metro Regional Network Administrator*

From: Tracy Farwell <tracy@better-energy-LLC.com>
Sent: Monday, February 2, 2026 12:29 PM
To: Summer Blackhorse <Summer.Blackhorse@oregonmetro.gov>
Subject: [External sender]Fwd: Oregon Metro - Transportation - Not Working

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello Ms. Blackhorse,

Please acknowledge the attached public correspondence as public comment to the Metropolitan Transport Improvement plan, due in before 5 February 2026. Many thanks, T

Begin forwarded message:

From: Tracy Farwell <tracy@better-energy-llc.com>
Subject: Oregon Metro - Transportation - Not Working
Date: February 1, 2026 at 10:33:35 PM PST
To: Duncan Hwang <duncan.hwang@oregonmetro.gov>
Cc: Jennifer O'Connor <jennyzlinn@gmail.com>, Nancy Hiser <Nancyhiser@comcast.net>

TO Councilor Duncan Hwang, District 6

FROM Tracy Farwell, District 6, 97206. NOTE Not "Falwell," Hello?

RE Metro Council Priority Agenda, 20 Jan 2026

Have you noticed? The **Metro Engagement Committee** has not convened in 4 years. What can we expect, trying to contact your office to improve the poor performance that the MPO Council has committed to, already in 2026. The Council is already blaming the Governor's Transportation Agency for doing nothing, so you can't call it a Council priority.

Enclosed lease find our pleading to get serious about

Transportation insecurity for wide regions West of the Willamette, an area encompassed within 5 of your 6 Districts. Here's a challenge: **who among your 1,000 FTE's can disprove ANY fact finding reported to the Council here.**

When can we expect a responsive reply from your office?

Best regards,

Tracy Farwell, Sustainability Desk

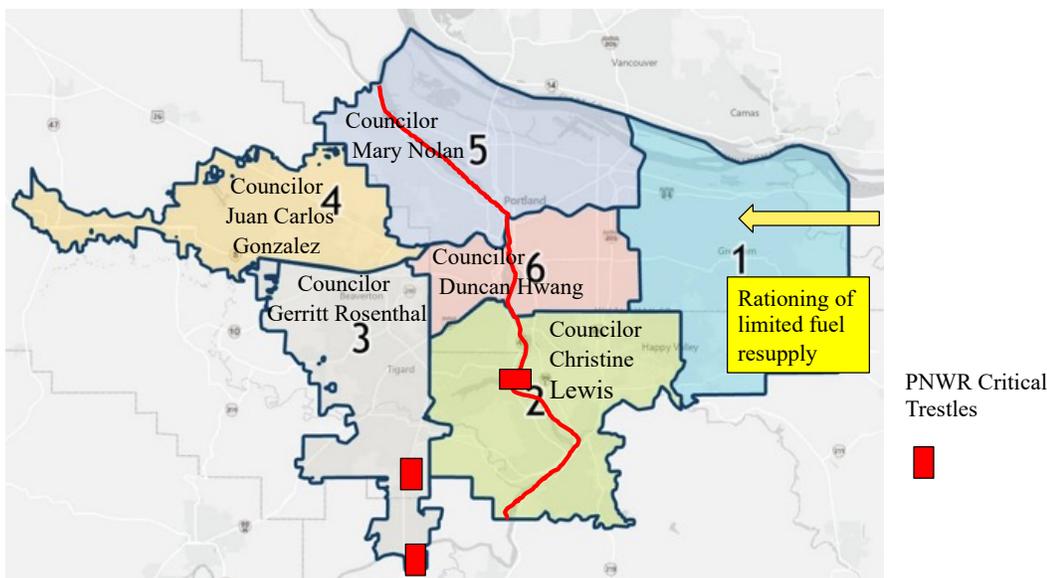
[Better Energy LLC](#)

Inviting Oregon Metro to Secure Safe Public Infrastructure in Time

Oregon Metro is chartered as a State MPO. All Metro electeds represent the West of the Willamette except one – District 1. Metro Charter: Sec 6(3) Assigned function: metropolitan aspects of natural disaster planning and response coordination.

With the return of the next 43rd Cascadia M8 megathrust catastrophe, there is no evidence that communities west of the Willamette are survivable for a 3-year recovery:

- Willamette River crossings fail: Portland and Western Rail trestles (3ea), all Portland road bridges fail except Tillicum and Sellwood, and the neglected Willamette Crossing Water Main fails
- No fuel for emergency infrastructure recovery for years – CEI Hub collapse, no resupply from failed BP pipeline from Puget Sound failed refineries, no refineries in Oregon



We think Metro knows about the MultCo CEI Hub Risk Report, February 2022.

<https://multco.us/info/cei-hub-seismic-risk-analysis>

We see no acknowledgment of this catastrophic risk impacting the transportation system anywhere on the Metro website.

What Portland is doing: Reduce toxic flammable volume stored

What DEQ is doing: assessing Hub Operator commitments for vulnerability reductions

What Metro does not know:

Washington County is served by three critical Portland and Western Rail (PNWR) trestles

- Seismically obsolete, no plans to replace
- PNWR rail trestles are failing today even with no seismic excuses

Which Councilor has taken the lead to save Washington County and Coast communities from inevitable economic collapse and public panic due to river crossing isolation? What is the plan to transition the

West Counties from commodity fuel dependency to durable electricity grid, in time? Who advises Metro on best geological science and actuarial math? The chance of Puget Sound petroleum infrastructure collapse is 89% next year, using USGS math.

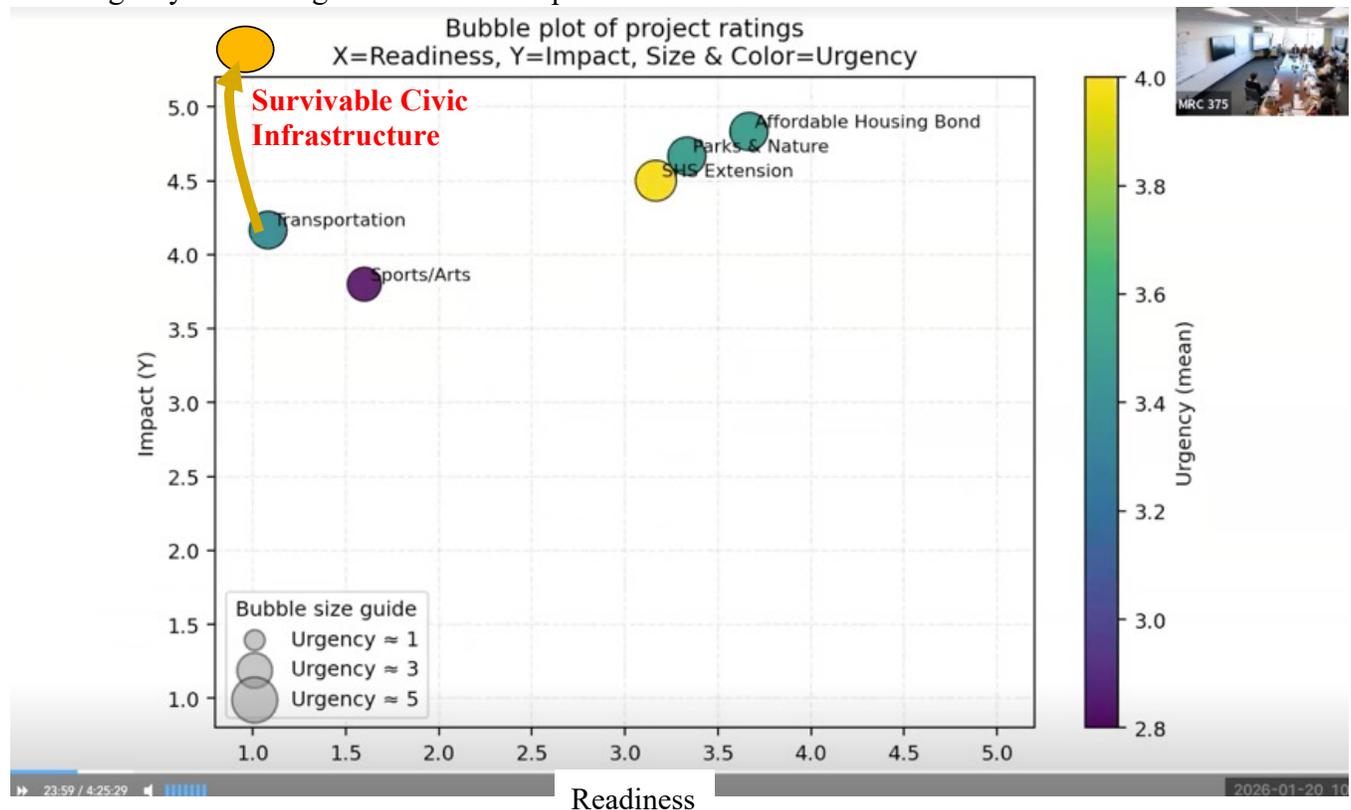
Which Metro Commissions, Boards, and Committees have science-informed proven answers, including funded studies and infrastructure projects currently underway?

Our failed testimony defending West Counties, from 2025.

<https://olis.oregonlegislature.gov/liz/2025R1/Downloads/PublicTestimonyDocument/144586>

Metro needs to migrate the Transportation priority into a meaningful plan to establish durable transport infrastructure for Washington County and adjacent counties:

1. Rebuilt rail trestles
2. Near-term alternative fuel infrastructure limiting reliance on commodity fuel logistics: hydro, wind, solar, geothermal
3. Emergency restart of the Willamette Crossing Water Main Project
4. Emergency restart of the Burnside Bridge Replacement Project
5. Emergency fuel storage at Hillsboro Airport



Barriers needing Federal Priority with little chance of success

2021 DeFazio IJA infrastructure appropriations illegally impounded (EO 14154)

2022 Wyden IRA infrastructure appropriations illegally impounded (EO 14154)

DHS CISA Infrastructure funding diverted to DHS ICE CBP immigration details



2 February 2026

Multiple demands on ODOT funding, none related to Washington County Survivable Civic Infrastructure

No infrastructure funding for CEI Hub relocations

No infrastructure funding for replacement of the failing BP Olympic Pipeline to Oregon

No vulnerability assessment of any Puget Sound refinery

Current excess production capacity for Midwest refineries is only 5%

All Oregon and Washington emergency response planning is predicated on after-the-fact actions, nothing for durable infrastructure investments (except PDX runway and fuel tank projects)

Public due diligence investments intercepted by counter-democratic executive mandates that leave blue states double-parked

ATTACHMENT

Obsolete Portland and Western Rail (PNWR) trestles serve all of Washington County. Failing trestles are guaranteed during any Cascadia seismic return. During the Cascadia megathrust scenario there is a prohibitive statewide shortage of fuel preventing the immediate repair of infrastructure. These PNWR rail collapses are happening today, without a seismic excuse:

January 2026, Olalla Slough

In Toledo, Oregon, 4 locomotives are stranded on a trestle that failed before or during a derailment. Early video with commentary, Jan 21 (7idea). Having fuel for reconstruction is a fortuitous luxury now, not happening on Cascadia Day 1.

<https://www.youtube.com/watch?v=ulIOJkvQiwE>

Oregonian video with a sound track (mutable)

<https://www.youtube.com/watch?v=aBtkR44pULk>

Update January 25, 2026

<https://www.youtube.com/watch?v=1I7RDjwsdT0>

Update January 30, 2026. Only takes a week if you have access to infinite fuel supply on demand, for a fleet of heavy equipment

<https://www.youtube.com/watch?v=wPHh5yHxkfU>

January 2025, Mary's River, Corvallis

<https://www.youtube.com/watch?v=SuxcQOOOnNbQ>