

IN CONSIDERATION OF RESOLUTION NO. 26-5562, FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING SEVEN PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

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Date: February 17, 2026  
Department: Planning, Development and Research  
Meeting Date: March 5, 2026

Prepared by: Gabriela Lopez, Planning, Development and Research  
Presenter: N/A  
Length: N/A (Consent Agenda)

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**ISSUE STATEMENT**

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

Resolution No. 26-5562 authorizes the proposed MTIP Formal Amendment.

**ACTION REQUESTED**

Adopt Resolution 26-5562 to add, amend, or cancel seven projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

**IDENTIFIED POLICY OUTCOMES**

Advancement of the 2023 Regional Transportation Plan (RTP) investment priorities of equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy.

**POLICY QUESTION(S)**

- Should the Metro Council approve the resolution to move forward with proposed MTIP project amendments as recommended by JPACT?

**POLICY OPTIONS FOR COUNCIL TO CONSIDER**

The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider recommending approval of Resolution 26-5562 to the Metro Council on February 19, 2026.

Should JPACT recommend approval, the Metro Council will consider adopting Resolution 26-5562 at its meeting on March 5, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the seven projects in the March FFY 2026 Formal Amendment.
- If the Metro Council does not adopt the resolution, the required programming actions will not be completed, the projects will not move forward with next steps, and the amendment will return to JPACT for further consideration.

## **STAFF RECOMMENDATIONS**

Metro staff recommend approval of Resolution 26-5562.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

1. **Metro's Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met.

2. **Metro's racial equity and climate action goals:**

While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located. The Regional Travel Options (RTO) program projects included in the proposed amendment, implement strategies to help diversify trip choices that reduce pollution and improve mobility.

3. **Known Opposition/Support/Community Feedback:** The agencies leading the projects included in this amendment support the proposed programming changes.

Metro conducted a 30-day public comment period, which closed on February 5, 2026. During this comment period, Metro received one comment. Detailed information can be found in the Public Comment Period Summary, attached as Exhibit B.

4. **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.
5. **Anticipated Effects:** Enables the projects to be added or amended in the MTIP and STIP. Fund obligation and expenditure actions can then occur to meet federal delivery requirements.
6. **Financial Implications:** The proposed amendment includes three projects that are part of Metro’s budget: Regional Travel Options (RTO) program (FFY 2026), Regional Travel Options (RTO) program (FFY 2025-27), and Safe Routes to School program (FFY 2025-27). The proposed amendment does not change the total available funds in the Metro budget. The amendment creates a new project to obligate funding identified for FFY 2026 made available through the transfer of the funds from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA), by a process known as a ‘flex transfer.’

**BACKGROUND**

The 2024-2027 MTIP is a program implementation tool. It includes an investment profile and performance analysis of the progress expected toward the 2023 RTP’s regionally significant transportation investments. The MTIP must accurately maintain project information throughout the life of a project, from initial award/allocation to funding obligation and through all phases of project delivery. If a change emerges to a project’s scope, schedule or budget, the MTIP may need to be amended to reflect the change. As new federally funded and regionally significant projects emerge and are funded, the MTIP is amended to include the projects.

**Add New MTIP/STIP Projects:**

Project Number: 1	<b>Key Number: TBD</b>	<b>Status: New Project</b>
Project Name:	<b>Regional Travel Options (RTO) program (FFY 2026)</b>	
Lead Agency:	Metro	
Description:	RTO implements strategies to help residents choose travel options that reduce pollution and improve mobility plus supports youth to safely access schools through walking, biking, and transit (SFY 2026 UPWP RFFA Step 1/FFY 2025 allocation year)	
Funding Summary:	The new project will be programmed with \$3,699,713 of STBG-Urban federal funds with a local match of \$423,448 in FFY 2026.	
Added Notes:	The formal amendment adds the project with existing programmed funds from Key 23215 - Regional Travel Options (RTO) program (FFY 2025-27) and Key 23218 - Safe Routes to School program (FFY 2025-27)	

**Amend Existing MTIP/STIP Programmed Projects:**

Project Number: 2	<b>Key Number: 23215</b>	<b>Status: Existing Project</b>
Project Name:	<b>Regional Travel Options (RTO) program (FFY 2025-27)</b>	
Lead Agency:	Metro	
Description:	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	
Funding Summary:	The project is currently programmed with \$6,298,455 of STBG-Urban funds with a local match of \$720,886 in FFY 2027.	
Added Notes:	The formal amendment reduces STBG-Urban federal funds to \$3,195,768 with a local match of \$365,770 in FFY 2027. Funding will be moved to the proposed Regional Travel Options (RTO) program (FFY 2026) project.	

Project Number: 3	<b>Key Number: 23218</b>	<b>Status: Existing Project</b>
Project Name:	<b>Safe Routes to School program (FFY 2025-27)</b>	
Lead Agency:	Metro	
Description:	Promotes through planning funding and outreach activities the ability for youth to safely affordably and efficiently access school by walking biking and transit.	
Funding Summary:	The project is currently programmed with \$1,211,963 of STBG-Urban federal funds with a local match of \$138,715 in FFY 2027.	
Added Notes:	The formal amendment reduces STBG-Urban federal funds to \$614,937 with a local match of \$70,383 in FFY 2027. Funding will be moved to the proposed Regional Travel Options (RTO) program (FFY 2026) project.	

Project Number: 4	<b>Key Number: 20472</b>	<b>Status: Existing Project</b>
Project Name:	<b>OR99E Clackamas River (McLoughlin) Bridge</b>	
Lead Agency:	Oregon DOT	
Description:	Design for a future project to repaint the bridge. The paint is required to protect this steel structure from corrosion.	
Funding Summary:	The project is currently programmed with \$1,120,727 of National Highway Performance (NHPP) federal funds with a local match of \$128,272.	
Added Notes:	The formal amendment adds \$361,612 of STBG – Flex federal funds with \$41,388 of state match to PE phase and adds \$358,920 of NHPP federal funds with \$41,080 of state match to ROW phase	

<b>Project Number: 5</b>	<b>Key Number: 23491</b>	<b>Status: Existing Project</b>
Project Name:	<b>Oregon City Quiet Zone</b>	
Lead Agency:	Oregon City	
Description:	Establish a railroad quiet zone in historic downtown Oregon City to foster prosperous economic transformation, support housing and business development, grow the Oregon City Regional Center, and advance the Willamette Falls legacy project.	
Funding Summary:	The project is currently programmed with \$2,192,104 of Highway Improvement Program (HIP) FFY 2022 Congressionally directed funds with a local match of \$250,896, and \$187,859 of local overmatch funds.	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Adds \$50,000 of local overmatch funds to PE phase</li> <li>• Decreases local overmatch funds from RW phase from \$45,132 to \$23,273</li> <li>• Decreases HIP FFY 2022 Congressionally directed funds from CN phase from \$769,231 with local match of \$88,042 to \$577,127 with local match of \$66,055. This is a technical correction to ensure consistency with the STIP, the federal award for this project is not being reduced.</li> <li>• Adds \$ 1,902,106 of local overmatch funds to construction phase</li> </ul>	

<b>Project Number: 6</b>	<b>Key Number: 20488</b>	<b>Status: Existing Project</b>
Project Name:	<b>North Dakota Street: Fanno Creek Bridge</b>	
Lead Agency:	Tigard	
Description:	Construct a new single span bridge on the same alignment because the existing bridge is failing. Raise the vertical grade line to improve site distance approaching the railroad crossing.	
Funding Summary:	The project is currently programmed with \$3,514,679 of STBG-Flex federal funds with a local match of \$402,271, and \$2,459,891 of local overmatch funds.	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Adds \$1,209,063 of local funds to PE phase</li> <li>• Adds \$1,181,843 of local funds to RW phase</li> <li>• Moves CN phase to FFY 2028 and adds \$10,581,064 of local funds, and \$8,000,000 of STBG-Urban federal funds awarded through Metro's 2028-30 Regional Flexible Funding Allocation Step 2 competitive grant process with local match of \$915,636</li> </ul>	

**Cancel Existing MTIP/STIP Programmed Projects:**

Project Number: 7	<b>Key Number: 23960</b>	<b>Status: Existing Project</b>
Project Name:	<b>Red Rock Creek Trail Railroad Crossing Bridge</b>	
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 only through design acceptance. Located at the mid-point of the one-mile distance between Hall Blvd and Bonita Road, completed project would provide equitable access to high need locations within Tigard Town Center.	
Funding Summary:	The project is currently programmed with \$1,893,303 of TAP- Flex federal funds with a local match of \$216,697 in FFY 2026. Funding was awarded by the Oregon Community Paths program	
Added Notes:	The September 2025 (FFY 2026) MTIP formal amendment added the OCP funding award to the MTIP. The proposed formal amendment cancels the project from the MTIP and STIP at the request of the City of Tigard due to lack of funding. Funds programmed will be returned to region 6 pooled fund project K23341.	

**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. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

**PROPOSED PROCESSING AND APPROVAL ACTIONS:**

- | <u>Action</u>  | <u>Target Date</u>   |
|--|----------------------|
| • TPAC agenda mailing.....                                       | January 1, 2026      |
| • Initiate the required public notification/comment process..... | January 6, 2026      |
| • TPAC action .....  | January 9, 2026      |
| • Completion of public notification/comment process.....         | February 5, 2026     |
| • JPACT action .....   | February 19, 2026    |
| • <b>Metro Council action.....</b>                               | <b>March 5, 2026</b> |
| • Final amendment package submission to ODOT & USDOT.....        | Mid March 2026       |
| • USDOT clarification and final amendment approval.....          | Early May 2026       |

Notes: The above dates are anticipated and could change.