

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 24-5424
2024-27 MTIP TO REVISE THE ROSE)	
QUARTER IMPROVEMENT PROJECT,)	Introduced by: Chief Operating
CANCEL A PROJECT, AND ADD THREE)	Officer Marissa Madrigal in
NEW PROJECTS TO MEET FEDERAL)	concurrence with Council President
TRANSPORTATION PROJECT DELIVERY)	Lynn Peterson
REQUIREMENTS)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation’s (USDOT) MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, as set forth in detail below, the MTIP will be amended to address 5 actions; specifically, to revise the Rose Quarter Improvement Project, cancel one existing project and add a new project with funds from the canceled project, and add two additional projects; and

WHEREAS, the Oregon Department of Transportation’s (ODOT) successful effort to secure a USDOT discretionary \$450 million Reconnecting Communities and Neighborhoods/Neighborhood Access and Equity (RCN/NAE) grant will be applied to the Rose Quarter Improvement Project; and

WHEREAS, the MTIP must be amended to add updates to the Preliminary Engineering and Right-of-Way phases to the Rose Quarter Improvement Project, funded with RCN/NAE grant funds, and also enable a Utility Relocation and specialized Other

phase to be added to the project to allow the project to move closer to implementing the construction phase; and

WHEREAS, the MTIP must be amended to cancel ODOT's I-5 Over NE Hassalo St and NE Holladay St structural overlay rehabilitation project and to add a stormwater facility upgrade requirements within the Rose Quarter project limits with \$5 million transferred from the canceled project; and

WHEREAS, the MTIP must be amended to create a separate construction phase segment, I-5 Rose Quarter - Broadway to Weidler Phase 1, to be implemented in support of the overall Rose Quarter Improvement Project and funded by RCN/NAE grant funds; and

WHEREAS, the MTIP must be amended to add multiple complete street upgrades, plus enhanced access to Rose Quarter Transit Center, funded by the City of Portland's RCN/NAE grant and included in this Resolution because of the connection to the Rose Quarter project; and

WHEREAS, the programming updates to the five projects are stated in Exhibit A in more detail to this resolution; and

WHEREAS, on July 12, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution and on July 18, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the 2024-27 MTIP to add 4 projects and cancel one project as stated in more detail in Exhibit A.

ADOPTED by the Metro Council this 1st day of August 2024.



Lynn Peterson, Council President

Approved as to Form:



Nathan Sykes, Deputy Metro Attorney

Exhibit A
July #2 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JL24-11-JUL2

The July #2 Federal Fiscal Year 2024 MTIP Formal Amendment is a special bundle of projects being amended or added to the 2024-27 MTIP in support of the Rose Quarter Improvement Project. Currently, the Rose Quarter Improvement Project is programmed in a single project in Key 19071. This project is being amended by adding phases and funds. The Rose Quarter Improvement project now proposes a phased/segmented delivery format.

Two new stand-alone “child” projects are being added to the MTIP with funds committed to the construction phase. One project that falls within the Rose Quarter projects is being canceled. The funds will be used to support the stormwater facilities child project. Finally, the new Portland Broadway Main Street Connections project that began the Metro MTIP amendment process with the June 2024 Formal Amendment bundle is being assimilated into the July 2024 Rose Quarter Improvement Project bundle due to its connection to the Rose Quarter upgrades.

As a result of these actions, the Rose Quarter Improvement Project bundle under formal amendment JL24-11-JUL2 contains a total of five projects. The associated funding changes primarily result from ODOT’s successful \$450 million grant award from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the funds awarded from the Neighborhood Access and Equity (NAE) funding category (Fund type code used for reference is NAE23). The grant awarded NAE23 funds are 100% federal. There is no local match requirement. A summary of the five projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT)**: The formal amendment adds \$30 million of NAE23 grant awarded funds to the PE phase, swaps out \$30 million of HB2017 funds for NAE23 funds, adds a Utility Relocation (UR) phase with \$7,500,000 of NAE23 funds, and adds small Other phase with \$250,000 of NAE23 funds. Construction phase activities are being added as separate stand-alone child projects. Construction is proposed to be completed through a “segmented”, “phased”, or “package” delivery approach. Two of the required construction phase child projects are being added through this formal amendment. They are identified below.
- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT)**: The lead agency/applicant for the project is ODOT. The formal amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.

- **[New Project Key 23682 - I-405 and I-5 Stormwater Facilities \(ODOT\)](#)**: This new child project supports the Rose Quarter Improvement Project and will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. The \$5 million for this project is being transferred from the cancel project in Key 21219.
- **[New Project Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 \(ODOT\)](#)**: This is the second construction phase child project to the main Rose Quarter Improvement project in Key 19071. The project funding originates from the new NAE23 grant and will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages.

Note: For the new child construction phase projects, preliminary engineering is being completed through the PE phase in Key 19071.

- **[New Project Key 23646 - Broadway Main Street and Supporting Connections \(Portland\)](#)**: The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The project funding originates from Portland's successful effort to also secure a \$38 million USDOT NAE23 grant. The project is a stand-alone and separate project to the Rose Quarter Improvement Project. The project began Metro processing steps with the June 2024 MTIP Formal amendment bundle and has received TPAC approval during their June 7, 2024 meeting. However, due to the project's connection to the Rose Quarter Improvement Project, it is being assimilated into the July # 2 MTIP Formal Amendment bundle along with the other Rose Quarter Improvement Projects for an improved processing coordination through JPACT and Metro Council.

The Exhibit A Tables that follow on the next pages contain the specific project changes for the fives in the July #2 Formal MTIP Amendment Bundle., See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas. Additionally, the Portland Broadway Main Street and Supporting Connections project is being included for information and processing consistency purposes.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5424

July #2 Rose Quarter FFY 2024 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JL24-11-JUL2

Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 19071 MTIP ID 70784	ODOT	Rose Quarter Improvement	On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	<u>ADD PHASES AND FUNDING:</u> The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project.
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#2) ODOT Key # 21219 MTIP ID 71043	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)	<u>CANCEL PROJECT:</u> Cancel the project from the 2024-27 MTIP and shift the funds over to Key 23682
Category: Adding New Projects to the 2024-2027 MTIP				
(#3) ODOT Key # 23682 MTIP ID TBD <i>New Project</i>	ODOT	I-405 and I-5 Stormwater Facilities	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.	<u>ADD NEW PROJECT:</u> Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.

<p>(#4) ODOT Key # 23672 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>I-5 Rose Quarter: Broadway to Weidler Phase 1</p>	<p>Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler. The \$382 million required funding is sourced from the new ODOT awarded NAE23 grant.</p>
<p>Category: Additional Projects Included with the Rose Quarter Improvement Project Bundle (previously approved by TPAC)</p>				
<p>(#5) ODOT Key # 23646 MTIP ID TBD <i>New Project</i></p>	<p>Portland</p>	<p>Broadway Main Street and Supporting Connections</p>	<p>Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland. Note: TPAC’s approval recommendation to JPACT previously occurred during their June 7, 2024 meeting. The project will process with the July 2024 #2 Rose Quarter Formal Amendment bundle through JPACT and Metro Council.</p>

Proposed Amendment Review and Approval Steps. This amendment bundle will progress through the Metro approval process via a compressed review and approval process during June and July as follows:

Date	Action
July #2 (JL24-11-JUL2) Rose Quarter Improvement Project Formal MTIP Amendment Required Approval Actions	
Wednesday, June 12, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, July 12, 2024	July TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT
Friday, July 12, 2024	End the 30-day public comment period. Complete comments summary and provide to ODOT and JPACT for their review
Thursday, July 18,2024	July JPACT meeting. Project presentation anticipated for JPACT. JPACT will be requested to approvd the amendment resolution and provide an approval recommendation to Metro Council
Thursday, August 1, 2024	Metro Council meeting. Provide final Metro approval for the the Rose Quarter Improvement Project amendment bundle
Tuesday, August 6, 2024	Submit final Metro approved July #2 Rose Quarter Improvement project amendment bundle to ODOT and FHWA to complete final approval steps.
Late August, 2024	Final approval from FHWA estimated should occur.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD PHASES
 Update PE and add UR and Other phases

Project #1 **I-5 Rose Quarter Improvement Project**

Project Details Summary							
ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1281	

Summary of Amendment Changes Occurring:

The formal amendment adds USDOT RCN/NAE discretionary grant awarded funding to the PE and ROW phase s and adds a UR and Other to the project. The summary of changes includes the following:

- The project descriptions are updated in the MTIP and STIP based on the changes and the proposed phased/segmented construction phase upgrades.
- Budget and programming changes:
 - Preliminary Engineering (PE Phase) phase updated:
 - Fund type code adjustments based on the current funding structure for phase are occurring.
 - The amendment adds \$30,000,000 of RCN/NAE23 federal funds to complete project design.
 - The PE phase increases from \$157,391,997 to \$187,391,997
 - Right of Way (ROW) phase updated:
 - Swaps a \$30 million of HB2017 funding (identified as Advance Construction funds).
 - Splits out the Advance Construction fund type codes to reflect a\$30 million will be from the RCN/NAE 2023 grant.
 - Corrects an MTIP overprogramming error for the phase.
 - The ROW phase remains unchanged at \$41,000,000.
 - Adds a new Utility Relocation (UR) phase to pay for reimbursable utility relocations \$7,500,000 as Advance Construction NAE23 funds,
 - Adds a new Other (OT) phase to purchase ITS signs & software \$250,000 as Advance Construction NAE23 funds.

The total programmed amount for the project increases in the MTIP from \$218,091,997 to \$236,141,997. The new programmed amount does not fully program the project. The estimated to project cost is \$1.7 billion. A phased/segmented delivery approach for the construction phase is proposed to add separate stand-alone child projects with the required construction phase funding.

Project Name:	I-5 Rose Quarter Improvement Project							
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
~~On I-5 between I-84 and I-405, Proposed multi-modal improvements include: ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities.~~
On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.

MTIP Detailed Description (Internal Metro use only):
~~On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & conditioned project to add \$16,265,452 of NHFP funds)~~
On and around I-5 from MP 301.40 to MP 303.20, complete multiple system upgrades to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort. (NAE23 grant award \$450 million).

STIP Description:
~~Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.~~
The Rose Quarter investment will help reduce congestion, improve safety, and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and then/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
		System Management and Operations	
	Highway - Bridge	New Capacity - General Purpose	
		Lane Modification or Reconfiguration	
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
Highway - Other	Other Vehicle Operations		
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP Exempt	M002 MOE2	2020 2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACPO	2016		\$ 82,998,000					\$ 82,998,000
AC-NAE23	ACPO	2016		\$ 30,000,000					\$ 30,000,000
NHPP	Z001	2016		\$ 1,844,400					\$ 1,844,400
NHFP	Z460	2016		\$ 15,000,000					\$ 15,000,000
ADVCON	ACPO	2020			\$ 55,977,540				\$ -
AC-HB2017	ACPO	2020			\$ 10,072,002				\$ 10,072,002
AC-NAE23	ACPO	2020			\$ 30,000,000				\$ 30,000,000
AC-NAE23	ACPO	2025				\$ 7,500,000			\$ 7,500,000
AC-NAE23	ACPO	2025						\$ 250,000	\$ 250,000
Federal Totals:			\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902

Note: The AC-NAE23 fund type code represents an expected conversion code from the USDOT RCN/NAE 2023 discretionary award. The funds are 100% federal.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2020 2016		\$ 321,045					\$ 321,045
ADVCON (state)	ACP0	2016		\$ 130,000,000					\$ -
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ 7,002,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
NHPP (State)	Y001	2016		\$ 40,000,000					\$ 40,000,000
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACP0)	Match	2020			\$ 4,722,460				\$ -
State (HB2017)	Match	2020			\$ 927,998				
State Totals:			\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 49,744,097

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2016		\$ 4,000,000					\$ 4,000,000
									\$ -
Local Totals:			\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 157,391,997	\$ 60,700,000	\$ -	\$ -	\$ -	\$ 218,091,997
Amended Programming Totals	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997
Total Estimated Project Cost:							\$ 1,700,000,000
Total Cost in Year of Expenditure:							\$ 1,700,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Construction phase segments will be programmed as separate child projects					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 30,000,000	\$ (19,700,000)	\$ 7,500,000	\$ -	\$ 250,000	\$ 18,050,000
Phase Change Percent:	0.0%	19.1%	-32.5%	100.0%	0.0%	100.0%	8.3%
Amended Phase Matching Funds:	\$ -	\$ 8,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 9,672,095
Amended Phase Matching Percent:	N/A	17.26%	8.44%	0.00%	N/A	0.00%	4.96%

Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA National Highway Freight Prg
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 170,535,900	\$ 12,856,097	\$ 4,000,000	\$ 187,391,997	
HB2017 Discretionary	ROW	\$ 10,072,002	\$ 927,998	\$ -	\$ 11,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Assumed part of the NAE grant
Phase Totals:		\$ 40,072,002	\$ 927,998	\$ -	\$ 41,000,000	
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	
					\$ -	
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 250,000	\$ -	\$ -	\$ 250,000	
Program Totals All Phases					Total	
ODOT Enhance					\$ 1,626,545	
ODOT Region 1 Fix-It Program					\$ 2,000,000	
ODOT Statewide Fix-it Program					\$ 1,000,000	
HB2017 Discretionary					\$ 141,000,000	
Local contributions					\$ 4,000,000	
ODOT Region 1					\$ 2,500,000	
SW Natl Hwy Freight (NHFP)					\$ 16,265,452	
USDOT Grants 2023					\$ 67,750,000	Total grant award = \$450 million
Total:					\$ 236,141,997	TPC estimate = \$1.7 Billion

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902
State	\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 50,672,095
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	71.3%	97.7%	0.0%	0.0%	100.0%	76.8%
State	0.0%	26.5%	2.3%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	100.0%	100.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	56.6%	17.0%	3.2%	0.0%	0.1%	76.8%
State	0.0%	21.1%	0.4%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	79.4%	17.4%	3.2%	0.0%	0.1%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 187,391,997	\$ 41,000,000				Aid ID
Federal Funds Obligated:		\$ 133,647,900	\$ 30,000,000				
EA Number:		PE002591	R9470000				FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	Unspecified
Completion Date Notes: Unspecified completion date per ODOT timeline on Rose Quarter website							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review	
1. What is the source of funding?	Various federal, state, and local sources
2. Does the amendment include changes or updates to the project funding?	Yes. A new \$450 million dollar grant USDOT grant is being added to the project
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the USDOT RCN/NAE award letter
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	Various approvals from ODOT to USDOT
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Interstate 5	301.40	303.20	1.80
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Multiple		Included in the RTP		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	9	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	February 2023	Last MTIP Amend Num	AM23-09-FEB1
Last Amendment Action	ADD FUNDS: Add OTC approved funds to prior obligated PE and ROW phases. Total project funding increases to \$218,091,997. No new phases are added to the project.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes EFA Low Income applies
	X			X	X	X		
Added note: The above measures are preliminary for later tracking and analytics. Final performance measure determinations will be completed by Metro RTP, GIS, and Resource Development staff over the next two years and through multiple reviews. Additional performance measure attributes may emerge through these reviews and apply to the project.								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is capacity enhancing.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt per 40 CFR 93.126, Table 2, or 40 CFR 93.127, Table 3
Exemption Reference:	Not Applicable
Was an air analysis required as part of RTP inclusion?	Yes. The approved 2023 RTP has complete an air conformity and transportation modeling analysis of the Rose Quarter Improvement project based on the
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, as noted above.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)
RTP Project Description:	ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Interstate 5 in the project limits is designated as a Throughway
Yes	Transit	Interstate 5 in the project limits is designated as a Frequent Bus
Yes	Freight	Interstate 5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	Not Applicable	Urban Interstate
Federal Aid Eligible Facility	Yes	Not Applicable	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments are expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? A comment log will be established . Comments are Expected.

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Local funds can also be used to support specific elements within the phase beyond the minimum match requirement
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
AC-HB2017	This advance Construction fund type code indicates the anticipated later conversion code will be from HB2017 approved funds. The fund could also be from a federal source which is why the Advance Construction funds are listed as federal type funds for now.
NHFP	Federal National Highway Freight Program funds which are intended to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General State funds committed to the project usually to provide the minimum match requirement to the federal funds. Can also be committed as overmatch to support a specific phase.

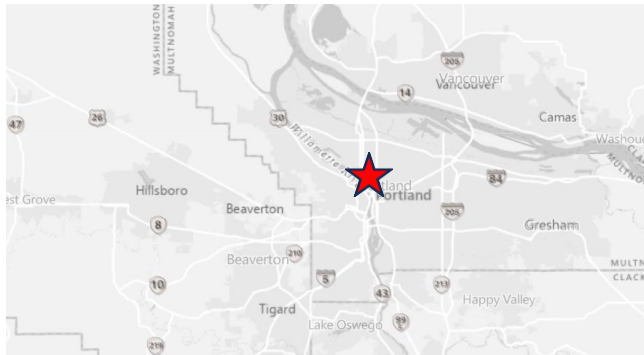
Key Number: **19071**

2018-2021 STIP

Project Name: **I-5 Rose Quarter Improvement Project**

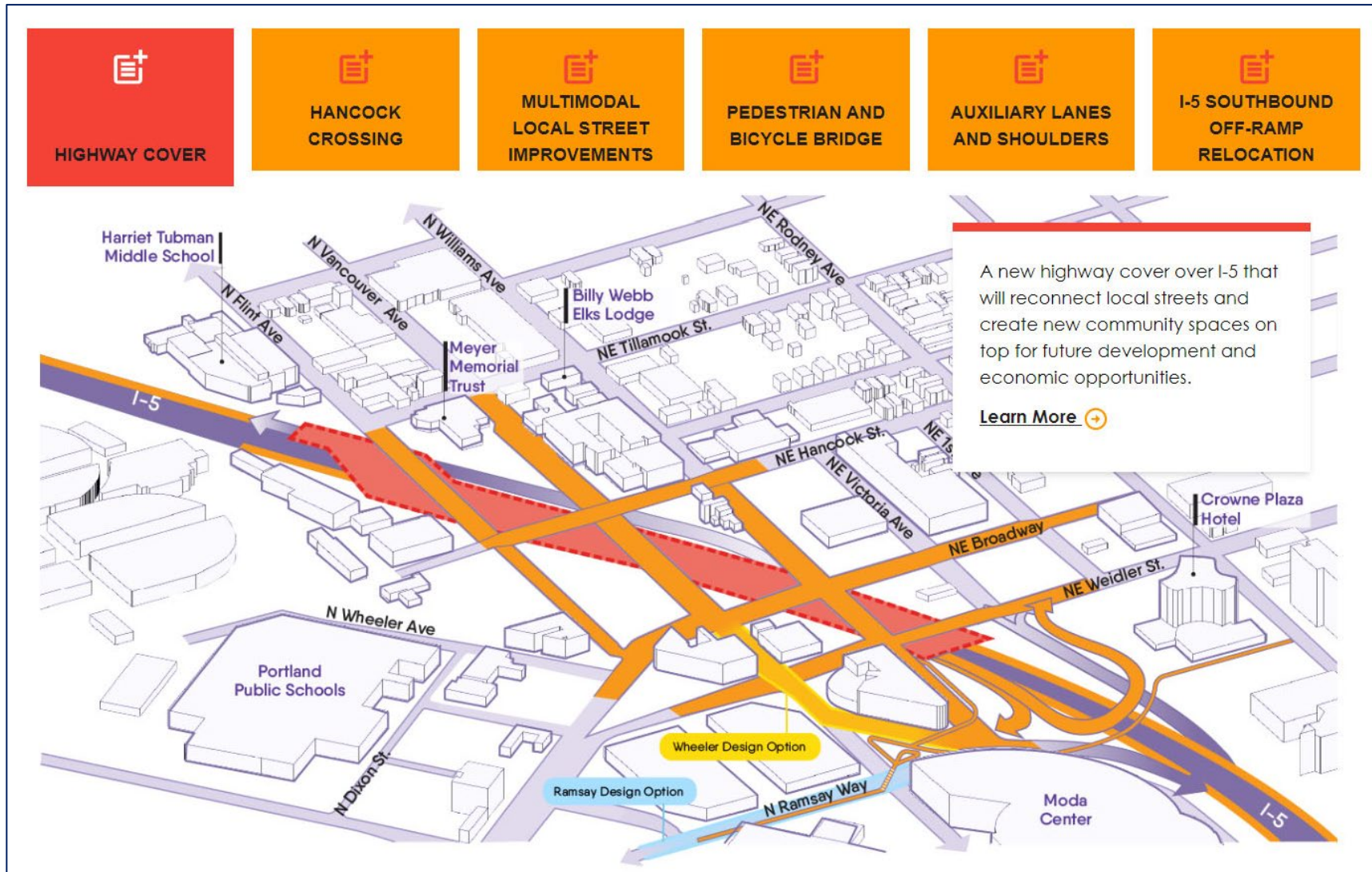
(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACP0	ADVANCE CONSTRUCT PR	67.51%	140,000,000.00	0.00%	132,998,000.00	0.00%	7,002,000.00	0.00%	0.00	
	M002	NHPP-EXEMPT	0.77%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00	
	M0E2	NATL HWY PERF EXMPT	1.22%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00	
	OTH0	OTHER THAN STATE OR	1.93%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00	
	S010	STATE	0.48%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00	
	Y001	National Highway Perf IJJA	19.29%	40,000,000.00	0.00%	0.00	100.00%	40,000,000.00	0.00%	0.00	
	Z001	NATIONAL HIGHWAY PERF FAST	0.96%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00	
	Z460	NATIONAL HWY FREIGHT PROGRAM	7.84%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00	
	PE Totals			100.00%	207,391,997.18		153,647,899.80		49,744,097.38		4,000,000.00
RW	ACP0	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00	
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	100.00%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00	
	UR Totals			100.00%	7,500,000.00		7,500,000.00		0.00		0.00
OT	ACP0	ADVANCE CONSTRUCT PR	100.00%	250,000.00	100.00%	250,000.00	0.00%	0.00	0.00%	0.00	
	OT Totals			100.00%	250,000.00		250,000.00		0.00		0.00
Grand Totals					256,141,997.18		199,208,099.80		52,933,897.38		4,000,000.00

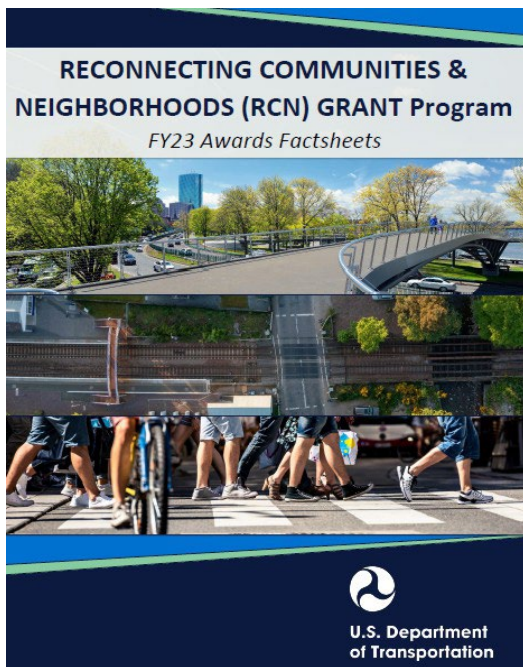


PROJECT TIMELINE





NAE	Capital	I-5 Rose Quarter Improvement Project	Oregon Department of Transportation	Oregon	\$450,000,000.00
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RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project’s design and constructing the project’s main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project’s design, \$80 million to complete the project’s right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community’s vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project’s investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project’s local street and community reconnection investments adjacent to the project area.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PROJECT
Cancel project and transfer funds
to Key 23682

Project #2 **CANCEL PROJECT**

Project Details Summary							
ODOT Key #	21219	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71043	CDS ID:	N/A	Bridge #:	8583	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1208	

Summary of Amendment Changes Occurring:
The formal amendment cancels the project and transfers the funding to the new Rose Quarter child project in Key 23682 .

Project Name:	I-5 Over NE Hassalo St and NE Holladay St (Portland)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

MTIP Detailed Description (Internal Metro use only):
In northeastern Portland on I-5 over NE Hassalo St and NE Holladay St (at MP 301.99, BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

STIP Description:
Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2024					-\$ 4,611,000		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					-\$ 389,000		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	-\$ 5,000,000	\$ -	-\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ -	\$ (5,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? Not Applicable
2. Does the amendment include changes or updates to the project funding? The approved funding is being combined into Key 23682
3. Was proof-of-funding documentation provided to verify the funding change? N/A
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program approval
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? N/A

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.95	302.03	0.08
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	Cross Street
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2019	Years Active	6	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	June 2022	Last MTIP Amend Num	AM22-21-JUN1
Last Amendment Action	CANCEL PHASE: The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
						X		

Added notes:

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID# 12092 - Bridge Rehabilitation & Repair: 2023-2030
RTP Project Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 in the project limits is designated as a Throughway
Yes	Transit	I-5 in the project limits is designated as a Frequent and Regional Bus
Yes	Freight	I-5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: Goal # 2 -Safe System: Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments may occur.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible

Fund Codes References	
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

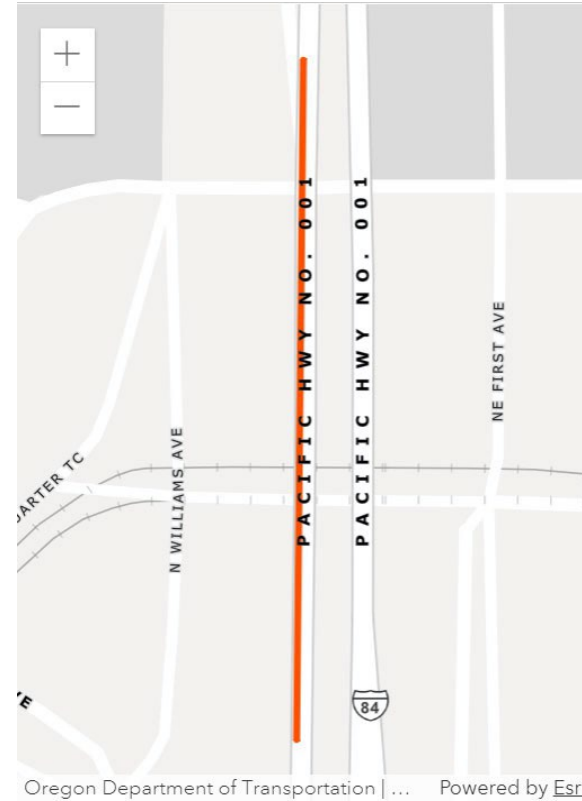
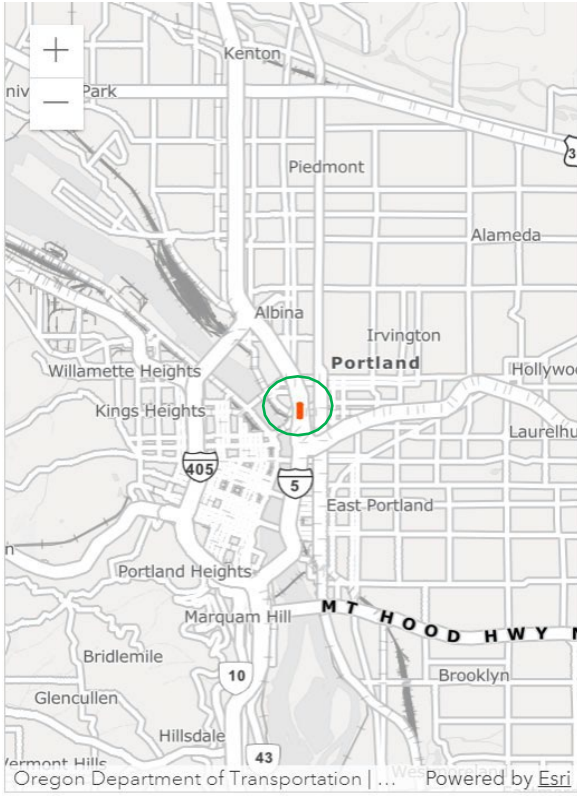
Key Number: 21219

2024-2027 STIP

Project Name: I-5 over NE Hassalo Street and NE Holladay Street

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y002	NHPP National Highway perf exempt IJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new project with funds
from Key 21219

Project #3

Project Details Summary							
ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1279	

Summary of Amendment Changes Occurring:
The formal amendment adds the new stormwater facilities project to the MTIP using the funds from the canceled Key 21219 project (also included in this amendment bundle).

Project Name:	I-405 and I-5 Stormwater Facilities						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

MTIP Detailed Description (Internal Metro use only):
On I-5 from MP 301.40 to MP 303.20 in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

STIP Description:
Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2025					\$ 4,611,000		\$ 4,611,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 389,000		\$ 389,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Total Estimated Project Cost									\$ 5,000,000
Total Cost in Year of Expenditure:									\$ 5,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.2%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **HB2017 Seismic Bridge funds pulled from Key 21219.**
2. Does the amendment include changes or updates to the project funding? **The funds from Key 21219 are being applied to this new child project to the Rose Quart Improvement Project in Key 19071.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **ODOT Program Manager**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	Cross Street
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	6	= Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Equity Notes POC = No LEP = No LI = Yes
				X		X		

Added notes:

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)
RTP Project Description:	ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 in the project limits is designated as a Throughway
Yes	Transit	I-5 in the project limits is designated as a Frequent and Regional Bus
Yes	Freight	I-5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: <u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments may occur.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible

Fund Codes References

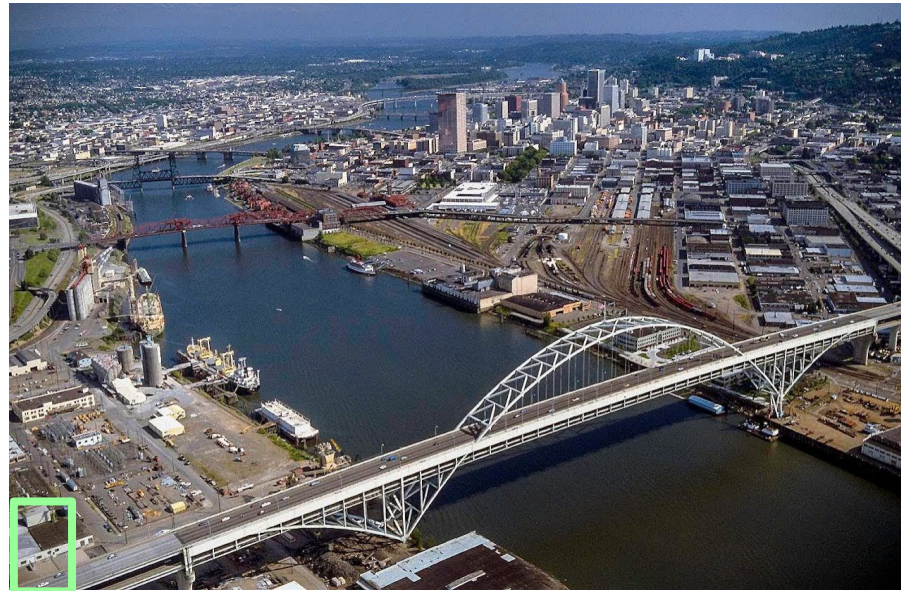
State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

2024-2027 Active STIP	MULTNOMAH	2024-2027 Active STIP
Name: I-5 over NE Hassalo Street and NE Holladay Street (Portland)		Key: 21219
Description: Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.		Region: 1
MPO: Portland Metro MPO	Work Type: BRIDGE	
Applicant: ODOT	Status: PROJECT SCHEDULED FOR CONSTRUCTION	
Location(s)-		
Mileposts	Length	Route
301.95 to 302.03	0.08	I-5
		Highway
		PACIFIC HIGHWAY
		ACT
		REGION 1 ACT
		County(s)
		MULTNOMAH
Current Project Estimate		
	Planning	Prelim. Engineering
	Right of Way	Utility Relocation
	Construction	Other
	Project Total	
Year	2025	
Total		\$5,000,000.00
Fund 1	ACPO	\$4,611,000.00
Match		\$389,000.00
Footnote:		
Most Recent Approved Amendment		
Amendment No: 24-27-0800		Approval Date: 3/29/2024
Requested Action: Slip the Construction phase to start in federal fiscal year 2025.		



Financial Plan -- Estimate / Actual Amounts								
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	HB2017 BridgeSeismic	2024-2027 STIP	2025	5,000,000.00	4,611,000.00	389,000.00	0.00	06/07/2024: Add \$%M CN phase from K21219 per 24-27-1279
	CN Totals			5,000,000.00	4,611,000.00	389,000.00	0.00	
Grand Totals				5,000,000.00	4,611,000.00	389,000.00	0.00	

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	5,000,000.00	92.22%	4,611,000.00	7.78%	389,000.00	0.00%	0.00
	CN Totals			100.00%	5,000,000.00		4,611,000.00		389,000.00	
Grand Totals					5,000,000.00	4,611,000.00		389,000.00		0.00



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add the new project with NAE23 funds to construct RQ cover segment

Project #4

Project Details Summary

ODOT Key #	23672	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1241	

Summary of Amendment Changes Occurring:

The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler

Project Name:	I-5 Rose Quarter: Broadway to Weidler Phase 1						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages

MTIP Detailed Description (Internal Metro use only):

On I-5 from MP 301.40 to MP 303.20 in Portland, Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project (Chiles project to Key 19071, USDOT NAE23 grant funds for construction)

STIP Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025					\$ 382,250,000		\$ 382,250,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Note: The programming is using federal Advance Construction with the conversion expectation to be USDOT federal Reconnecting Communities and Neighborhoods Grant 2023, Neighborhood Access, and Equity (NAE) 2023 discretionary grant. The funds are 100% federal. No required match.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Total Estimated Project Cost							\$ 382,250,000
Total Cost in Year of Expenditure:							\$ 382,250,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.00%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
					Estimated Project Completion Date:		12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE)
2. Does the amendment include changes or updates to the project funding? Yes. \$382 million of the total \$450 million are being added to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via project award verification form USDOT
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Approval was required from USDOT.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	Multiple	Before and after I-5 intersections			

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Equity Notes POC = No LEP = No LI = Yes
				X	X	X	X	

Added notes:

RTP Air Quality Conformity and Transportation Modeling Designations

Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project (This specific segment)
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)
RTP Project Description:	ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 in the project limits is designated as a Throughway
Yes	Transit	I-5 in the project limits is designated as a Frequent and Regional Bus
Yes	Freight	I-5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: <u>Goal # 1 - Mobility Options</u> Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled. <u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing, the 100 million funding ceiling does not apply for this non-capacity enhancing project.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments may occur.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible

Fund Codes References

Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.







Financial Plan -- Estimate / Actual Amounts

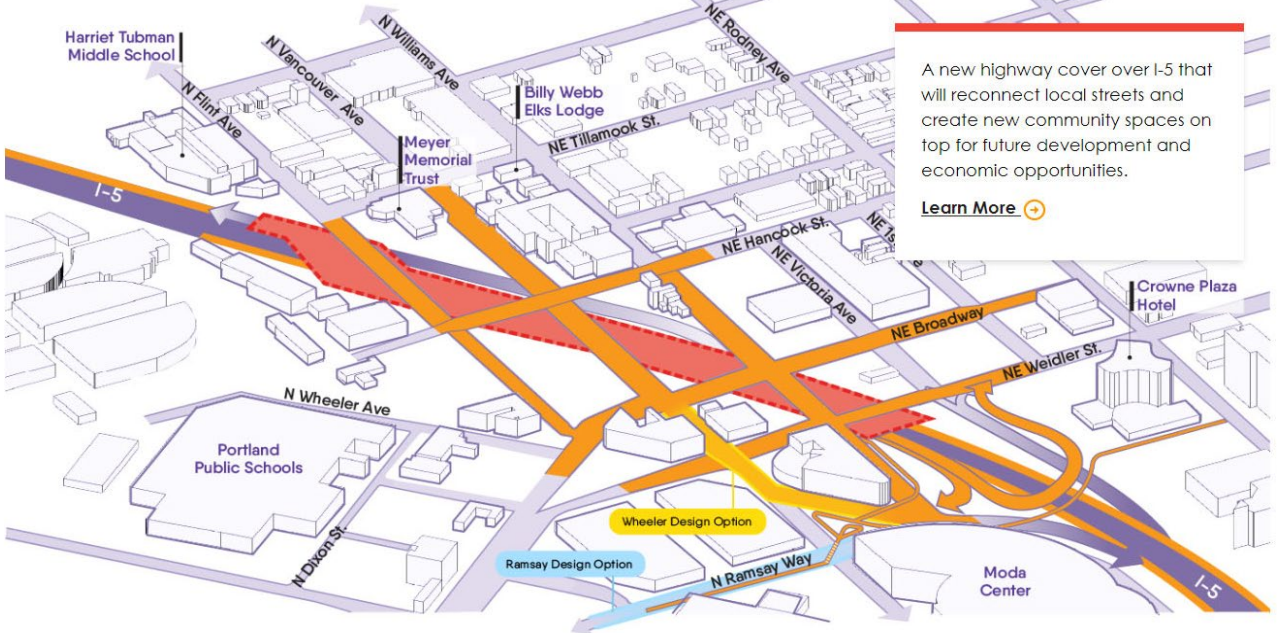
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	USDOT Grants 2023	2024-2027 STIP	2025	382,250,000.00	382,250,000.00	0.00	0.00	05/2024: Add 382.25M CN 100% federal per 24-27-1208
	CN Totals			382,250,000.00	382,250,000.00	0.00	0.00	
Grand Totals				382,250,000.00	382,250,000.00	0.00	0.00	

Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	382,250,000.00	100.00%	382,250,000.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	382,250,000.00		382,250,000.00		0.00	
Grand Totals						382,250,000.00		0.00		0.00

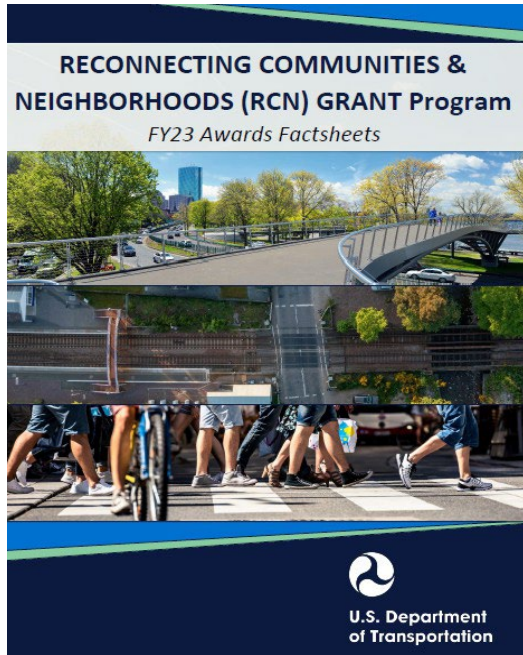


 <p>HIGHWAY COVER</p>	 <p>HANCOCK CROSSING</p>	 <p>MULTIMODAL LOCAL STREET IMPROVEMENTS</p>	 <p>PEDESTRIAN AND BICYCLE BRIDGE</p>	 <p>AUXILIARY LANES AND SHOULDERS</p>	 <p>I-5 SOUTHBOUND OFF-RAMP RELOCATION</p>
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A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

[Learn More](#) ➔



RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project’s design and constructing the project’s main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project’s design, \$80 million to complete the project’s right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community’s vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project’s investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project’s local street and community reconnection investments adjacent to the project area.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
Add Portland's new NAE grant
award project to the MTIP

Project #5

Project Details Summary							
ODOT Key #	23646	RFFA ID:	N/A	RTP ID:	11646	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	NAE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1081	

Summary of Amendment Changes Occurring:
The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.

Project Name:	Broadway Main Street and Supporting Connections						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.

MTIP Detailed Description (Internal Metro use only):
In NE Portland on N. Larrabee Ave (I-5 ramp south to N. Broadway St), N. Broadway St/NE Broadway St from N. Larrabee Ave to NE 7th Ave), and on N/NE Weidler St (N Broadway St east to NE 7th Ave), complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
(Optional if room -->) Provide upgraded and protected lanes for biking and scooting, restoration of managed on-street parking and loading, additional tree canopy, green infrastructure, street lighting, and other streetscape amenities for greater access and connectivity to Portland's Lower Albina neighborhood.

STIP Description:

Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district’s history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Separated (aka Protected) Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Transit	Crossing Treatments	
	Active Trans - Motor Vehicle	Capital - Passenger Facilities	
	BIKPED	Preservation and Maintenance	

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025		\$ 8,255,000					\$ 8,255,000
AC-NAE23	ACPO	2026			\$ 591,000				\$ 591,000
AC-NAE23	ACPO	2026				\$ 130,000			\$ 130,000
AC-NAE23	ACPO	2026					\$ 29,418,000		\$ 29,418,000
Federal Totals:			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Note: The USDOT NAE grant award is 100% federal. No minimum match required

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000		\$ 38,394,000
Amended Programming Totals	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Total Estimated Project Cost							\$ 38,394,000
Total Cost in Year of Expenditure:							\$ 38,394,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review

1. What is the source of funding? **USDOT FFY 2023 discretionary RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program**
2. Does the amendment include changes or updates to the project funding? **Yes. Adds new discretionary grant awarded federal funds to the MTIP**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes. Grant award letter and USDOT award list provided.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **No ODOT, but ISDOT approval required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street		Cross Street
		N. Larrabee Ave	I-5 ramps		North Broadway
		N. Broadway/NE Broadway	N. Larrabee Ave		NE 7th Ave
		N/NE Weidler St	North Broadway intersection		NE 7th Ave

Note: See project location map at end of Exhibit A/MTIP Worksheet.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	EFA Notes POC = No LEP = No LI - Yes
				X	X	X	X	
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature. Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11646 - Broadway/Weidler Corridor Improvements
RTP Project Description:	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	N Larrabee Ave = Major/Minor arterial designation
		N/NE Broadway St = Major/Minor arterial designation
		N/NE Weidler St = Major/Minor arterial designation
Yes	Transit	N Larrabee Ave = No designation
		N/NE Broadway = Light rail/streetcar designation
		N/NE Weidler St = Light rail/streetcar designation

Yes (Partial)	Freight	N Larrabee Ave = no designation
		N/NE Broadway St = Eastern portion is designated as a regional intermodal connector
		N/NE Weidler St = No designation
Yes	Bicycle	N Larrabee Ave = No designation
		N/NE Broadway St = Bicycle Parkway designation
		N/NE Weidler St = Bicycle Parkway designation
Yes	Pedestrian	N Larrabee Ave = Regional Pedestrian Corridor designation
		N/NE Broadway St = Pedestrian Parkway designation
		N/NE Weidler St = Pedestrian Parkway arterial designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	NHS Intermodal Connector and Other NHS Route
		N/NE Weidler St	NHS Intermodal Connector and Map 21 Principal Arterials
Functional Classification	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	Urban Other Principal Arterial
		N/NE Weidler St	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	3 = Other Principal Arterial
		N/NE Weidler St	3 = Other Principal Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.

4. Applicable RTP Goals:

Goal # 1 - Mobility Options

Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safe System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal 3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

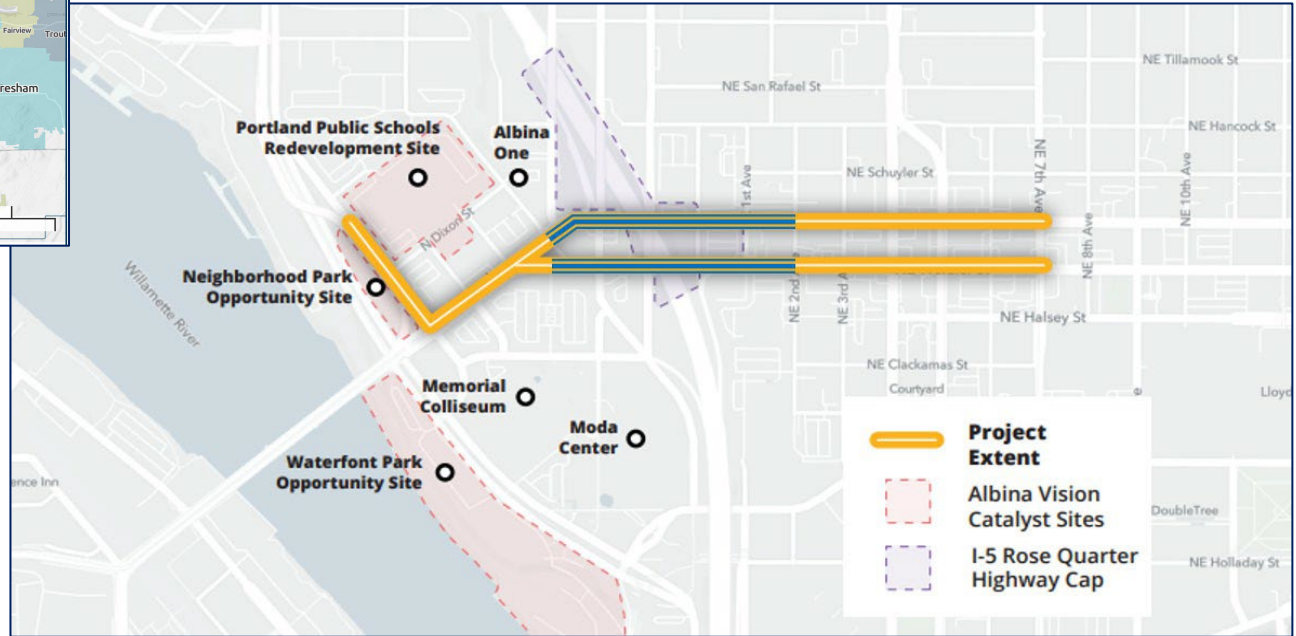
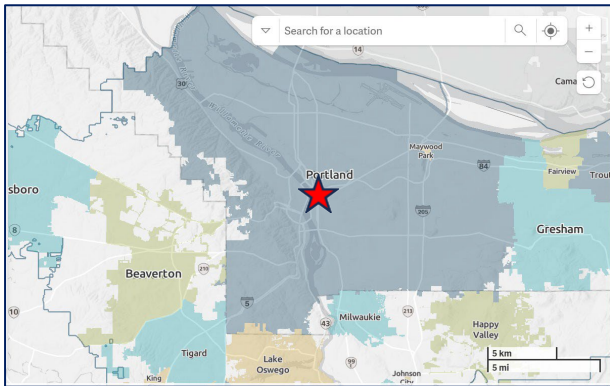
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 12, 2024 to July 12, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

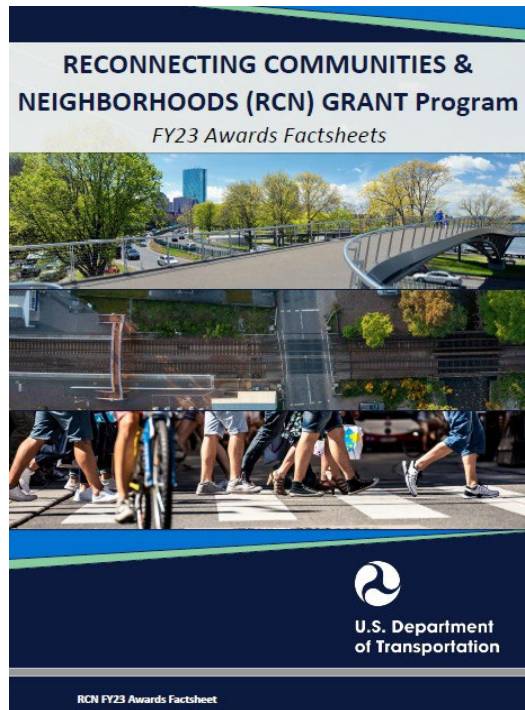
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	Advance Construction funds with the expected conversion code identified to be from the USDOT FFY 2023 NAE grant program. The awarded funds are 100% federal. There is no minimum match requirement.

Project Name: Broadway Main Street and Supporting Connections (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,255,000.00	100.00%	8,255,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	8,255,000.00		8,255,000.00		0.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	591,000.00	100.00%	591,000.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	591,000.00		591,000.00		0.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	130,000.00	100.00%	130,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	130,000.00		130,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	29,418,000.00	100.00%	29,418,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	29,418,000.00		29,418,000.00		0.00		0.00
Grand Totals				38,394,000.00		38,394,000.00		0.00		0.00



NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
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Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood’s gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city’s historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community’s vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland’s Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: July 15, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: July #2 FFY 2024 MTIP Formal Amendment & Resolution 24-5424 Approval Request – JL24-11-JUL2

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2024-27 MTIP TO REVISE THE ROSE QUARTER IMPROVEMENT PROJECT, CANCEL A PROJECT, AND ADD THREE NEW PROJECTS TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The July #2 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment is the second of two submitted July 2024 formal amendment bundles. This formal amendment has separated the required updates to the Rose Quarter Improvement Project from the regular July formal amendment in JL24-10-JUL1. The Rose Quarter Improvement Project amendment bundle will proceed under Resolution number 24-5424. There are five projects in this bundle. They include the following:

- **Key 19071 – I-5 Rose Quarter Improvement Project:**
The project will complete multi-modal improvements that include ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities. The amendment includes updates to the Preliminary Engineering (PE), and Right-of-Way (ROW) phases. A new Utility Relocation (UR) phase is being added, and a new partially funded construction phase is being added using the \$450 million grant award funding from USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program.

The NAE \$450 million grant enables the first phase of construction to be implemented and delivered. This first phase is focused on the project's highway cover. ODOT is proposes to use \$382 million to construct the initial, central portion of the highway cover scope element to the project. The central portion of the highway cover, between approximately Weidler and Broadway over I-5, would be built to be forward compatible with future phases of the highway cover construction and I-5 mainline improvements under the highway cover.

This portion is being programmed in Key 23682. The construction phase for this scope element is being programmed as a “child” project in Key 23682 to the main parent project in Key 19071. Key 19071 contains the preliminary engineering (PE) and right-of-way (ROW) funding for the project which is why it is referred to as the parent project.

A summary of the five projects is shown below:

- Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):**
The lead agency/applicant for the project is ODOT. The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and would replace the current structural overlay. However, ODOT, will now use the programmed \$5 million to support the required stormwater facilities upgrades within the rose Quarter project limits. The July #2 MTIP Fromal Amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.
- New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):**
This is one of two new child projects (to the parent project in Key 19071) being added to the MTIP supporting the Rose Quarter Improvement Project. This new project will address required stormwater facility upgrades within the Rose Quarter limits. The project will utilize the \$5 million of ODIOT funds currently programmed in Key 21219. Since PE and ROW phase activities are being completed under Key 19071, only the construction phase is needed to be programmed for Key 23682. This is how Key 23682 becomes a child project to Key 19071.
- New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):**
This is the second child project to the parent project in Key 19071 being added to the MTIP. The project will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages. The required \$382 million to complete the construction phase is being sourced from the new NAE \$450 million grant ODOT secured from USDOT.
- New Project Key 23646 - Broadway Main Street and Supporting Connections (Portland):**
This is a separate project to the I-5 Rose Quarter Improvement Project package. However, there is an implementation and delivery connection to the I-5 Rose Quarter Improvement. The city of Portland is the lead agency for the project. The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The



project funding originates from Portland’s successful effort to also secure a \$38 million USDOT NAE23 grant.

What is the requested action?

JPACT met on July 18, 2024 and are anticipated will approve Resolution 24-5424 and provide Metro Council a final approval recommendation for Resolution 24-5424 to complete the required updates and changes to the I-5 Rose Quarter Improvement Project amendment bundle.

TPAC July 12, 2024 Meeting Summary:

TPAC met on July 12, 2024. Ken Lobeck, Metro Funding Program Lead provided TPAC members with their official notification and project overview for the July #2 2024 I-5 Rose Quarter MTIP Formal Amendment bundle in Resolution 24-5424. Ken Lobeck explained the five project bundle contacts and their relationship. He provided a brief overview of each project and explained the MTIP programming concept of “parent” versus “child” projects.

Metro 2024-27 MTIP Formal Amendment Comment Log				
I-5 Rose Quarter Improvement Project Bundle				
Resolution 24-5424, Amendment Number JL24-11-JUL2				
Submitted Comments				
Num	Date	Name	Email or Comment Type Submission If Not Email	Comment
1	7/10/2024	Chris Smith	chris@chrissmith.us	Comments letter submitted with various concerns cited about the project. Also included support areas.
2	7/10/2024	Joe Cortright	jcortright@gmail.com	Co-submission of comments noted above.

Before the overview, TPAC members heard testimony from Chris Smith, No More Freeways coalition and Joe Cortright, City Observatory. Their testimony is based on the two major comments submitted to Metro through the Public Notification/Comment Period held from June 12, 2024 to July 12, 2024.

Mr. Smith identified various concerns the No More Freeways group has with the project including future funding needs required to complete the project. Mr. Smith cited a submitted comments letter he sent to TPAC and Metro Council Office. Note: the comments letter is included with this staff report as Attachment 3. Mr. Smith also provide a few areas of support from the No More Freeways group which included support for the Highway Covers portion to the project.

Mr. Cortright’s testimony presented multiple objections to the project. In his view, building wider freeways is not the solution we should be focusing upon. He believes that ODOT has not properly identified the full impacts the project will have on the region. With the removal of tolling and congestion pricing as congestion management tool, the project is drastically out of step with the region’s needs and our ability to properly manage congestion issues.

After the overview, Ken turned over the presentation to Megan Channell, ODOT I-5 Rose Quarter Improvement Project Manager to clarify project delivery areas and answer TPAC

member questions. Several members raised questions about the project delivery timeline, future unresolved project funding needs, impacts to the I-5 project limits while this construction package is being delivered. She also stated that ODOT will be providing a more detailed overview to JPACT members on July 18, 2024. With no further questions or discussion, TPAC provided their approval recommendation to JPACT for Resolution 24-54-24 and the five included projects within the bundle. There was one TPAC member who abstained from voting.

JPACT July 18, 2024 Meeting Summary:

JPACT will meet on July 18, 2024. The July #2, 2024 I-5 Rose Quarter Improvement Project MTIP Formal Amendment is scheduled to be an action item on the agenda. ODOT will be providing a short presentation and be available to answer project delivery questions. At this time, staff anticipates that JPACT will approve Resolution 24-5424 and provide a final approval recommendation to Metro Council. However, if any notable issues and discussion occurs at JPACT, staff will report their significance to Metro Council.

A summary of the projects follows:

- **Key 19071 - I-5 Rose Quarter Improvement Project:**
 - Lead Agency: ODOT.
 - Description: Key 19071 is considered the parent project for the overall Rose Quarter improvements. The project will complete required planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant, to reduce congestion, improve safety and operations, plus support economic growth. Multi-modal improvements will include ramp-to-ramp (auxiliary) lanes, highway shoulders a highway cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities.
 - Funding Summary: ODOT received a \$450,000,000 grant from the USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program. The grant award is 100% federal. There are no matching funds required. ODOT is committing \$67,750,000 from the NAE grant to update the PE and ROW phases plus add the UR and Other phases. A construction phase is not being added to this project. This will occur by adding “child” projects with construction phase funding. The new Broadway to Weidler – Phase 1 in Key 23646 and Stormwater Facilities upgrades in Key 23682 are two new child projects being added as part of this amendment bundle that support the Rose Quarter parent project in Key 19071. The programming updates occurring to the amendment bundle projects do not represent the full project cost which is estimated between a range of \$1.5 billion to \$1.9 billion. Additional child projects supporting Key 19071 to complete the Rose Quarter Improvement Project will be submitted for MTIP and STIP inclusion at a later time.

RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

FY23 Awards Factsheets

RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project’s design and constructing the project’s main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project’s design, \$80 million to complete the project’s right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

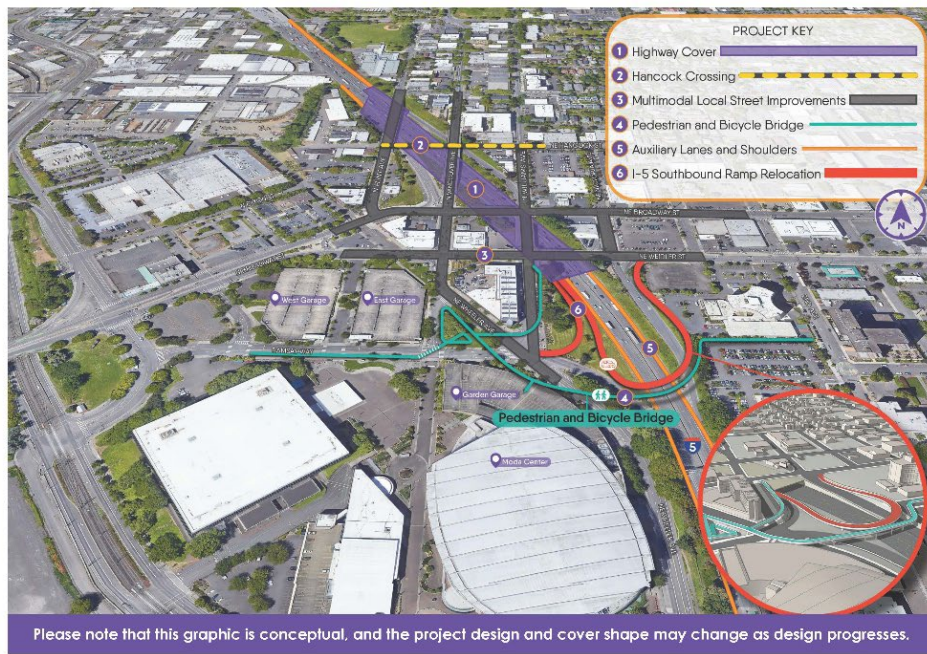
Building the highway cover is an essential first step to actualizing the community’s vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project’s investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project’s local street and community reconnection investments adjacent to the project area.

- Action: The formal amendment provides funding increases to Key 19071 to the PE and ROW phases, adds a new UR phase, and adds a new Other phase.

- Added Notes: ODOT maintains a project website at [Welcome | I-5 Rose Quarter Improvement Project \(i5rosequarter.org\)](http://Welcome | I-5 Rose Quarter Improvement Project (i5rosequarter.org)). From this website, additional project details are included. Two attachments from the project website are included as part of the amendment staff report:
 - Attachment 1: Rose Quarter General Fact Sheet
 - Attachment 2: Rose Quarter Project FAQs

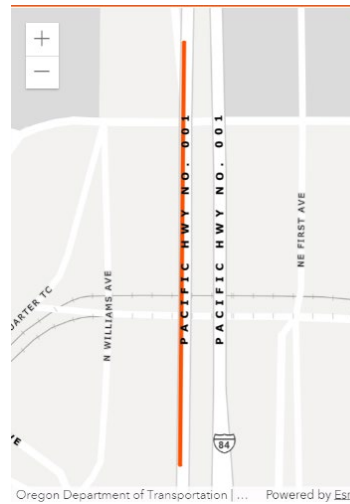
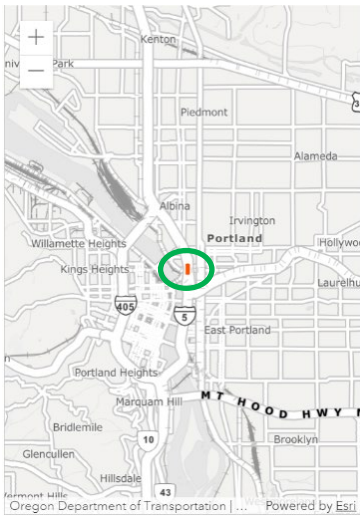


- 1 Highway Cover**
A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.
- 2 Hancock Crossing**
A new east-west roadway crossing over I-5 that will reconnect Hancock Street across the highway, adding another crossing north of Broadway and Weidler.
- 3 Multimodal Local Street Improvements**
A variety of street improvements for people walking, biking and rolling.
- 4 Pedestrian and Bicycle Bridge**
A car-free bridge creates a new path over I-5 to connect with the walking and biking network.
- 5 Auxiliary Lanes and Shoulders**
Ramp-to-ramp connections on I-5 between I-84 and I-405, paired with wider shoulders, that will improve safety and reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections between interstates instead of merging and causing congestion and safety issues.
- 6 I-5 Southbound Ramp Relocation**
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.



- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland):**

- Lead Agency: ODOT.
- Description: The project is located on I-5 over NE Hassalo St and NE Holladay St (BR#08583) and will replace the current structural overlay.
- Funding Summary: The project contains a total \$5 million HB2017 funding award.
- Action: The formal amendment proposes to combine Key 21219 into the larger Rose Quarter project in Key 19071 for delivery efficiencies.



- **New Child Project - Key 23682 - I-405 and I-5 Stormwater Facilities (ODOT):**

- Lead Agency: ODOT.
- Description: The project will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.
- Funding Summary: The project contains \$5 million to complete the construction activity. The funding is being transferred from Key 21219, I-5 Over NE Hassalo St and NE Holladay St as noted previously.
- Action: The formal amendment adds the new child project to the parent Rise Quarter Improvement project in Key 19071 to complete the required stormwater facility upgrades.



- **New Child Project - Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):**

- Lead Agency: ODOT.
- Description: The project is located on I-5 from MP 301.40 to MP 303.20 in Portland. It will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project Key 19071 I-5 Rose Quarter Improvement Project.
- Funding Summary: Funding for this packaged segment originates from the new NAE grant. A total \$382,250,000 of the \$450 million total grant is being programmed to complete this segment. Only the construction phase is needed to be programmed. Added: The NAE is 100% federal funds. There is no match requirement.
- Action: The formal amendment will add Key 23672 to the MTIP and STIP as a child project to the parent Rose Quarter project in Key 19071.



Additional Projects Included in the July 2024 Rose Quarter Improvement Project MTIP Formal Amendment bundle:

- **New Project Key 23646 - Broadway Main Street and Supporting Connections (Portland):**
 - **Why it is Included:** TPAC has already approved the new project to proceed to JPACT last month as part of the June 2024 MTIP Formal Amendment bundle. However, JPACT has requested a formal presentation about the Rose Quarter Improvement project from ODOT during their July 18, 2024 meeting. Due to the improvement connection Portland's project has with the overall Rose Quarter Improvement Project, Portland requested adding their project to the July #2 MTIP Formal Amendment bundle to enable both agencies to answer questions together about their delivery relationship. Both agencies believe this processing approach will reduce potential confusion about both projects by processing them together in the same bundle.

Portland's new Broadway Main Street and Supporting Connections in Key 23646 will process through JPACT and Metro Council with a final requested approval from FHWA as part of the July #2, 2024, Rose Quarter MTIP Formal Amendment bundle. There is no direct action for TPAC to take with this project. TPAC provided their approval recommendation to JPACT last month. The project details are included as part of this staff report for information purposes. It will be included as part of the formal amendment approval motion for JPACT and Metro Council.
 - **Lead Agency:** Portland.
 - **Description:** The project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.
 - **Funding Summary:** The project also successfully secured a \$38,394,000 NAE discretionary grant from USDOT for the project. The NAE is 100% federal funds. There is no match requirement. Although the project has a delivery connection to the Rose Quarter Improvement Project, it is considered a separate and stand-alone project that Portland will deliver.
 - **Action:** The formal amendment adds Key 23646, Broadway Main Street and Supporting Connections, to the MTIP and STIP as a stand-alone project, but

will process it along with the Rose Quarter Improvement Project amendment bundle through JPACT and Metro Council.

○



RCN FY23 Awards Factsheet

Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood’s gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city’s historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community’s vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland’s Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.

I-5 Rose Quarter Improvement Project MTIP Formal Amendment Bundle Summary:

Key	Name	Action	Funding
19071 (Parent)	I-5 Rose Quarter Improvement Project	Update PE, ROW, and add UR & <u>Other</u> phase	Add \$67,750,000 of NAE grant funds
21219	I-5 Over NE Hassalo St and NE Holladay St (Portland)	Cancel project and transfer to Key 23682	Reprogram \$5 million to Key 23682
23682 (Child)	I-405 and I-5 Stormwater Facilities	Add new Stormwater Facilities project	Add \$5 million from Key 21219
23672 (Child)	I-5 Rose Quarter: Broadway to Weidler Phase 1	Add new child construction phase project	Add \$382,250,000 of NAE grant funds
23646 (Related)	Broadway Main Street and Supporting Connections	Add new project to Rose Quarter bundle	Add \$38,394,000 of NEA grant funds to the MTIP

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 their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a 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 capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- 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 complete 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.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the July #2 FFY 2024 Formal MTIP amendment (JL24-11-JUL2) will include the following actions:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	June 12, 2024
• TPAC agenda mail-out.....	July 5, 2024
• TPAC approval recommendation to JPACT.....	July 12, 2024
• Completion of public notification process.....	July 12, 2024
• JPACT approval and recommendation to Council.....	July 18, 2024
• Metro Council approval.....	August 1, 2024

Notes:

- * The above dates are estimates. JPACT and 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 below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	August 6, 2024
• USDOT clarification and final amendment approval.....	Late August 2024

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
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 2021-24 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 projects to be added into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
 4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The identified funding for the new projects does not originate from Metro.

RECOMMENDED ACTION:

JPACT met on July 18, 2024 and are anticipated will approve Resolution 24-5424 and provide Metro Council a final approval recommendation for Resolution 24-5424 to complete the required updates and changes to the I-5 Rose Quarter Improvement Project amendment bundle.

Three attachments:

- Attachment 1: Rose Quarter General Fact Sheet
- Attachment 2: Rose Quarter Project FAQs
- Attachment 3: No More Freeways Comments Letter.



PROJECT FACT SHEET

PROJECT OVERVIEW

The purpose of the I-5 Rose Quarter Improvement Project is to improve safety and congestion where three major interstates converge and to reconnect the Albina neighborhood by constructing a highway cover over a portion of I-5.

Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce. Some of the key project improvements include:

- ▶ **New ramp-to-ramp auxiliary lanes and wider shoulders** on I-5 to improve safety and reduce congestion at the state's top traffic bottleneck.
- ▶ **A highway cover over I-5** that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- ▶ **Relocation of the I-5 southbound off-ramp** from Broadway/Vancouver to the south, connecting with NE Williams Avenue and NE Weidler Street.
- ▶ **Local street improvements** including wider paths, accessible curb ramps, better lighting and protected bike lanes for people walking, biking, and rolling.
- ▶ **A pedestrian and bicycle bridge** that creates a new path over I-5 to connect with the walking and biking network.
- ▶ **A new east-west roadway crossing over I-5** that reconnects Hancock Street, adding another crossing north of Broadway/Weidler.

PROJECT SCHEDULE



Note: The project schedule is subject to change.

PROJECT VALUES



Restorative Justice: Accelerate social, racial and economic equity, sustaining positive tangible change specifically for Portland's Black community.



Community Input and Transparent Decision-Making: Have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.



Mobility Focus: Increase connectivity for the traveling public and local community.



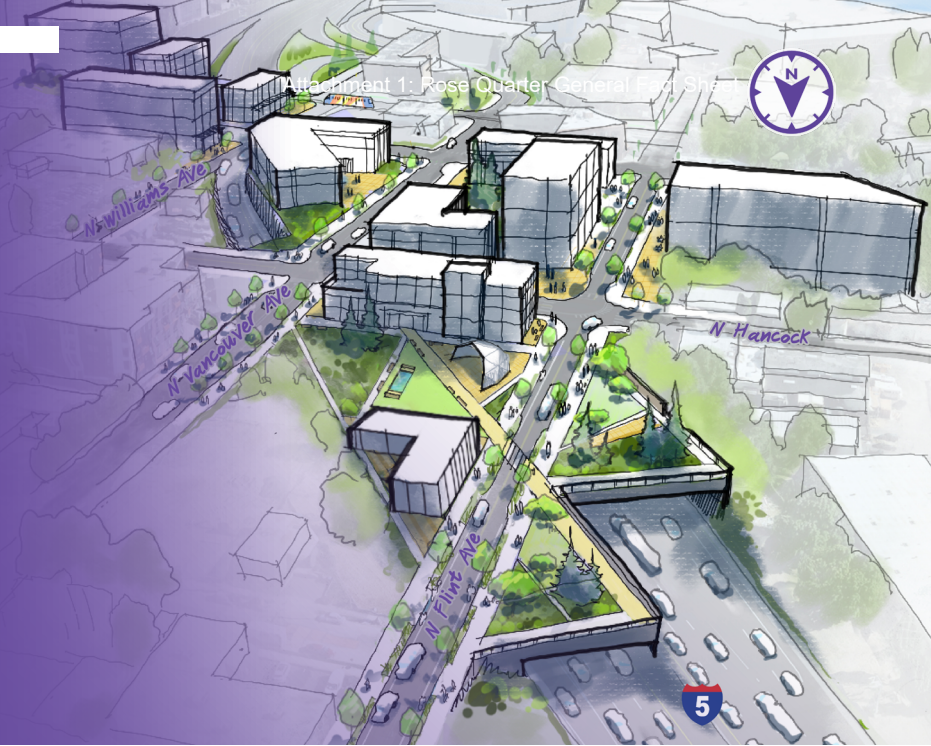
Climate Action and Improved Public Health: Reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.



WHAT IS A HIGHWAY COVER?

A highway cover is a structure built over a highway (like a very wide bridge) that will reconnect local streets and create new community spaces for future development and economic opportunities. Depending on the final design, the cover will be able to support buildings from three to six stories tall. When standing on the highway cover, you won't see much of I-5 since traffic will be below it.

Please note that this graphic is for illustrative purposes only and does not represent a final design; the highway cover development process will be led by the City of Portland, in partnership with ODOT, with community involvement.



HISTORIC ALBINA ADVISORY BOARD

The purpose of the Historic Albina Advisory Board is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values and that historic Albina directly benefits from the investments of this project.

The Board brings community perspectives into the project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

Historic Albina Advisory Board meetings are open to the public. For more details, visit <https://i5rosequarter.org/events-meetings/>

PROJECT PRIORITIES AND NEXT STEPS

At this time, funding for project construction is not available. The project team is continuing to prepare for future funding opportunities needed to complete the project design and begin construction.

With available funding, ODOT will focus on advancing project design to ready the project for construction, including positioning for funding opportunities, collaborating with the community and project partners to develop a plan for the highway cover, and completing the environmental process.

To inform these priorities, ODOT is working closely with the Historic Albina Advisory Board and partners to provide insight and recommendations, and to advance and fund the project.

Do you have questions or ideas you want to share? **We want to hear from you!**

Text us at **503-470-3127**

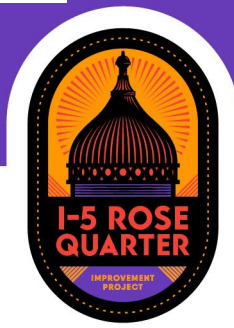
Email us at **i5rosequarter@odot.oregon.gov**



Scan the QR code with your smart phone or tablet to visit us at **i5rosequarter.org**

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Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128. 如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。 如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128。



PROJECT FAQs

1. What is the I-5 Rose Quarter Improvement Project?

The purpose of the I-5 Rose Quarter Improvement Project (Project) is to improve safety and congestion where three major interstates converge and to support reconnecting the Albina neighborhood through the construction of a highway cover over a portion of I-5. Project benefits include improving safety and mobility on local streets, creating new space for community development and developing a diverse and skilled workforce.

This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck. The Project addresses the critical need to keep Oregon's people and economy moving.

2. Where is the Project located?

The project area centers around a stretch of I-5 just east of the Willamette River. Three major interstates come together here: I-5, I-84 and I-405. The project area sits within the Eliot and Lloyd District neighborhoods.

The project area also sits in the heart of the historic Albina neighborhood. Albina was a thriving community and business district for Black Portlanders until several major urban renewal and development projects, including the construction of I-5, severed and displaced the community. Because past public and private development decisions in the historic Albina neighborhood so negatively impacted Black Portlanders, ODOT is committed to engaging with and prioritizing the voices of the historic Albina community.

3. Why is improving the project area so important to the traveling public?

I-5 is the main north-south highway along the U.S. West Coast and is critical for moving people and goods and connecting cities and towns from Mexico to Canada. The surrounding local streets provide access to services and transportation options, such as the Moda Center, Oregon Convention Center, Rose Quarter Transit Center and the Broadway/Weidler bike corridor and are essential to how local residents get around. The Project addresses the following concerns:

- The top traffic bottleneck in Oregon and the 28th worst freight bottleneck in the nation.
- Some of the highest traffic volumes in the state of Oregon, with up to 12 hours of congestion each day.
- A key contributor to Portland's 2022 ranking as the 12th most congested city in the United States and the 37th most congested city worldwide.
- A crash rate 3.5 times higher than the statewide average on I-5.
- A lack of full shoulders in key areas of I-5 to clear crashes and to provide emergency vehicles access or movement through traffic.
- A lack of neighborhood connections and undersized, incomplete and inaccessible sidewalks and crossings for people walking, biking and rolling through the surrounding local streets.

4. What are the Project's values?

ODOT acknowledges the impact and harm caused to the historic Albina community by the initial construction of I-5. We are committed to supporting a safer and more equitable project for Albina. The Project will enhance and improve travel, community spaces and community connections while supporting opportunities for economic development, including future land redevelopment opportunities. The Project's values are:

- **Restorative Justice for the Albina Community** to accelerate social, racial and economic equity that sustains positive, tangible change, specifically for Portland's Black community.
- **Community Input and Transparent Decision-Making** to have community-informed and involved decision-making through a community-connected, transparent and inclusionary process.
- **Mobility Focus** to increase connectivity for the traveling public and local community.
- **Climate Action and Improved Public Health** to reduce greenhouse gas emissions and meet local, regional and statewide climate action goals.

5. What are the key elements of the project design?

- **New ramp-to-ramp connections (auxiliary lanes)** in each direction of I-5 between I-84 and I-405. Auxiliary lanes will reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections to travel between interstates instead of merging and causing congestion and safety issues.

- **Wider shoulders** in each direction of I-5 between I-84 and I-405, providing space for stalled vehicles to move out of traffic and for emergency vehicles to respond to emergencies more quickly and safely.
- **A highway cover** over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.
- **A new east-west roadway crossing** over I-5 that reconnects Hancock Street, adding another crossing north of Broadway/Weidler.
- **A car-free pedestrian and bicycle bridge** that creates a new path over I-5, connecting with the local walking and biking network.
- **Multimodal local street improvements** including wider paths, curb ramps that are accessible in accordance with the Americans with Disabilities Act (ADA), and better lighting for people walking, biking and rolling.
- **Relocation of the I-5 southbound off-ramp** from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.

6. What are the project benefits?

Expected project benefits include:

- Providing smoother traffic flow on I-5 through ramp-to-ramp connections and wider shoulders.
- Enabling faster emergency response times by allowing responders to use wider shoulders to move through traffic.
- Reducing frequent crashes on I-5 by up to 50%.
- Saving travelers on I-5 nearly 2.5 million hours of travel time each year, getting people, goods and freight through this section of I-5 more quickly.
- Restoring neighborhood street connections over I-5.
- Creating opportunities for Disadvantaged Business Enterprises through contracts that build long-term career prospects for small businesses.
- Adding more than 1.5 miles of local street improvements to make streets safer by offering greater visibility, protection and access to people walking, biking and rolling.
- Designing and building a highway cover that can accommodate new community development.

7. What is the highway cover?

A highway cover is a structure built over a highway, similar to a very wide bridge. By replacing the existing bridges with one continuous highway cover, new land over I-5 that doesn't currently exist will be available for community development. In addition, the new cover will include seismic upgrades, making it more resilient than the existing bridges in the event of an earthquake.

The Proposed Hybrid 3 Cover Concept is the highway cover design that the community recommended after the evaluation of multiple highway cover options through an Independent Cover Assessment review in 2020 and 2021. The proposed design will connect streets that are currently divided by I-5. The new land created over I-5 will allow for wide sidewalks and the potential for future land development opportunities.

Design for the Project's Main Construction Package, which includes the highway cover, will be determined through a public process in partnership with the City of Portland and ODOT. The process includes the development of preferred opening-day and longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development of the highway cover. The process of designing the highway cover uses will continue to seek input from the Black and historic Albina community through guidance from the Project's Historic Albina Advisory Board.

8. How will auxiliary lanes and wider shoulders improve safety on I-5?

New ramp-to-ramp connections (auxiliary lanes) are designed to separate slower vehicles entering and exiting I-5 from higher-speed vehicles using the through lanes. Auxiliary lanes are proven to increase safety by providing drivers more time to merge, which reduces rear-end and sideswipe crashes. Studies show the new ramp-to-ramp connections are expected to reduce the frequency of crashes by up to 50%.

The Project will also build wider shoulders along I-5 between I-84 and I-405, which will provide space for vehicles to get safely off the roadway and give emergency vehicles safer and quicker access to emergencies within and beyond the Rose Quarter area.

Projects around the United States and other completed projects in the Portland area have proven the benefits of adding auxiliary lanes. A project in Tualatin added a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to I-205 to relieve congestion and reduce crashes. Results have shown that the auxiliary lane has reduced merging conflicts and allowed a more direct connection for people traveling from OR 217 to I-205. It has improved trip reliability during evening peak traffic by 16 minutes;

decreased crashes per year by 29%; and saved drivers \$13.8 million worth of time¹ annually.

A similar project in east Portland added an auxiliary lane on I-205 southbound, connecting the I-84 eastbound on-ramp to the SE Division Street/SE Powell Boulevard off-ramp. Between 2017 and 2019, this project decreased congestion over a 6-mile stretch by 35% and saved drivers \$3 million worth of time annually.

[Watch this video](#) to learn more about how auxiliary lanes work.

9. How will the Project improve safety for non-motorists?

Local street improvements will make streets safer by offering greater visibility, protection and access to people walking, biking and rolling. The Project includes improvements on local streets for all users, such as better lighting and ADA-compliant curb ramps. The Project will improve bike facilities and replace existing bike lanes with either buffered or protected lanes. The addition of a car-free bridge over I-5 will enhance safety and improve access for pedestrians and bicyclists near the Moda Center.

10. Will the Project increase the number of lanes on I-5? Will it expand the highway?

The Project is not a massive highway expansion project. It does not add new through lanes. At specific areas along the state's worst highway bottleneck, the Project will add new auxiliary lanes, which serve as ramp-to-ramp connections, and expand the existing highway shoulders along I-5. While these improvements will increase the paved width of the highway, the auxiliary lanes are designed to separate slower vehicles entering and exiting the highway from the higher-speed through traffic using the existing through lanes.

The new auxiliary lanes are projected to reduce congestion and improve safety on I-5 in our growing community. As an example for how they will function, let's look at how the traffic is currently moving during morning and evening rush hour. During peak morning and evening traffic, more than 95% of vehicles that enter I-5 southbound from the I-405 Fremont Bridge go on to exit the interstate within 2 miles, either at Broadway, I-84 or the

¹ Driver time saved is calculated in the following way: Daily Cost of Delay = (total daily vehicle delay in hours * passenger vehicle % * \$26.44 per hour) + (total daily vehicle delay in hours * heavy truck % * \$33.24 per hour).

The daily cost of travel time for each vehicle type is based on a published ODOT report on the value of travel time, which can be found here: <https://www.oregon.gov/ODOT/Data/Documents/2017-The-Value-of-Travel-Time.pdf>.

Annual Cost of Delay = Daily Cost of Delay * 250 days (250 days represent the average non-holiday weekdays in a year).

To learn more, read the 2020 Traffic Performance Report:

<https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>.

Morrison Bridge.² These three exits are all within the project area. With the proposed ramp-to-ramp connections, vehicles coming from the I-405 Fremont Bridge and going to one of these three exits can use the new auxiliary lane and will not have to merge in and out of through traffic on I-5. The Project is projected to save travelers on I-5 about 2.5 million hours of travel time each year.

The wider highway shoulders will provide space for vehicles to safely exit the roadway in an emergency. There are areas on I-5 within the project footprint that currently lack these shoulders. The wider shoulders will also give emergency service vehicles safer and quicker access to emergencies. These improvements will widen the physical footprint of I-5 without adding more through-travel lanes and will be built primarily within existing ODOT right-of-way.

11. What is the status of the Project's environmental review process?

The National Environmental Policy Act (NEPA) is a federal law requiring agencies seeking federal funding or approval to assess the potential impacts of their projects on the natural, human and built environments, including impacts on things such as air quality, traffic, historic resources, communities and more. Depending on the level of expected impact from a project, agencies must document a Categorical Exclusion, Environmental Assessment (EA) or Environmental Impact Statement.

In accordance with the NEPA, ODOT prepared and published an EA in 2019, and a Supplemental EA in 2022. Both times, the process included an opportunity for the public to review the findings and comment on the analysis. Most recently, the project team made design refinements to address public comments received during the Supplemental EA comment period, including two new structures over I-5. The first is the pedestrian and bicycle bridge that will connect the east and west sides of NE Clackamas Street. The second is a new southbound flyover structure that will split eastbound and westbound traffic exiting I-5. The refinements were made in partnership with the City of Portland, the Historic Albina Advisory Board and other key community partners.

ODOT will release a Revised Supplemental EA, including details on the design refinements, for review by the Federal Highway Administration (FHWA). As part of the NEPA process, the FHWA reviews all findings and public comments before making an environmental decision on a project. FHWA's decision is expected in 2024.

12. How is the Project addressing climate change?

Transportation emissions are Oregon's largest single source of greenhouse gas emissions. Other top sources of emissions are: heating our homes and businesses, residential and commercial construction, and agriculture. Not in isolation, but together with other projects

² Metro Regional Travel Demand Models, 2015. Learn more about Metro's modeling services: <https://www.oregonmetro.gov/modeling-services>.

overseen by ODOT's Urban Mobility Office and other partners, the I-5 Rose Quarter Improvement Project supports a region-wide Urban Mobility Strategy³ and regional policy that addresses statewide goals for reducing emissions. As such, greenhouse gas levels related to the Project should be considered in the context of the state's overall emission reduction plan.

Federal, state and local strategies are expected to reduce transportation sector greenhouse gas emissions through better fuel economy standards, inspection and maintenance programs, and transition to cleaner, low-carbon fuels for motor vehicles, including the electrification of vehicle fleets. Oregon is also investing millions of dollars to support electric vehicle charging infrastructure along the West Coast Electric Highway.⁴ On December 19, 2022, Oregon policymakers, joining California and Washington, approved a rule that will ban the sale of new gasoline-powered passenger vehicles by 2035. The effort comes as Oregon aims to cut climate-warming emissions by 50% by 2035 and by 90% by 2050. As a result of these regulatory efforts, large decreases in emissions are expected.

13. How is ODOT addressing the concerns and needs of the historic Albina community?

In Portland, generations of Black families are still being impacted by the lasting harm caused by the original construction of I-5 in the 1950s and 1960s, which resulted in the loss of homes, businesses, community places and generational wealth creation. It's important to acknowledge this painful history as ODOT puts a renewed focus on the historic Albina community through the I-5 Rose Quarter Improvement Project.

The Project presents a significant opportunity to contribute to Portland's Black community – first, by acknowledging these past harms and delivering a project that is not only influenced by Black voices, but intentionally invests in Black and minority-owned companies and workers. From consultants and vendors, community groups and non-profits, to new operational and institutional practices, ODOT is prioritizing equity and ensuring Black voices have a seat at the center of the table.

We can't replace what once was in Albina, but we can ensure we do not repeat past harms and be a national model for how a transportation project can invest in people. That means fostering economic empowerment, self-sufficiency and wealth creation opportunities for the Black community through good-paying jobs and pathways to entrepreneurship.

³ The [Urban Mobility Office](#) oversees ODOT's Urban Mobility Strategy – a cohesive approach to making everyday travel safer, easier and more predictable in the Portland metropolitan area.

⁴ The West Coast Electric Highway is an extensive network of public electric vehicle DC fast-charging and Level 2 charging stations along the West Coast, from British Columbia to the California-Mexico border. Charging stations are located every 25 to 50 miles along I-5, U.S. Highway 101, and other major roadways in British Columbia, Washington, Oregon and California.

14. How will the Project impact Harriet Tubman Middle School?

ODOT stands by its commitment to work collaboratively with Portland Public Schools (PPS) and will continue to keep the school district apprised of the latest data and developments regarding the Project.

PPS is leading a separate effort to relocate Harriet Tubman Middle School to a new location in the area and away from the I-5 corridor. This move is not as a result of the I-5 Rose Quarter Improvement Project and came about because \$120 million in funding for relocating the school was approved by the state legislature. PPS is exploring possible new locations and has the latest information. While ODOT is not directly involved in this effort, we support PPS's process to address concerns related to the school being adjacent to I-5.

15. How is ODOT ensuring that contract and workforce opportunities are equitable?

For the first time in ODOT's history, the agency is applying a diversity plan to a mega-project. From capacity building to a mentor-protege program and anti-harassment policies, the Project's [Diversity and Subcontracting Plan](#) includes strategies to boost contracting opportunities for Disadvantaged Business Enterprises (DBEs) and expand a diverse workforce. With guidance from the Project's Community Oversight Advisory Committee, this diversity plan was adopted in February 2022.

With more than 2 million labor hours and up to \$150 million in payroll and benefits, the Project offers career pathways and employment opportunities within the trades and in construction-related fields. It also presents capacity-building opportunities and large project experience for businesses with small cash flow and/or little to no experience working on major infrastructure projects. There are three to five Mini Construction Manager/General Contractor (Mini CM/GC) work packages for DBEs, where they will receive mentorship, training and business development support. Long-term projects like the I-5 Rose Quarter Improvement Project offer career stability and opportunities to learn new skills. Learn more about the CM/GC process by viewing this [fact sheet](#).

16. How are advisory committees shaping the Project?

Advisory committees oversee and provide recommendations for the Project's design and engagement process. Committee members' expertise reflects diverse professional backgrounds, including minority-owned firms, advocacy groups, workforce development organizations, industry associations and community-based organizations. Members are leaders and volunteers with strong ties to the historic Albina community and have a wide variety of civic and community interests. All members are recognized for advocating for people, particularly people of color and other diverse groups.

The purpose of the [Historic Albina Advisory Board](#) (HAAB) is to elevate voices in the Black community to ensure that project outcomes reflect community interests and values, and that the community directly benefits from the investments of this Project. The Board brings community perspectives to the Project's decision-making process concerning elements that most directly support community connections, urban design and wealth generation in the Black and historic Albina community.

- HAAB members are deeply involved in the design process for the Project's Main Construction Package, which includes the highway cover. The highway cover design work includes designing the cover structure across I-5, as well as what will ultimately be developed on top. ODOT is leading the process to design the highway cover structure and preferred opening-day uses. The City of Portland is leading the public process to define what will be developed on top of the cover in the long-term, which includes the development of preferred longer-term development concepts, street and path design, and options for governance and financing, followed by the formation of a Community Framework Agreement to guide future development. We'll be leaning into existing partnerships to leverage the most success in reconnecting communities.

The [Community Oversight Advisory Committee](#) (COAC) ensures the construction contractor meets its community and project goals and expectations for contracting with [disadvantaged businesses](#) and employing minorities and women. COAC members bring a broad perspective on community, social, economic and workforce issues in the project area. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.

17. How much is the Project expected to cost and how will it be funded?

Project cost estimates have increased from a previous estimate in September 2021. The current cost estimate is \$1.5 billion to \$1.9 billion. These figures may be updated in the future. The increase is a result of multiple factors:

- Design refinements and the associated construction material cost:
 - » In response to public comments made during the Supplemental EA, the project team made additional design refinements, including two new structures over I-5. The first is the pedestrian and bicycle bridge that will connect the east and west sides of NE Clackamas Street. The second is a new southbound flyover structure that will split eastbound and westbound traffic exiting I-5.
- Enhanced understanding of design and constructability based on input from the Project's CM/GC.
- Effects of inflation due to project delay.
- Ongoing supply chain effects affecting labor and materials.

Multiple sources of funding are anticipated for project construction, including funds from:

- Grant opportunities.
- Oregon House Bill 2017.
- Net revenues from the Oregon Toll Program, including the Regional Mobility Pricing Project.
- Other federal, state, regional and local funding sources.

18. How does the delay in tolling impact the Project and what happens next?

On June 26, 2023, ODOT released a draft Urban Mobility Strategy [Finance Plan](#). The plan confirms funding for the following Project priorities:

- Completing the environmental review process.
- Advancing design for Early Work Packages A and B to 100%.
- Advancing Early Work Package C toward final design.
- Advancing the Main Construction Package to 30% design.

The project team will focus on these priorities, ways to finance the Project and preparing for construction. ODOT is actively applying for federal grants and other funding opportunities.

19. Want to learn more?

If you'd like to learn more about the Project, you can send your questions to the project team (see contact options below). Stay informed about opportunities to provide input by signing up for our mailing list and checking the Project's Events and Meetings page for updates.

- **Website:** i5rosequarter.org
- **Email:** i5rosequarter@odot.oregon.gov
- **Phone:** 503-470-3127
- **Mailing List:** i5rosequarter.org/contact



Date: July 10, 2024

To: Metro Council
 Joint Policy Advisory Committee on Transportation (JPACT)
 Transportation Policy Alternatives Committee (TPAC)

From: Joe Cortright, *City Observatory*
 Chris Smith, No More Freeways

Subject: **Comments on MTIP FFY 2024 Formal Amendment Bundle for Resolution 24-5424**

“Some highway engineers have a mentality ... that would run an eight-lane freeway through the Taj Mahal. That is our problem.”
 – Oregon Governor Tom McCall, 1970

We appreciate the time that Metro staff has provided to help us carefully understand this amendment bundle. We have several important perspectives to share on these MTIP items.

We note the significance of programming the highway covers in a separate construction phase.

As Metro staff has explained to us, the use of a separate phase indicates that the multiple phases have ‘independent utility’. While they may be closely connected each could be constructed without the other. We continue to believe that the optimal outcome for the community would be to cap I-5 at Rose Quarter without widening the freeway, instead seeking less costly methods to address operational issues. We suggest that congestion pricing, coupled with some of the more modest investments (e.g., shoulder widening) suggested in the ARUP reports¹ would be the best outcome.

We join the community in celebrating the Reconnecting Communities grants to both the highway covers at Rose Quarter and to the City of Portland Broadway Main Street project.

¹ International traffic engineering firm ARUP was commissioned to review the Rose Quarter project as part of the Independent Cover Assessment. The result was two appendices that review the design and analyze its constructability. While the design has changed since, the fundamental suggestions to achieve desired goals less expensively are still relevant:
 I-5 Rose Quarter Freeway Expansion Project: Appendix E: Technical Design Review Memo, ARUP, December 11, 2020.
https://nomorefreewayspx.com/wp-content/uploads/2024/07/20201211-Appendix-E-Technical-Design-Assessment_Accessible.pdf
 I-5 Rose Quarter Freeway Expansion Project: Appendix I: Cost and Constructability. ARUP. July 21, 2021.
https://www.i5rosequarter.org/pdfs/independent_cover_assessment/AppendixI_CostAndConstructability.pdf



However, we do request one modification of the programming of the Reconnecting Communities funds. The current bundle would allocate \$382M to the covers and \$30M to Right of Way. We believe that Right of Way should not be prioritized until funding of the highway widening program is fully secured - constructing covers over a narrower footprint would certainly be more cost effective.

We request that the \$30M ROW allocation be allocated instead to the covers, raising the covers allocation to \$412M.

We observe the divergent levels of support for the covers and widening programs.

The highway covers enjoy widespread community support, including enthusiastic support from our organization. It is also possible that if an INFRA grant is awarded, the covers could be fully funded, with almost 90% of the funding coming from Federal sources.

In contrast, the widening project remains extremely controversial in the community, including multiple lawsuits from ourselves and our co-plaintiff organizational partners. Even if a full INFRA grant award is made, there will still be a significant gap that will need to be covered locally, and this cannot help but impact other priorities in our region. We have already seen the Oregon Transportation Commission defer maintenance on the Fremont Bridge and an important bridge project in North Portland to identify the local match for the INFRA application.² Political leadership to direct ODOT to rightsize the Rose Quarter megaproject will ensure this proposed expansion's spiraling cost overruns don't jeopardize regional efforts to lobby the state legislature in pursuit of new revenue for greater investment in local road maintenance, safer streets and public transit in the transportation package expected in the 2025 legislative session.

We urge regional leaders to carefully track the risks and impacts attendant to the Rose Quarter Freeway Expansion component. We continue to believe the impacts are greater than the benefits, and any temporary benefits will be rapidly erased by induced demand. Our community - and the new portions of the community that will soon span the highway at Albina - deserve better.

² "Desperate for freeway funds, transportation commission mulls all bad options" *BikePortland*. May 10, 2024. <https://bikeportland.org/2024/05/10/desperate-for-freeway-funds-transportation-commission-mulls-more-debt-active-transportation-project-delays-386241>