

## Council meeting agenda

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**Thursday, March 27, 2025**

**10:30 AM**

**Metro Regional Center, Council chamber,  
<https://zoom.us/j/615079992> (Webinar ID:  
615079992) or 253-205-0468 (toll free)**

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This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

**1. Call to Order and Roll Call**

**2. Public Communication**

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

**3. Resolutions (Public Comment and Consideration)**

- 3.1 Resolution No. 25-5475 For the Purpose of Increasing [RES 25-5475](#)  
Access to Metro Properties and Supporting the Film and  
Television Industry in the Greater Portland Region
- Presenter(s): Andrew Scott, Deputy Chief Operating Officer
- Attachments: [Resolution No. 25-5475](#)  
[Staff Report](#)

**4. Ordinances (First Reading and Public Hearing)**

- 4.1 Ordinance No. 25-1529 For The Purpose Of Annexing To [ORD 25-1529](#)  
The Metro District Boundary Approximately 13.92 Acres  
Located in Wilsonville Along SW Frog Pond Lane
- Presenter(s): Glen Hamburg (he/him), Senior Regional Planner, Metro
-

Attachments: [Ordinance No. 25-1529](#)  
[Exhibit A to Ordinance No. 25-1529](#)  
[Staff Report](#)  
[Attachment 1 - Subject Territory](#)

4.1.1 Public Hearing for Ordinance No. 25-1529

**5. Resolutions (Public Comment)**

*Council consideration of Resolution No. 25-5463 is scheduled for April 1, 2025 at 10:30 a.m.*

- 5.1 Resolution No. 25-5463 For The Purpose Of Amending [RES 25-5463](#)  
Three Related I-5 Rose Quarter Projects To The 2024-27  
MTIP To Add \$250 Million Dollars Of Approved Funding To  
The Projects

Presenter(s): Jean Senechal Biggs, Resource Development Manager,  
Planning, Development and Research  
Megan Channel, Rose Quarter Project Director, Oregon  
Department of Transportation

Attachments: [Resolution no. 25-5463](#)  
[Exhibit A to Resolution 25-5463](#)  
[Staff Report](#)  
[Attachment 1 - Current Project Programming](#)  
[Attachment 2 - Performance Assessment Evaluation](#)  
[Attachment 3 - Urban Mobility Strategy Finance Plan Update \(2024\)](#)  
[Attachment 4 - STIP Amendment \(December 2024\)](#)  
[Attachment 5 - Responses to TPAC](#)  
[Attachment 6 - Phase 1/1A Full Build](#)  
[Attachment 7 - TPAC/JPACT Meeting Summaries](#)

**6. Chief Operating Officer Communication**

**7. Councilor Communication**

**8. Adjourn**



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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបង្កើនសេចក្តីស្មោះត្រង់សម្រាប់ការប្រកាសនៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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**3.1 Resolution No. 25-5475 For the Purpose of Improving Metro's  
Special Use Permitting and Supporting Local Filmmakers**  
*Resolutions (public comment and consideration)*

Metro Council Meeting  
Thursday, March 27, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF INCREASING ACCESS	)	RESOLUTION NO. 25-5475
TO METRO PROPERTIES AND SUPPORTING	)	
THE FILM AND TELEVISION INDUSTRY IN	)	Introduced by Councilor Duncan Hwang and
THE GREATER PORTLAND REGION	)	Councilor Christine Lewis in concurrence
	)	with Council President Lynn Peterson

WHEREAS, for more than a century, filmmakers in Oregon have sought to display the state's breathtaking natural beauty, featuring locations across the state in hundreds of films and television shows; and

WHEREAS, the rich backdrops of Oregon's landscape have long inspired viewers to connect with nature, be good stewards of natural areas and natural resources and visit our region's most beloved natural wonders; and

WHEREAS, Oregon has supported filmmakers for decades and has sought to foster a community that values the artistic and cultural contributions of the industry, as well as its undeniable economic benefits; and

WHEREAS, Metro is dedicated to fostering economic growth opportunities for local business, supporting arts and culture and connecting people to nature; and

WHEREAS, the film and video industry's total contribution to Oregon's economy surpassed \$5.9 billion in FY 2023; and

WHEREAS, in FY 2023, the industry employed a full-year-equivalent of 12,680 jobs and stimulated an additional 14,584 jobs by hiring local workers and attracting out-of-state dollars that support local businesses, such as restaurants, hotels and local retailers; and

WHEREAS, jobs supported by the industry offer living wages and workers have the ability to access benefits for up to two years; and

WHEREAS, Metro's support for arts and culture includes its management of Portland's 5 Centers for the Arts, which brings more than 1,000 music, theater, dance and lecture performances to the region each year; and

WHEREAS, Metro has, for over 35 years, committed to protecting land and improving parks and natural areas and currently manages over 19,000 acres of parks, trails and natural areas across the region; and

WHEREAS, Metro's special use permits offer access to public lands and other Metro facilities while ensuring the health and safety of workers and visitors and while preserving sensitive habitat and ecosystems; and

WHEREAS, predictable and efficient access to public lands and other Metro facilities are critical to supporting the film, television and video industry and showcasing the greater Portland region's natural beauty, the talent of its local artisans, performers, and designers and this region's unique and artistic spirit; therefore

BE IT RESOLVED that the Metro Council directs the Chief Operating Officer to promote, support and advance the film, television and video industry and collaborate with industry partners to:

1. Streamline special use permit applications across Metro departments.
2. Increase predictability, reduce response times improve communications with applicants and proactively provide alternatives to requests whenever possible.
3. Create expectations and processes that enhance filming opportunities and maintain habitat protection.

ADOPTED by the Metro Council this 27<sup>th</sup> day of March 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF **RESOLUTION NO. 25-5475** FOR THE PURPOSE OF INCREASING  
ACCESS TO METRO PROPERTIES AND SUPPORTING THE FILM AND TELEVISION  
INDUSTRY IN THE GREATER PORTLAND REGION

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Date: March 20, 2025  
Department: Council Office  
Meeting Date: March 27, 2025

Prepared by: Anne Buzzini,  
anne.buzzini@oregonmetro.gov  
Presenter(s), (if applicable): Andrew  
Scott, Deputy Chief Operating Officer  
Length: 20 minutes

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## **ISSUE STATEMENT**

As the steward of over 19,000 acres of parks and natural areas in the region, as well as the owner and operator of additional properties and venues, Metro provides access for special events like filming through special use permits.

Metro's special use permits program provides applicants with the ability to access certain properties under specific circumstances. However, access to certain places—like natural areas—are complicated by Metro's dedication to preserving habitat. Nonetheless, Metro's portfolio of parks and natural areas offers ample substitutes and opportunities exist for modifying permitted uses to achieve both goals.

## **ACTION REQUESTED**

Council approval of Resolution No. 25-5475, to support film and television industry partners and other residents and businesses through increased and more efficient access to Metro parks, natural areas and properties for special uses.

## **IDENTIFIED POLICY OUTCOMES**

Adoption of Resolution No. 25-5475 will increase access to Metro parks, natural areas and properties by improving the process for securing special use permits. Increased access will directly support local film and television industry partners by providing more reliable filming locations, which will in turn generate more economic activity in the region, support local businesses like restaurants and retailers, help workers retain their family-wage jobs and benefits and support arts and culture in the greater Portland region.

## **POLICY QUESTION**

Should Council direct Metro's Chief Operating Officer to streamline special use permitting, increase predictability and enhance filming opportunities while protecting habitat?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Council may adopt Resolution No. 25-5475 to support the local film and television industry and benefit residents and other industries seeking more efficient access to Metro parks, natural areas, and properties for special uses.

Alternatively, Council may reject the resolution and retain the existing special use permitting processes.

## **STAFF RECOMMENDATION**

Staff recommend Council adopt Resolution No. 25-5475 to provide greater clarity and reliability to industry partners and support strong partnerships to maximize filming opportunities while protecting habitat.

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

The film and television industry in the greater Portland region has, for decades, showcased Oregon's pristine natural areas, its vibrant and unique culture and the talents of local artists.

Through the years, the industry has not only filmed many beloved movies and television series in greater Portland but has supported tens of thousands of workers in jobs that pay family wages and provide much-needed benefits, such as health insurance. The industry generates economic activity in the greater Portland region that supports local restaurants, shops and other businesses, and the industry draws visitors to the region by sparking excitement about the region's cities and natural wonders.

Film and television industry partners would benefit directly were Metro's Chief Operating Officer to identify opportunities to proactively support special use permit applicants, including a single point of contact for all types of properties, and to work collaboratively to increase predictability for applicants. More reliability during tight filming schedules will reduce costs for production partners and ensures artists expecting work are retained, paid and can continue to access benefits.

## **ATTACHMENTS**

None

**4.1 Ordinance No. 25-1529 For The Purpose Of Annexing To  
The Metro District Boundary Approximately 13.92 Acres  
Located in Wilsonville Along SW Frog Pond Lane**  
*Ordinances (first reading and public hearing)*

Metro Council Meeting  
Thursday, March 27, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE	)	ORDINANCE NO. 25-1529
METRO DISTRICT BOUNDARY	)	
APPROXIMATELY 13.92 ACRES LOCATED	)	Introduced by Chief Operating Officer
IN WILSONVILLE ALONG SW FROG POND	)	Marissa Madrigal with the Concurrence of
LANE	)	Council President Lynn Peterson

WHEREAS, West Hills Land Development, LLC, and Venture Properties, Inc. have submitted a complete application for annexation of 13.92 acres of Wilsonville (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-969B adopted on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on March 27, 2025; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated February 28, 2025, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 7th day of April 2025.

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Lynn Peterson, Council President

Attest:

Approved as to form:

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Georgia Langer, Recording Secretary




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Carrie MacLaren, Metro Attorney





<http://www.oregonmetro.gov/drc>

 Taxlots  
 Urban growth boundary  
 Metro district boundary



1:5.000

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## STAFF REPORT

### IN CONSIDERATION OF ORDINANCE NO. 25-1529, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 13.92 ACRES LOCATED IN WILSONVILLE ALONG SW FROG POND LANE

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Date: February 28, 2025  
Department: Planning, Development & Research

Prepared by: Glen Hamburg  
Senior Regional Planner

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## BACKGROUND

CASE: AN-0125, Annexation to Metro District Boundary

PETITIONERS: West Hills Land Development, LLC      Venture Properties, Inc.  
3330 NW Yeon Ave, Ste 200      4230 Galewood St, Ste 100  
Portland, OR 97210      Lake Oswego, OR 97035

PROPOSAL: The petitioners request annexation of territory in Wilsonville to the Metro District Boundary.

LOCATION: The subject territory, totaling approximately 13.92 acres in area, is located in Wilsonville on the north and south sides of SW Frog Pond Ln west of SW Ponderosa Ave, and includes portions of SW Frog Pond Ln right-of-way. The subject territory can be seen in Attachment 1.

ZONING: The territory is zoned Residential Neighborhood (RN) by the City of Wilsonville.

The subject territory was added to the urban growth boundary (UGB) in 2002. The territory must be annexed into the Metro District for urbanization to occur.

## APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

### Staff Response:

The subject territory was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B. Therefore, the territory is within the UGB and the application meets the criteria of MC Subsection 3.09.070(E)(1).

2. *The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

**Staff Response:**

Approximately 4.92 acres of the subject territory were annexed to the City of Wilsonville in 2022 by City Ordinance No. 868; the remaining 9.00 acres of the territory were annexed to the city in 2025 by City Ordinance No. 896. Therefore, the application meets the criteria in MC Subsection 3.09.070(E)(2).

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

**Staff Response:**

The subject territory is already within the UGB, has been planned for urban residential land uses, and has been annexed to the City of Wilsonville; it is therefore not subject to any urban reserve concept plan. The territory has a residential zoning designation of “Residential Neighborhood” (RN), which allows for urban residential land uses. Water, sewer, and stormwater service to new development would be provided by the City of Wilsonville. The proposal is not inconsistent with any adopted cooperative or urban service agreement. The application meets the criteria in MC Subsection 3.09.070(E)(3).

## **ANALYSIS/INFORMATION**

**Known Opposition:** There is no known opposition to this application.

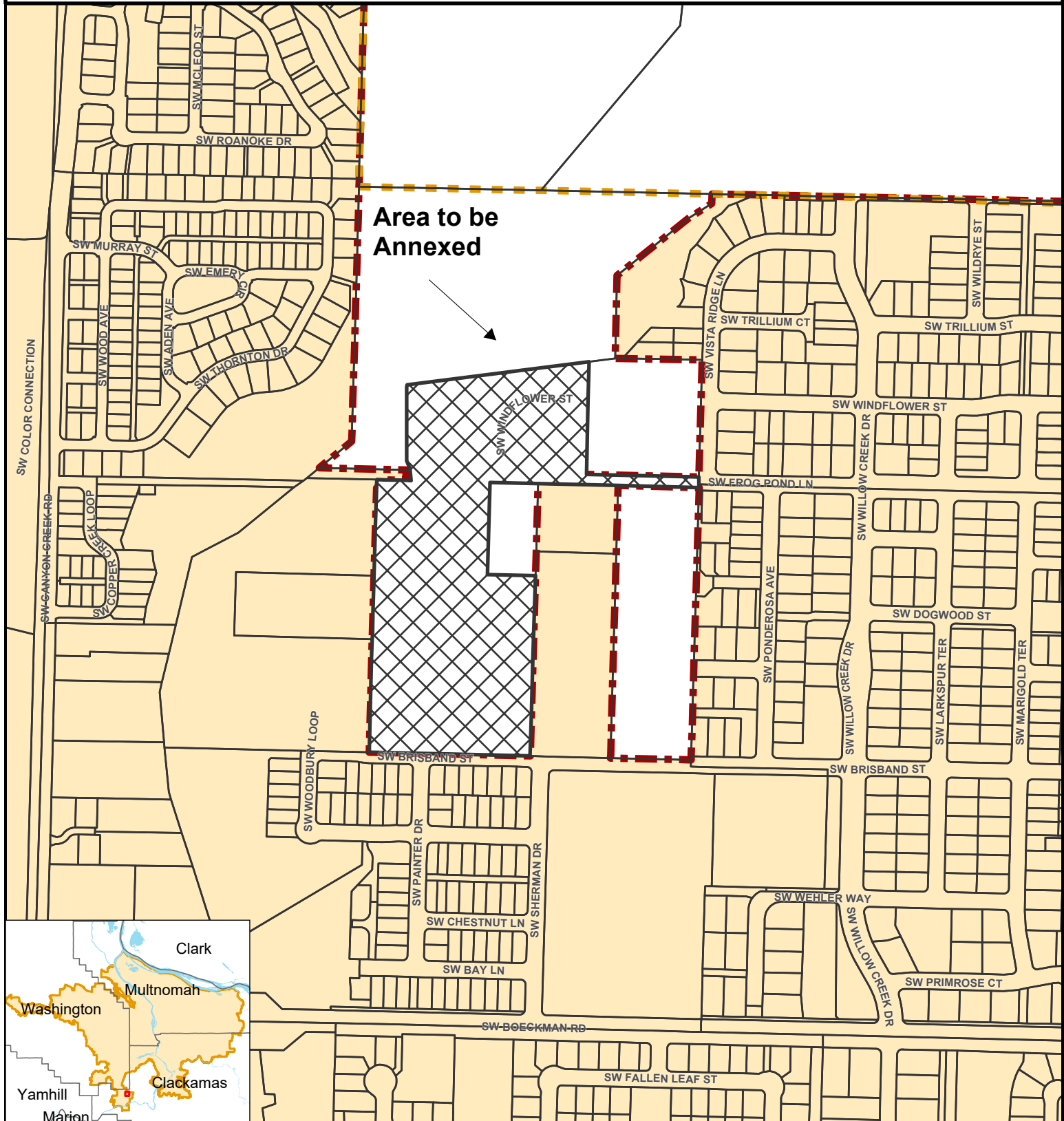
**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District Boundary.

**Anticipated Effects:** This amendment will add approximately 13.92 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the City of Wilsonville Comprehensive Plan.




**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.

## **RECOMMENDED ACTION**

Staff recommends adoption of Ordinance No. 25-1529.



Research Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0125



1:5,000

0 500 1,000 Feet

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**5.1 Resolution No. 25-5463 For The Purpose Of Amending  
Three Related I-5 Rose Quarter Projects To The 2024-27  
MTIP To Add \$250 Million Dollars Of Approved Funding To  
The Projects**  
*Resolutions (public comment)*

Metro Council Meeting  
Thursday, March 27, 2025

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF AMENDING</b>	)	RESOLUTION NO. 25-5463
<b>THREE RELATED I-5 ROSE QUARTER</b>	)	
<b>PROJECTS TO THE 2024-27 MTIP TO</b>	)	Introduced by: Chief Operating
<b>ADD \$250 MILLION DOLLARS OF</b>	)	Officer Marissa Madrigal in
<b>APPROVED FUNDING TO THE PROJECTS</b>	)	concurrence with Council President
	)	Lynn Peterson

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 (USDOT) 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 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, the I-5 Rose Quarter Improvement Project's purpose is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent vicinity surface streets, and enhance multimodal facilities in the project area, and support improved local connectivity and multimodal access plus improve multimodal connections between neighborhoods east and west of I-5.

WHEREAS, the Oregon Transportation Commission (OTC) approved \$250 million in new funding during their December 2024 and January 2025 meetings in support of the I-5 Rose Quarter Improvement Project; and

WHEREAS, ODOT will split the awarded funding across the I-5 Rose Quarter Improvement Project in Key 19071 and the two construction projects in Keys 23672 and 23682; and

WHEREAS, ODOT will add \$12.5 million of awarded funding to support non-construction phase activities for preliminary engineering, right-of-way, utility relocation, and the “Other” phase requirements in Key 19071; and

WHEREAS, ODOT will commit \$177.5 million for the I-5 Rose Quarter - Broadway to Weidler Phase 1 construction package in Key 23672 with the remaining \$60 million committed to the I-5 Rose Quarter - Phase 1A construction package in Key 23682; and

WHEREAS, the OTC award exceeds the \$100 million dollar threshold for capacity enhancing projects requiring Metro to complete a Performance Assessment Evaluation (PAE) as part of the amendment; and

WHEREAS, Metro completed the project PAE which included a transportation modeling analysis and examined the anticipated system performance impacts in support of the 2023 Regional Transportation Plan’s goals of equity, climate, safety, mobility, and economy; and

WHEREAS, Metro completed a 30-day plus public notification and opportunity to comment period as part of formal amendment, and ensured all submitted comments were documented and reviewed in accordance with Metro’s Public Participation Plan; and

WHEREAS, OTC’s double approval requirement process provided the required fiscal constraint demonstration verification for the new awarded funding for inclusion into the MTIP and STIP; and

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

WHEREAS, on February 7 and February 20, 2025, Metro’s Transportation Policy and Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) respectively received an official amendment overview; and

WHEREAS, on March 7, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council

1) Adopts this resolution to amend the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to add the new approved \$250 million dollars for the I-5 Rose Quarter Improvement Project; and

2) Includes the requirement that if the Reconnecting Communities funding is not made available, or a major change in scope for Phase 1 becomes necessary, ODOT will return with an MTIP amendment for JPACT and Metro Council action.

ADOPTED by the Metro Council this 1st day of April 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



**Exhibit A**  
**I-5 Rose Quarter Improvement Project Formal/Full MTIP Amendment**  
**Formal Amendment #: FB25-05-FEB1**

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment represents a stand-alone formal amendment involving three Rose Quarter improvement projects. The three amended ODOT projects include the following:

- Key 19071: I-5 Rose Quarter Improvement Project (Adds \$12.5 million to the Preliminary Engineering (PE), right-of-way, Utility Relocation (UR), and Other phases).
- Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1 (Adds \$177.5 million to the construction phase).
- Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A** (Adds \$60 million to the construction phase, updates, the project name and description as a result of a scope adjustment).

Note: There is a fourth project that supports various Rose Quarter proposed improvements. This is Key 23646. The project name is Broadway Mainstreet and Supporting Connections. The lead agency is the city of Portland. This project is a separately funded project and not part of the February #1, 2025, MTIP Formal Amendment. There is no amendment action occurring to this project.

On December 4, 2024, the Oregon Transportation Commission (OTC) provided their initial approval of the \$250 million for the Rose Quarter Improvement project. During their January 16, 2025 meeting, OTC received an updated and more detailed summary describing how the \$250 million will be applied. OTC approved this item as well. See Attachments 3 and 4 to the amendment staff report for additional details.

There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the three projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** Key 19071 contains the non-construction phase programming to the Rose Quarter Improvement Project. The overall proposed improvements are on I-5 in Portland and will complete multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new over crossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. The MTIP formal amendment adds \$12.5 million the PE, ROW, UR, and Other phases. . The net change increases the total programming amount by 4.9%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):** The MTIP formal amendment adds \$177.5 million of the OTC approved \$250 million to the construction phase. 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 and complete compatibility construction for follow-on packages.

- **Key 23682 - ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (ODOT):** The formal amendment adds \$60 million of approved OTC funding to the construction phase. The project will construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. The project scope is updated which results in a modification to the project name and description.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #1 Formal MTIP Amendment bundle of projects.

2024-2027 Metropolitan Transportation Improvement Program

**Exhibit A to Resolution 25-5463**

**I-5 Rose Quarter Improvement Project Formal Amendment Bundle Contents**

**Amendment Type: Formal/Full**

**Amendment #: FB25-05-FEB1**

**Total Number of Projects: 3**

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

**Category: Amending Existing Projects to the 2024-2027 MTIP:**

(#1) ODOT Key # <b>19071</b> MTIP ID 70784	ODOT	I-5 Rose Quarter Improvement Project	Key 19071 includes the non-construction required phases (e.g. PE, ROW, UR, and Cons). The overall project is on I-5 in Portland. It will 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.	<b><u>ADD FUNDS:</u></b> The formal amendment adds \$12.5 million of Oregon Transportation Commission (OTC) approved funds to PE, UR, ROW and Other phases. The Other phase slips to 2026. The net programming change increases the project by 5.3%.
(#2) ODOT Key # <b>23672</b> MTIP ID 71444	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1	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	<b><u>ADD FUNDS:</u></b> The formal amendment adds a total of \$250 million of OTC approved to the three existing Rose Quarter projects including Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding was approved by OTC during their December 2024 and January 2025 meetings.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # <b>23682</b> MTIP ID 71443	ODOT	<del>I-405 and I-5 Stormwater Facilities</del> <b>I-5 Rose Quarter: Phase 1A</b>	<del>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.</del> Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071	<b><u>ADD FUNDS/SCOPE:</u></b> The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The project scope is adjusted and requires updates to the project name and description.

Proposed Amendment Review and Approval Steps	
I-5 Rose Quarter Improvement Project Formal Amendment estimated processing and approval timing	
Note: The Rose Quarter MTIP Formal Amendment requires a 2-step approval process through the Metro TPAC and JPACT committees. The amendment bundle will be introduced to TPAC and JPACT during their February 2025 meetings. Amendment approval requests will occur during their March 2025. Meeting. Final approval from Metro Council is proposed to occurring during April 2025. Key processing milestone dates are shown below.	
Rose Quarter Improvement Project Formal MTIP Amendment Introduction and Overview	
Date	Action
Tuesday, February 4, 2025	Post amendment & begin 30+ day notification/comment period. (Comment period is February 4, 2025 to March 7, 2025.)
Friday, February 7, 2025	TPAC meeting – Rose Quarter formal amendment introduction and overview.
Thursday, February 20, 2025	JPACT Meeting – Rose Quarter amendment introduction and overview.
Rose Quarter Improvement Project Formal MTIP Amendment Approval Actions	
Friday, March 7, 2025	TPAC meeting – Rose Quarter approval recommendation to JPACT requested from TPAC.

Friday, March 7, 2025	Close 30+ day public notification/comment period. Note: Comments still can be submitted via written correspondence to Metro or providing testimony at TPAC, JPACT, or Metro Council meetings.
Thursday, March 20, 2025	JPACT meeting – Rose Quarter amendment approval request and final approval recommendation provided to Metro Council
Thursday, April 3, 2025*	Metro Council Meeting – Final Metro amendment approval request provided
Late April/early May 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

\* Note: The final Metro Council date is tentative and may change.



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment

**ADD FUNDS**

Add OTC approved funds to PE,  
UR, and Other phases, slip the  
Other phase to 2026

**Project #1****Project Details Summary**

<b>ODOT Key #</b>	<b>19071</b>	<b>RFFA ID:</b>	N/A	<b>RTP ID:</b>	10867 11176	<b>RTP Approval Date:</b>	11/30/2023
<b>MTIP ID:</b>	<b>70784</b>	<b>CDS ID:</b>	N/A	<b>Bridge #:</b>	S8588E N8588E	<b>FTA Flex &amp; Conversion Code</b>	No
<b>MTIP Amendment ID:</b>		<b>FB25-05-FEB1</b>		<b>STIP Amendment ID:</b>	24-27-2202		

**Summary of Amendment Changes Occurring:**

The formal amendment adds new Oregon Transportation Commission (OTC) funding to the three existing Rose Quarter projects. For Key 19071, \$10 million of approved funding is added to the Preliminary Engineering (PE) phase. The ROW phase adds \$1 million and the Utility Relocation (UR) phase receives a \$1 million increase. The Other phase receives a \$500,000 boost. This totals \$12.5 million of new OTC approved funding. The Other phase is slipped from FFY 2025 to FFY 2026. The cost change increases the total programming from \$236,141,997 to \$248,641,997. This equals a 5.3% increase to the project. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

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

<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	ODOT	<b>Administrator:</b>	ODOT
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No	<b>Delivery as Direct Recipient:</b>	<b>Yes</b>

**MTIP Worksheet/Exhibit A Contents for Key 19071**

Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	7	Project limits and cross street references
2	Project descriptions and classifications	8-9	Amendments, RTP consistency review areas and goals
3	Programming details - Federal fund portion	10-11	Public comment period, fund code descriptions, STIP review
4	Programming details - State and local funds	12-13	RTP performance measures completed assessments
5-6	Funding composition and match ratio details	14-15	Project location map and project exhibit
6-7	Known committed funding summary		

**Short Description:**

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 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:**

The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal 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.

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
<b>Federal Funds</b>									
NHPP Exempt	M002 MOE2	2016		\$ 3,805,500					\$ 3,805,500
<del>AC-HB2017</del>	<del>ACP0</del>	<del>2016</del>		<del>\$ 82,998,000</del>					\$ -
AC-HB2017	ACP0	2016		\$ 119,886,000					\$ 119,886,000
ADVCON (RQ)	ACP0	2016		\$ 9,222,000					\$ 9,222,000
<del>AC-NAE23</del>	<del>ACP0</del>	<del>2016</del>		<del>\$ 30,000,000</del>					\$ -
NAE23	NE01	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
<del>AC-HB2017</del>	<del>ACP0</del>	<del>2020</del>			<del>\$ 10,072,002</del>				\$ -
AC-HB2017	ACP0	2020			\$ 10,144,200				\$ 10,144,200
AC-NAE23	ACP0	2020			\$ 30,000,000				\$ 30,000,000
ADVCON (RQ)	ACP0	2020			\$ 922,200				\$ 922,200
<del>AC-NAE23</del>	<del>ACP0</del>	<del>2025</del>				<del>\$ 7,500,000</del>			\$ -
NAE23	NE01	2025				\$ 7,500,000			\$ 7,500,000
ADVCON (RQ)	ACP0	2025				\$ 922,200			\$ 922,200
<del>AC-NAE23</del>	<del>ACP0</del>	<del>2025</del>						<del>\$ 250,000</del>	\$ -
AC-NAE23	ACP0	2026						\$ 250,000	\$ 250,000
ADVCON (RQ)	ACP0	2026						\$ 461,100	\$ 461,100
<b>Federal Totals:</b>			\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600
<b>Federal fund code notes:</b>									
1. AC-HB2017 = Advance Construction funds used as a funding placeholder which originate from authorized HB2017 funding for the project. The final conversion code could another type of eligible federal funds. This is why the advance construction are shown a federal funds.									
2. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code.									
3. NHPP Exempt = Federal National Highway Performance Program funding that are not subject (or Exempt) from various federal-aid restrictions									
4. NHPP = Federal National Highway Performance Program funds that are s subject to the usual federal-aid obligation limitations									
5. NHFP = Federal National Highway Freight Program funds									
6. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									



State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2016		\$ 321,045					\$ 321,045
<del>State (ACHB2017)</del>	<del>Match</del>	<del>2016</del>		<del>\$ 7,002,000</del>					\$ -
State (ACHB2017)	Match	2016		\$ 10,114,000					\$ 10,114,000
State (ACPO)	Match	2016		\$ 778,000					\$ 778,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
<del>NHPP (State)</del>	<del>Y001</del>	<del>2016</del>		<del>\$ 40,000,000</del>					\$ -
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
<del>State (ACHB2017)</del>	<del>Match</del>	<del>2020</del>			<del>\$ 927,998</del>				\$ -
State (ACHB2017)	Match	2020			\$ 855,800				\$ 855,800
State (ADVCON)	Match	2020			\$ 77,800				\$ 77,800
State (ADVCON)	Match	2025				\$ 77,800			\$ 77,800
State (ADVCON)	Match	2026						\$ 38,900	\$ 38,900
State Totals:			\$ -	\$ 13,634,097	\$ 933,600	\$ 77,800	\$ -	\$ 38,900	\$ 14,684,397
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:			\$ -	<del>\$ 187,391,997</del>	<del>\$ 41,000,000</del>	<del>\$ 7,500,000</del>	\$ -	<del>\$ 250,000</del>	<del>\$ 236,141,997</del>
Amended Programming Totals			\$ -	\$ 197,391,997	\$ 42,000,000	\$ 8,500,000	\$ -	\$ 750,000	\$ 248,641,997
Total Estimated Project Cost :									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes and No	Programming only supports non-construction phase requirements. PE, ROW, UR, and Other phase programming is considered fully programmed. Partial construction phase programming is in Keys 23672 and 23682 (also part of the February #1 Formal Amendment bundle).					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 10,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 500,000	\$ 12,500,000
Phase Change Percent:	0.0%	5.34%	2.4%	13.33%	0.0%	200.0%	5.3%
Amended Phase Matching Funds:	\$ -	\$ 12,634,097	\$ 855,800	\$ 77,800	\$ -	\$ 38,900	\$ 13,606,597
Amended Phase Matching Percent:	N/A	6.57%	7.13%	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	\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600
State	\$ -	\$ 13,634,097	\$ 933,600	\$ 77,800	\$ -	\$ 38,900	\$ 14,684,397
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 197,391,997	\$ 42,000,000	\$ 8,500,000	\$ -	\$ 750,000	\$ 248,641,997
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	91.07%	97.78%	0.0%	0.0%	0.0%	92.49%
State	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	5.9%
Local	0.0%	2.03%	0.00%	0.0%	0.0%	0.0%	1.61%
Total	0.0%	93.1%	100.0%	0.0%	0.0%	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%	72.3%	16.5%	3.4%	0.0%	0.3%	92.49%
State	0.0%	5.5%	0.4%	0.0%	0.0%	0.0%	5.9%
Local	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	1.61%
Total	0.0%	79.4%	16.9%	3.4%	0.0%	0.3%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 197,391,997	\$ 42,000,000	\$ 8,500,000			Aid ID
Federal Funds Obligated:		\$ 179,757,900	\$ 41,066,400	\$ 8,422,200			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:	Construction phases for Key 23682 is proposed to start in 2025 with construction in Key 23672 in 2027.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

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	
Rose Quarter	PE	\$ 9,222,000	\$ 778,000	\$ -	\$ 10,000,000	OTC approval December 2024
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA discretionary National Highway Freight Program
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 179,757,900	\$ 13,634,097	\$ 4,000,000	\$ 197,391,997	\$ 197,391,997
AC-HB2017 Discretionary	ROW	\$ 10,144,200	\$ 855,800	\$ -	\$ 11,000,000	
Rose Quarter	ROW	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Part of NAE grant award
Phase Totals:		\$ 41,066,400	\$ 933,600	\$ -	\$ 42,000,000	
Rose Quarter	UR	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	Added OTC December 2024 action
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 8,422,200	\$ 77,800	\$ -	\$ 8,500,000	

					\$	-		
Rose Quarter	Other	\$	461,100	\$	38,900	\$	- \$ 500,000	Added OTC December 2024 action
USDOT Grants 2023	Other	\$	250,000	\$	-	\$	- \$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$	711,100	\$	38,900	\$	- \$ 750,000	
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	
Rose Quarter						\$	12,500,000	Total OTC approval = \$250 million
USDOT Grants 2023						\$	67,750,000	Total grant award = \$450 million
Total:						\$	248,641,997	TPC estimate = \$1.5B to \$1.9B

1. What is the source of funding? **Various Federal discretionary plus ODOT state funds including HB2017 and specific ODOT funding programs.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was 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
	Yes	I-5	301.2	303.4	2.2
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2016	Years Active	10	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	11 (Since 2016)	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD PHASES and FUNDING: 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						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>
Exemption Reference:	<b>Not applicable.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>
Additional Completed Reviews:	<b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b>
RTP Constrained Project ID and Name:	<b>RTP IDs:</b> <b>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)</b> <b>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>

<p>RTP Project Description:</p>	<p><b>ID 10867:</b>  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</p> <p><b>ID 11176:</b>  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.</p>
<p><b>Additional RTP Consistency Check Areas</b></p>	
<p>1. Is the project designated as a Transportation Control Measure? <b>No.</b></p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b></p>	
<p>3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b></p>	
<p>3a. If yes, is an amendment required to the UPWP? <b>No.</b></p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b></p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b></p>	
<p>4. Applicable RTP Goals:</p> <p><b><u>Goal # 1 - Mobility Options:</u></b>  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.</p> <p><b><u>Goal #2 - Safe System:</u></b>  Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b>  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</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. <b>The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</b></p>	

### 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 Tuesday, February 4, 2025 to Friday, March 7, 2025**
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? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

### Fund Codes References

Local	Local funds used to support the federal match or contributes to the phase cost.
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. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified
AC-HB2017	Advance Construction placeholder funds that originate from the HB2017 legislation, but could result in a federal conversion code other than HB-2017
AC-NAE23	Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program
NAE23	Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.
NHFP	Federal National Highway Freight Program funding that supports the improvement of the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including the investment 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

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.
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.
State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

**Response:**

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
<b>Total Project Cost</b>	<b>\$1.5 B - \$1.9B</b>
<b>Funding Gap</b>	<b>\$642M - \$1.042B</b>

**Key Number:**

**19071**

**2024-2027 STIP**

**Project Name:**

**I-5 Rose Quarter Improvement Project**

**(DRAFT AMENDMENT BB)**

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	70.92%	140,000,000.00	92.22%	129,108,000.00	7.78%	10,892,000.00	0.00%	0.00
	M002	NHPP-EXEMPT	0.81%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00
	M0E2	NATL HWY PERF EXMPT	1.28%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00
	NE01	Neighborhood Access Equity Grant	15.20%	30,000,000.00	100.00%	30,000,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	2.03%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00
	S010	STATE	0.51%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00
	Z001	NATIONAL HIGHWAY PERF FAST	1.01%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00
	Z460	NATIONAL HWY FREIGHT PROGRAM	8.24%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00
	PE Totals			100.00%	197,391,997.18		179,757,899.80		13,634,097.38	
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	
UR	ACP0	ADVANCE CONSTRUCT PR	11.76%	1,000,000.00	92.22%	922,200.00	7.78%	77,800.00	0.00%	0.00
	NE01	Neighborhood Access Equity Grant	88.24%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00
	UR Totals			100.00%	8,500,000.00		8,422,200.00		77,800.00	
OT	ACP0	ADVANCE CONSTRUCT PR	100.00%	750,000.00	0.00%	711,100.00	0.00%	38,900.00	0.00%	0.00
	OT Totals			100.00%	750,000.00		711,100.00		38,900.00	
Grand Totals				247,641,997.18		226,701,399.80		16,940,597.38		4,000,000.00



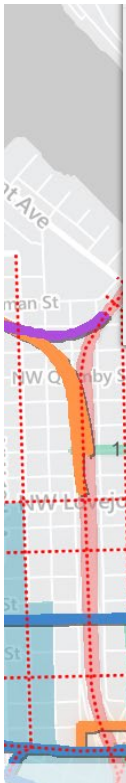
## Modeling Network , NHS, and Performance Measure Designations

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

### Anticipated Required Performance Measurements Monitoring

#### Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** 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.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

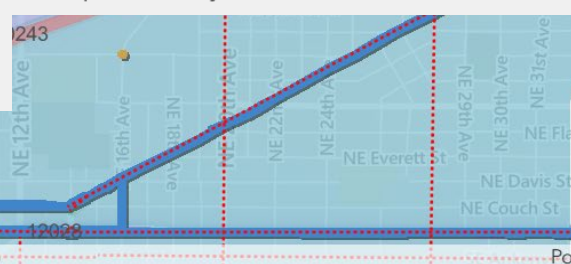
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

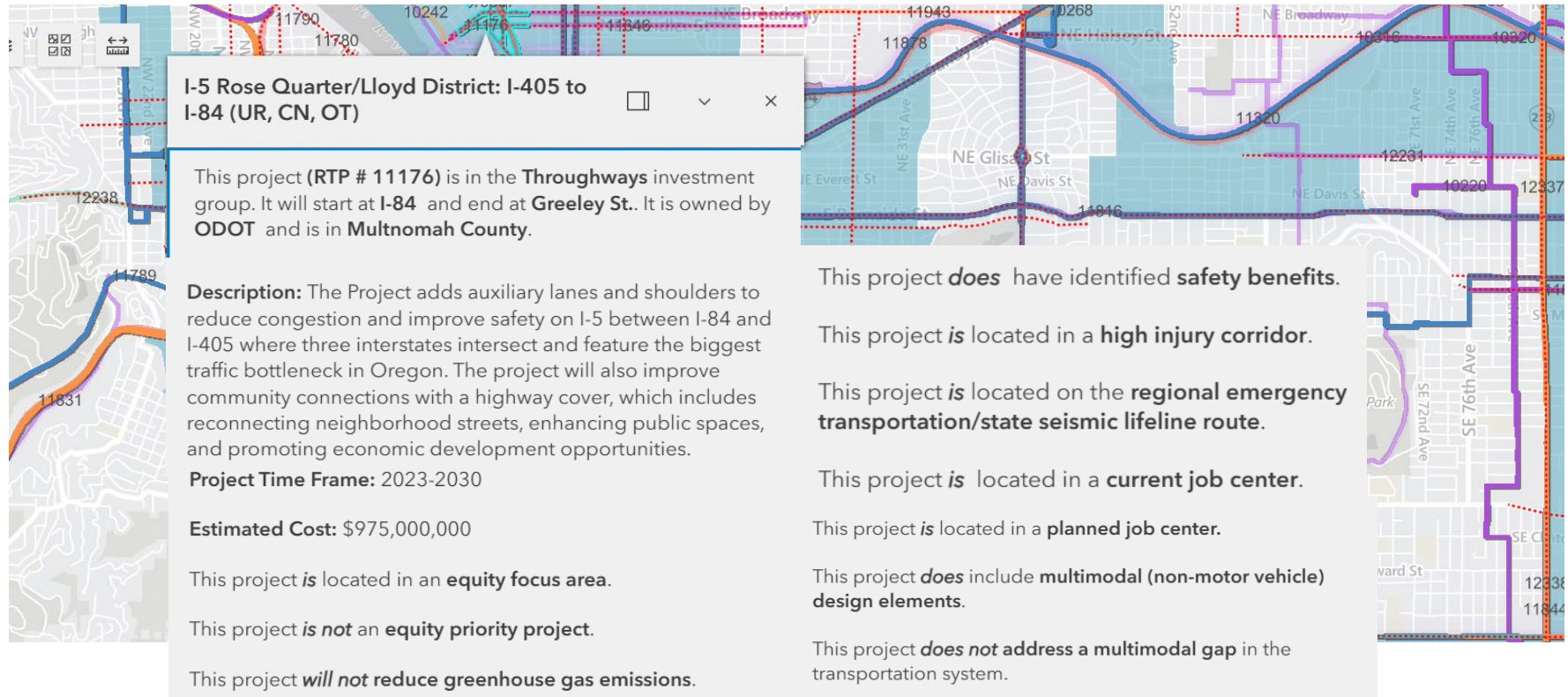
This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.



## Rose Quarter Improvement Project under RTP ID 11176



**K23682**

Agenda Item G, Attachment 01

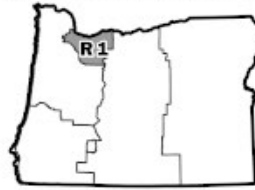
**I-5 ROSE QUARTER: PHASE 1A**

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

PROJECT LOCATION



INTERSTATE  
STATE ROAD  
LOCAL ROAD  
RAILROAD



DATE: 12/11/2024  
PROJECT NO: 33-52  
ODOT | GIS UNIT

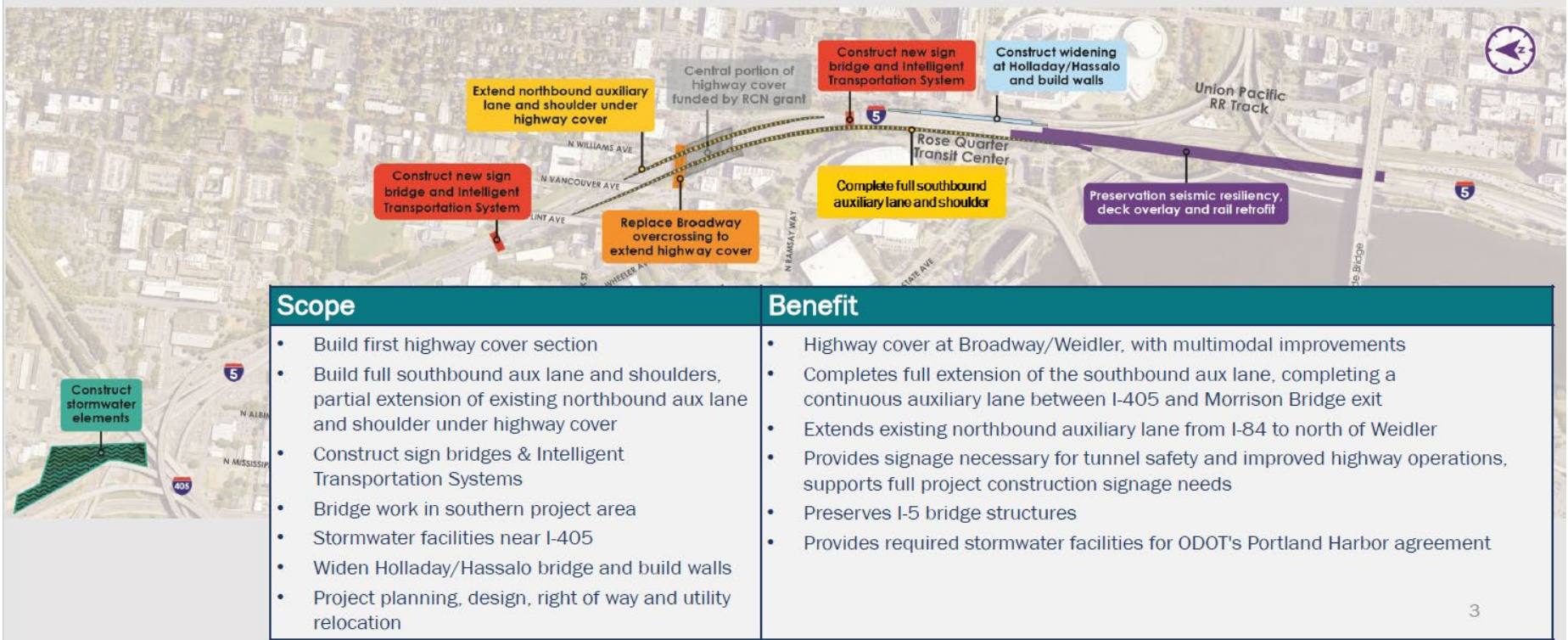
This product is for informational purposes only and may not be suitable for legal engineering, or planning purposes. Users of this product should review and verify the project data source, and acknowledge the liability of this information. Consultation with the information and this responsibility of the user.  
[http://www.oregon.gov/ODOT/ODOT\\_GIS/ODOT\\_GIS\\_MapServer.aspx](http://www.oregon.gov/ODOT/ODOT_GIS/ODOT_GIS_MapServer.aspx)





# FIRST PHASES FOR ROSE QUARTER DELIVERY

## \$850 MILLION IN FUNDING PROVIDES:





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET  
Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD FUNDS**  
Add OTC approved funds to  
construction phase

**Project #2****Project Details Summary**

<b>ODOT Key #</b>	<b>23672</b>	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71444</b>	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>FB25-05-FEB1</b>		STIP Amendment ID:	24-27-2200		

**Summary of Amendment Changes Occurring:**

The formal amendment adds a total of \$250 million of Oregon Transportation Commission (OTC) to the three existing Rose Quarter projects that include Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

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

**MTIP Worksheet/Exhibit A Contents for Key 19071**

Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	8	Public comment period, and fund code descriptions
2	Project descriptions and classifications	9	Programming and cost estimate summaries
3	Programming details - Federal, State, and Local	10-11	RTP performance measures completed assessments
4	Funding composition and match ratio details	12-13	Project location maps and scope description and exhibits
5	Committed Funding Summary and limits		
6-7	Amendments and RTP consistency review areas		

**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. Construct portion of NB & SB auxiliary lanes. 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
<b>Federal Funds</b>									
AC-NAE23	ACP0	2025					\$ 382,250,000		\$ 382,250,000
<b>ADVCON</b>	<b>ACP0</b>	<b>2025</b>					<b>\$ 163,690,500</b>		<b>\$ 163,690,500</b>
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
<b>Federal fund code notes:</b>									
1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting									
2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<b>State (ADVCON-RQ)</b>	<b>Match</b>	<b>2025</b>					<b>\$ 13,809,500</b>		<b>\$ 13,809,500</b>
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	<del>\$ 382,250,000</del>	\$ -	<del>\$ 382,250,000</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	<b>\$ 559,750,000</b>	\$ -	<b>\$ 559,750,000</b>
Total Estimated Project Cost (RTP entries for 10867 and 11176):									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes & No	The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23682.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 177,500,000	\$ -	\$ 177,500,000
Phase Change Percent:	0.0%	0.00%	0.0%	0.00%	46.4%	0.0%	46.4%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%
Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
State	\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 559,750,000	\$ -	\$ 559,750,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	97.5%	0.0%	97.53%
State	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2.5%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
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%	97.5%	0.0%	97.53%
State	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2.5%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ -	\$ -	\$ -			Aid ID
Federal Funds Obligated:		\$ -	\$ -	\$ -			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:	Construction is proposed to start in 2027						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million
USDOT Grants 2023	Cons	\$ 382,250,000	\$ -	\$ -	\$ 382,250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000	
1. What is the source of funding? <b>Federal NAE/RCP grant funds plus OTC approved funds.</b> 2. Does the amendment include changes or updates to the project funding? <b>Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.</b> 3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC approval during their 12-4-2024 meeting.</b> 4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b> 5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>						

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.2	303.4	2.2
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	0	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD PHASES and FUNDING: The formal amendment adds \$382 million from the new USDOT RCN/NAE23 grant award to ODOT to support construction activities.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>
Exemption Reference:	<b>Not applicable.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>
Additional Completed Reviews:	<b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b>
RTP Constrained Project ID and Name:	<b>RTP IDs:</b> <b>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)</b> <b>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>

<p>RTP Project Description:</p>	<p><b>ID 10867:</b>  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</p> <p><b>ID 11176:</b>  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.</p>
<p><b>Additional RTP Consistency Check Areas</b></p>	
<p>1. Is the project designated as a Transportation Control Measure? <b>No.</b></p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b></p>	
<p>3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b></p>	
<p>3a. If yes, is an amendment required to the UPWP? <b>No.</b></p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b></p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b></p>	
<p>4. Applicable RTP Goals:</p> <p><b><u>Goal # 1 - Mobility Options:</u></b>  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.</p> <p><b><u>Goal #2 - Safe System:</u></b>  Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b>  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</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. <b>The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</b></p>	

### 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 Tuesday, February 4, 2025 to Friday, March 7, 2025**
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? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

### Fund Codes References

Local	Local funds used to support the federal match or contributes to the phase cost.
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. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified
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State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

## Programming and Cost Estimate Summaries

### STIP Programming Summary

Key Number: **23672**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Broadway to Weidler Phase 1** (DRAFT AMENDMENT DR

#### 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%	559,750,000.00	0.00%	545,940,500.00	0.00%	13,809,500.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>559,750,000.00</b>		<b>545,940,500.00</b>		<b>13,809,500.00</b>		<b>0.00</b>
	<b>Grand Totals</b>			<b>559,750,000.00</b>		<b>545,940,500.00</b>		<b>13,809,500.00</b>		<b>0.00</b>

#### Rose Quarter Full Project Summary Cost Estimate

Response:

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
<b>Total Project Cost</b>	<b>\$1.5 B - \$1.9B</b>
<b>Funding Gap</b>	<b>\$642M - \$1.042B</b>

#### Key 23672 Broadway to Weidler Construction Phase Summary Cost Estimate

I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT K23672, MTIP ID 71444, RTP ID 11176)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$382,250,000	\$559,750,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$382,250,000</b>	<b>\$559,750,000</b>

#### Broadway to Weidler Phase 1- \$559.75 million:

Funded with \$450 million in awarded 2023 Reconnecting Communities Grant funds from the USDOT (STIP KN 23682) and an additional \$177.5 million from the OTC appropriation for the Urban Mobility Strategy Finance Plan update approved on December 4, 2024.

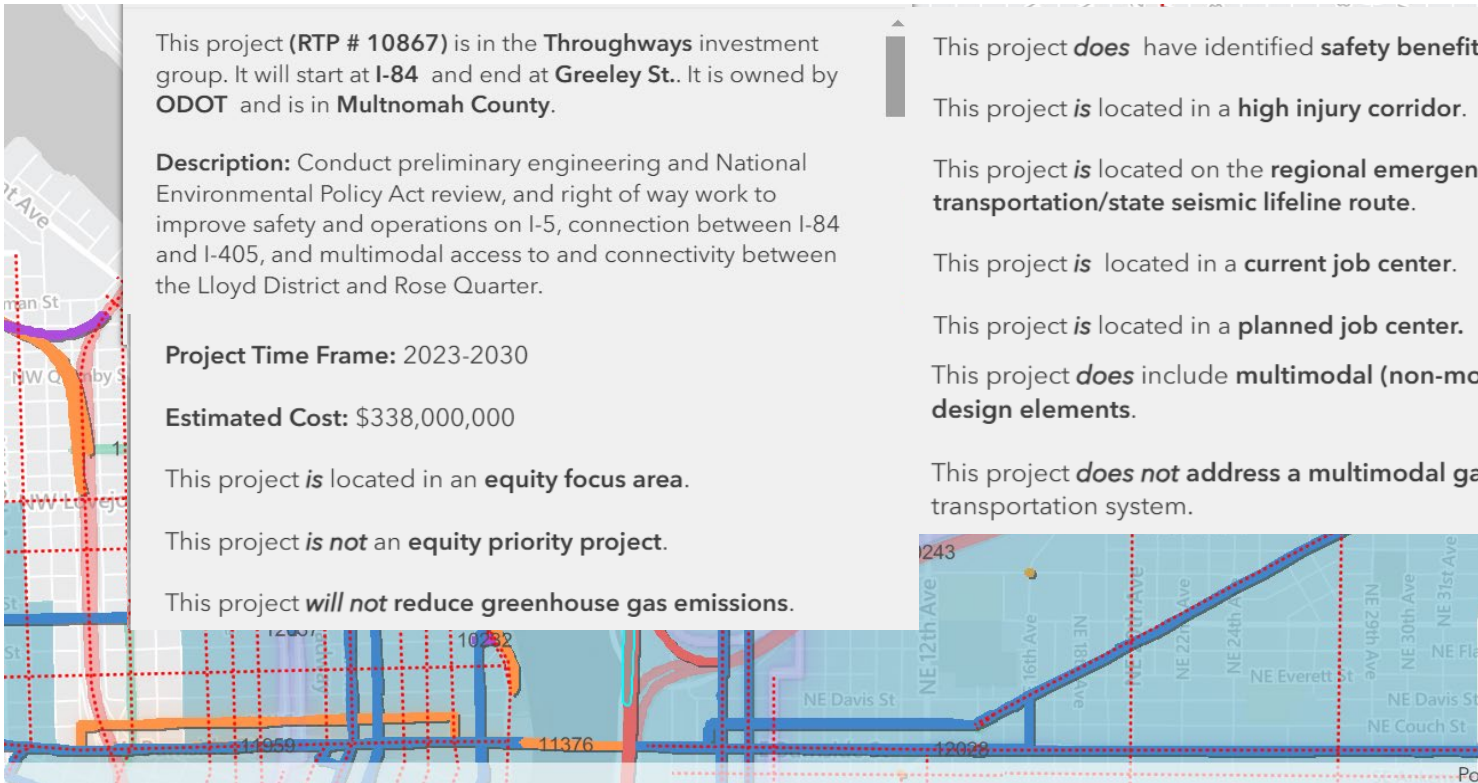
## Modeling Network , NHS, and Performance Measure Designations

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

### Anticipated Required Performance Measurements Monitoring

#### Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** 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.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

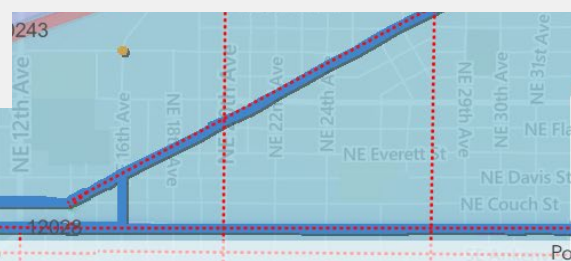
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

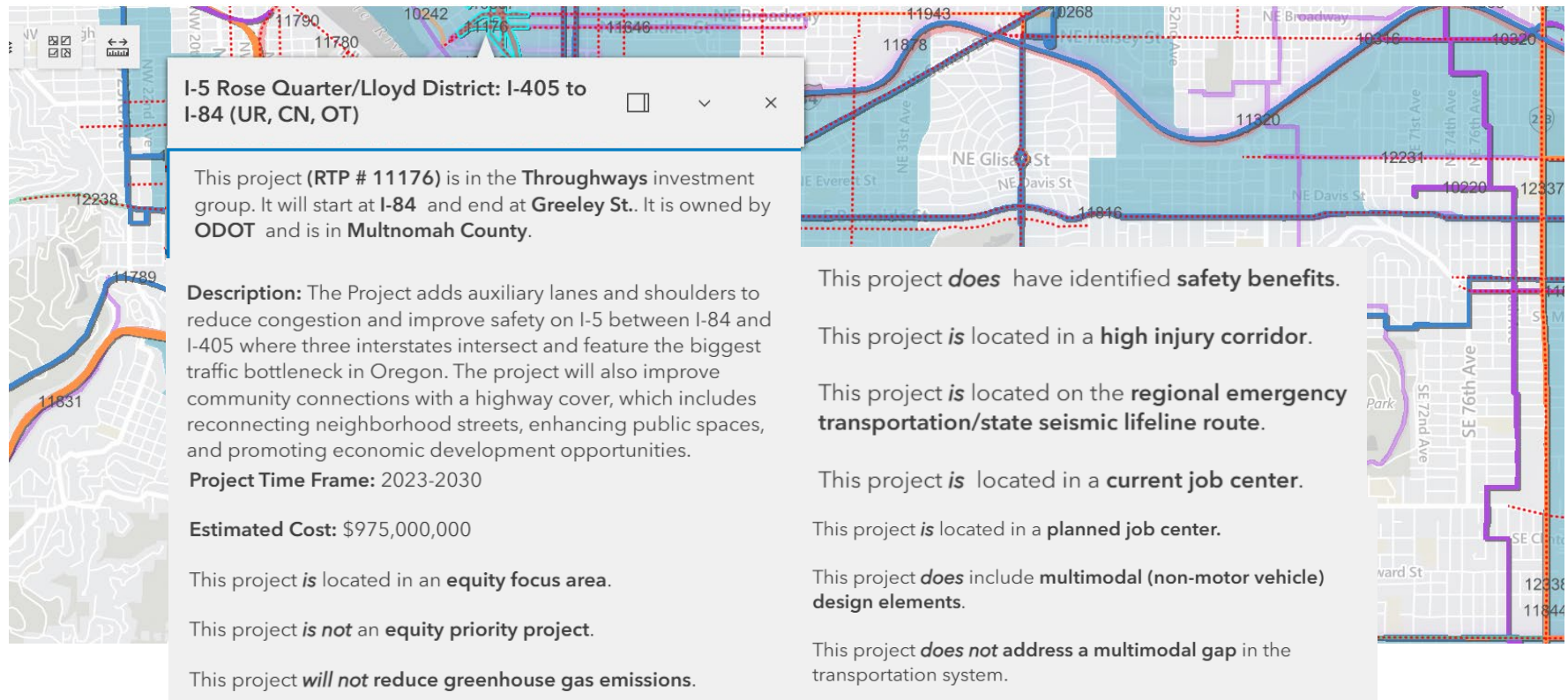
This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.





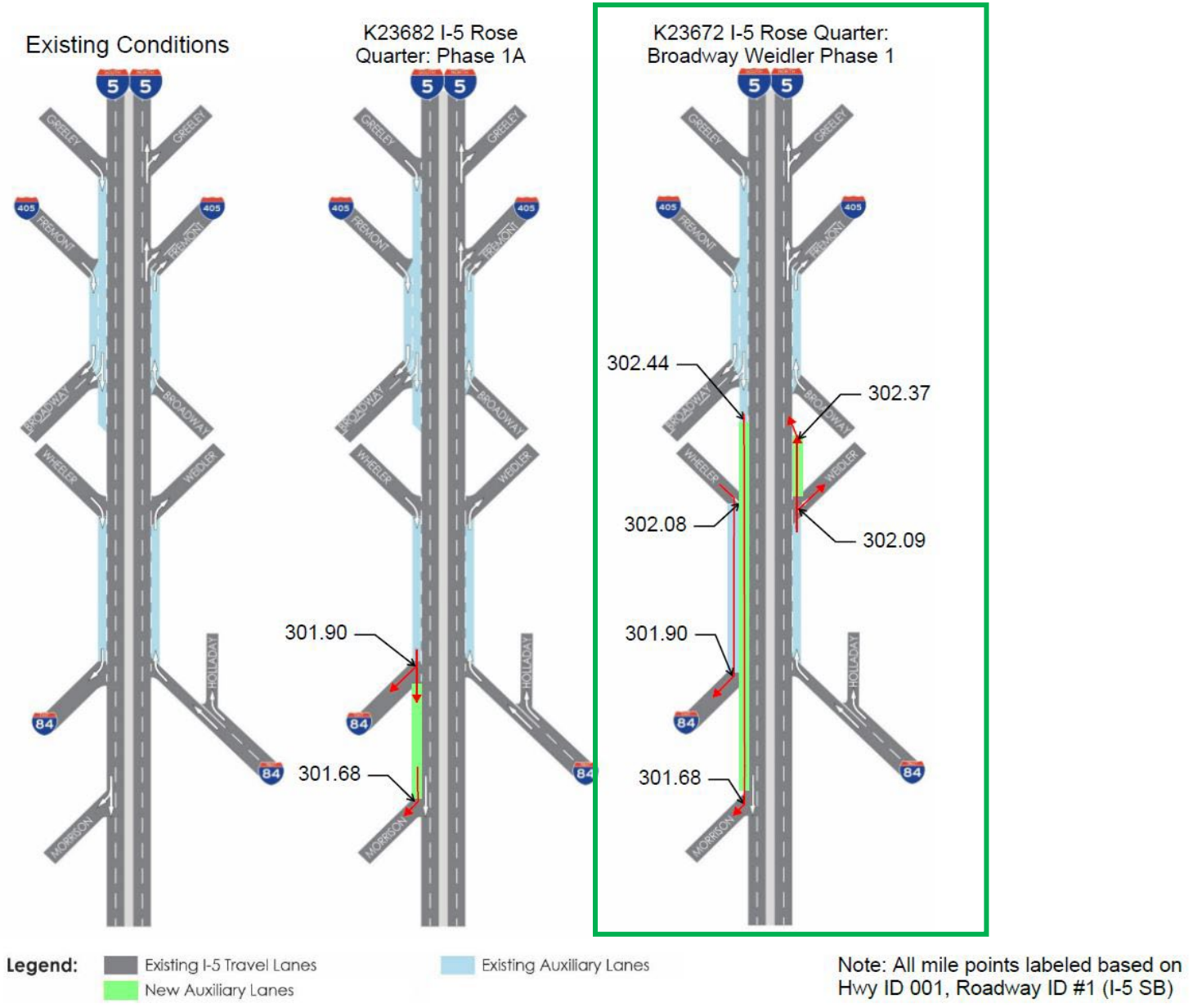
## Rose Quarter Improvement Project under RTP ID 11176







# Key 23672 Proposed I-5 System Upgrades





**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD FUNDS/SCOPE**  
 Add OTC approved funds, update  
 name and description

**Project #3**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23682</b>	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71443</b>	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>FB25-05-FEB1</b>		STIP Amendment ID:	24-27-2201		

**Summary of Amendment Changes Occurring:**

The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 meeting. A project scope adjustment is also occurring resulting in an update to the project name and description.

Project Name:	<del>I-405 and I-5 Stormwater Facilities</del> <b>I-5 Rose Quarter: Phase 1A</b>						
Lead Agency:	<b>ODOT</b>	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>		

**MTIP Worksheet/Exhibit A Contents for Key 23682**

Page(s)	Content	Page(s)	Content
1	Project identification and amendment purpose	8	Public comment period, and fund code descriptions
2	Project descriptions and classifications	9	Programming and cost estimate summaries
3	Programming details - Federal, State, and Local	10-11	RTP performance measures completed assessments
4	Funding composition and match ratio details	12-13	Project location map, scope description/exhibits
5	Committed Funding Summary and limits		
6-7	Amendments and RTP consistency review areas		

**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.~~

**Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071**

**MTIP Detailed Description (Internal Metro use only):**

On I-5 from ~~MP 301.40 to MP 303.20~~ **MP 301.20 to MP 303.40** in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. **Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area.** 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. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. 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
<b>Federal Funds</b>									
AC-HB2017	ACP0	2025					\$ 4,611,000		\$ 4,611,000
<b>ADVCON</b>	<b>ACP0</b>	<b>2025</b>					<b>\$ 55,332,000</b>		<b>\$ 55,332,000</b>
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	<b>\$ 59,943,000</b>
<b>Federal fund code notes:</b>									
1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting									
2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACHB2017)	Match	2025					\$ 389,000		\$ 389,000
<b>State (RCADVCON)</b>	<b>Match</b>	<b>2025</b>					<b>\$ 4,668,000</b>		<b>\$ 4,668,000</b>
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	<b>\$ 5,057,000</b>
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ -</b>
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	<del>\$ 5,000,000</del>	\$ -	<del>\$ 5,000,000</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	<b>\$ 65,000,000</b>	\$ -	<b>\$ 65,000,000</b>
Total Estimated Project Cost:									\$1.5B to \$1.9B
Total Cost in Year of Expenditure:									\$1.5B to \$1.9B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes & No	The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23672.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000	\$ -	\$ 60,000,000
Phase Change Percent:	0.0%	0.00%	0.0%	0.00%	1200.0%	0.0%	1200.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	8.37%
Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal.							
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	\$ 59,943,000
State	\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 65,000,000	\$ -	\$ 65,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
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%	92.2%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ -	\$ -	\$ -			Aid ID
Federal Funds Obligated:		\$ -	\$ -	\$ -			S001(483)
EA Number:		PE002591	R9470000	U0000212			FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020	11/18/2024			FHWA
EA End Date:		12/31/2027	12/31/2029	12/31/2027			FMIS or TRAMS
Known Expenditures:		\$ 131,841,060	\$ 655,202	\$ -			FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:	Construction phase is proposed to begin in 2025						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million
USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000	

1. What is the source of funding? <b>HB2017 authorized funding plus OTC approved funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC approval during their 12-4-2024 meeting.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	<del>301.40</del> 301.20	<del>303.20</del> 303.40	2.20
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Interstate 5		Just north of N. Russell Street		South to the southbound ramp portion of the I-5/I-84 intersection

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	ADD NEW PROJECT: 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.						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>
Exemption Reference:	<b>Not applicable.</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>
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RTP Constrained Project ID and Name:	<b>RTP IDs:</b> <b>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)</b> <b>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>

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<p>4. Applicable RTP Goals:</p> <p><b><u>Goal # 1 - Mobility Options:</u></b>  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.</p> <p><b><u>Goal #2 - Safe System:</u></b>  Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b>  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</p>	
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### 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 Tuesday, February 4, 2025 to Friday, March 7, 2025**
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.**
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State	General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.

STIP Programming Summary

Key Number: **23682**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Phase 1A**

(DRAFT AMENDMENT DD)

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%	65,000,000.00	92.22%	59,943,000.00	7.78%	5,057,000.00	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>65,000,000.00</b>		<b>59,943,000.00</b>		<b>5,057,000.00</b>		<b>0.00</b>
	<b>Grand Totals</b>			<b>65,000,000.00</b>		<b>59,943,000.00</b>		<b>5,057,000.00</b>		<b>0.00</b>

Rose Quarter Full Project  
Summary Cost Estimate

Response:

Programmed Funding	\$ 858,000,000
State Funds	\$ 135,000,000
Federal Formula	\$ 23,000,000
FY23 RCN Grant Award	\$ 450,000,000
OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment)	\$ 250,000,000
<b>Total Project Cost</b>	<b>\$1.5 B - \$1.9B</b>
<b>Funding Gap</b>	<b>\$642M - \$1.042B</b>

Key 23682 Rose Quarter Phase 1A

I-405 and I-5 Stormwater Facilities Summary Cost Estimate

I-405 and I-5 Stormwater Facilities Project (ODOT K23682, MTIP ID 71443, RTP ID 11176) - to be known as I-5 Rose Quarter: Phase 1A			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$5,000,000	\$65,000,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$5,000,000</b>	<b>\$65,000,000</b>

**Phase 1A- \$65 million:**

Funded with \$60 million from an OTC appropriation approved on December 4, 2024, and \$5 million currently programmed in STIP KN 21219. |

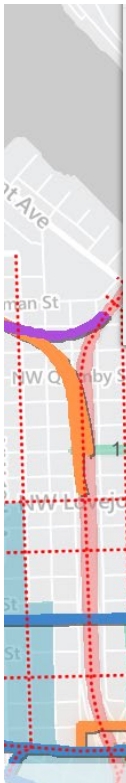
## Modeling Network , NHS, and Performance Measure Designations

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Interstate 5	Interstate
Functional Classification	Yes	Interstate 5	1 = Urban Interstate
Federal Aid Eligible Facility	Yes	Interstate 5	Interstate

### Anticipated Required Performance Measurements Monitoring

#### Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** 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.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

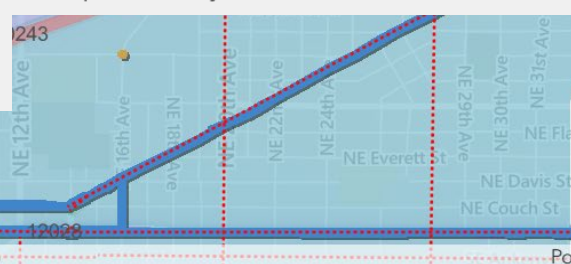
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

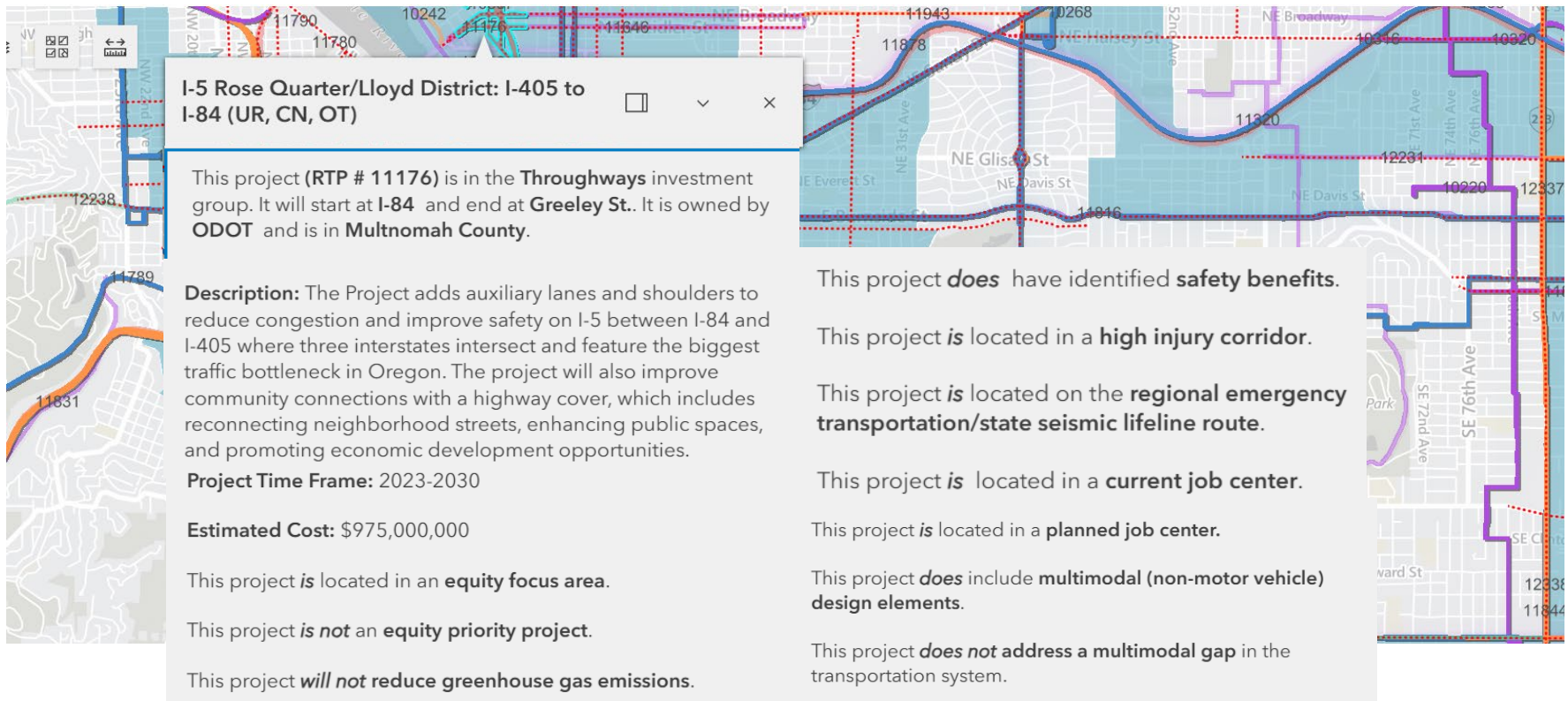
This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.







## Project Exhibits and Location Maps

### Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements

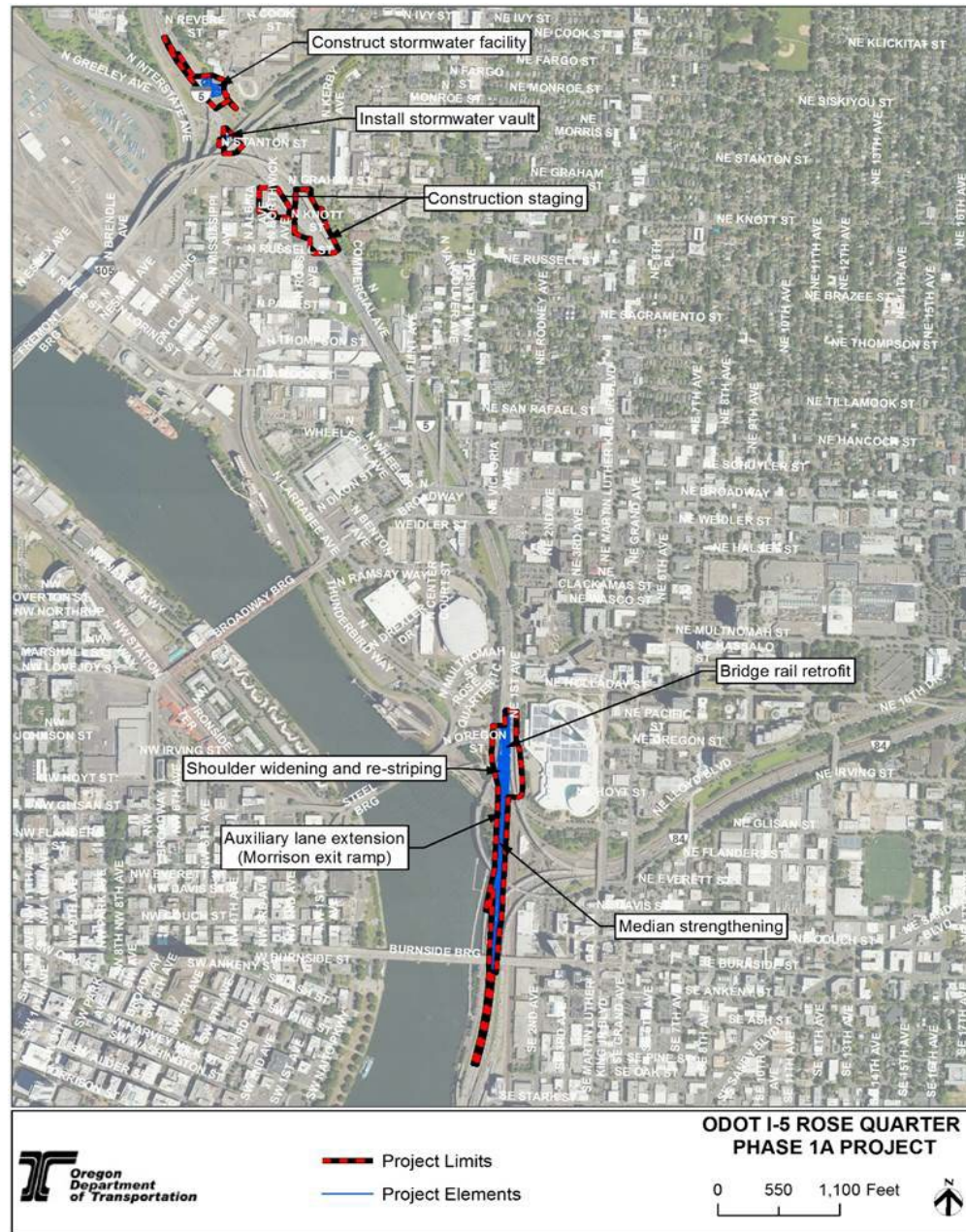


### Summary of planned improvements - K23682 I-5 Rose Quarter: Phase 1A

**Phase 1A** consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed improvements include:

- Structural deck overlay
- Seismic retrofits
- Structural work to modify the gore between bridges
- Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.
- Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.
- Retrofitting NB and SB bridge rails with crash compliant bridge railing.
- Strengthening of existing median overhang to support traffic lanes.
- Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp
- Stormwater quality facility construction
- Stormwater vault installation

## Planned Phase IA Improvement Locations



# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: March 11, 2025  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: I-5 Rose Quarter 2025 MTIP Formal Amendment & Resolution 25-5463  
Amendment Approval Request (FB25-05-FEB1)

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The I-5 Rose Quarter Improvement Project Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents a stand-alone formal amendment containing three Rose Quarter related projects. Six attachments are included that provide a summary of current STIP project programming, include a summary of the Performance Assessment Evaluation (PAE), prior Oregon Transportation Commission (OTC) items, responses to TPAC questions raised, and a Phase 1/Phase 1A build-out exhibit.

#### **What is the requested action?**

**JPACT approved Resolution 25-5463 on March 20, 2025, which awards \$250 million for the three I-5 Rose Quarter Improvement Projects and now requests Metro Council provide the final approval enabling MTIP and STIP programming requirements to be completed.**

### **Rose Quarter Improvement Projects Prior Formal Amendment Summary**

The last formal amendment to the Rose Quarter project occurred during July 2024. This amendment added the Reconnecting Communities Pilot/Neighborhood Access and Equity (RCP/NAE) to both the Rose Quarter Improvement Project and to the city of Portland's new Rose Quarter related Broadway Main Street and Supporting Connections project. The Rose Quarter Improvement Project received a \$450 million discretionary grant award with Portland's Broadway/Main Street project awarded \$38 million.



The I-5 Rose Quarter Improvement Project added \$68 million of the RCP/NAE grant award to non-construction phases in Key 19071. Two new exempt, non-capacity enhancing projects were created as well. The remaining \$382 million RCP/NAE funding was committed to the to the new I-5 Rose Quarter: Broadway to Weidler Phase 1 construction phase project and programmed in Key 23672.

Additionally, the existing \$5 million dollars from ODOT's I-5 Over NE Hassalo St and NE Holladay St (Portland) project in Key 21219 was transferred to the second Rose Quarter construction project, I-405 and I-5 Stormwater Facilities now programmed in Key 23682 (now being renamed to be "I-5 Rose Quarter: Phase 1A").

Finally, the July 2024 Rose Quarter formal MTIP amendment added Portland's \$38 million RCP/NAE grant award to their Broadway Main Street and Supporting Connections project in Key 23646. The Portland project will complete multiple "Complete Street" project elements including enhanced sidewalks, ADA compliant curb ramps upgrades, and reduced crossing distances for safer pedestrian crossings, plus enhanced access to Rose Quarter Transit Center

The July 2024 Rose Quarter formal amendment was approved and incorporated the updates to approved STIP during the beginning of September 2024. The below tables summaries the Rose Quarter projects now in the approved MTIP and STIP. The current STIP programming pages for the four projects are attached to the staff report as Attachment 1. The project changes are explained in the project tables that start on page five in the staff report.

### Project Summary Change Tables

I-5 Rose Quarter Improvement Project MTIP/STIP Programming After Approval of the July 2024 Rose Quarter MTIP Formal Amendment			
STIP Key Number	Lead Agency	Project Name	Description
19071	ODOT	Rose Quarter Improvement Project (Non-construction)	Non- construction phase programming to preliminary engineering, right-of-way, utility relocation, and Other phases. Considered the "parent project." Summary description: 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.
23672	ODOT	I-5 Rose Quarter: Broadway to Weidler Phase 1 (Construction)	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
23682	ODOT	I-405 and I-5 Stormwater Facilities Now renamed to be I-5 Rose Quarter: Phase 1A (Construction)	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.



23646	Portland	Broadway Main Street and Supporting Connections	Complete multiple "Complete Street" project elements including enhanced sidewalks, ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
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The effect of the July 2024 I-5 Rose Quarter MTIP Formal Amendment creates the first delivery package/segment for the Rose Quarter project. Construction elements for the Rose Quarter project will occur through multiple delivery packages/segments based on the available funding. For large projects, this is a delivery strategy often employed to better leverage the available funding. Keys 23672 and 23682 represent the construction delivery package based on the awarded RCP/NAE grant.

### **December 2024 Oregon Transportation Commission (OTC) Action**

During OTC's December 4, 2024, meeting, the Commission approved a \$250 million funding award supporting the Rose Quarter Improvement Project. During their January 16, 2025, meeting, the Rose Quarter project team provided OTC with their funding plan to apply the \$250 million dollar award. A copy of both OTC staff reports (December and January) is included as attachments to this report for reference. Note: The OTC funding award does not impact Portland Broadway/Main St project in 23646. This project is not part of the February #1, 2025, Rose Quarter MTIP Formal Amendment.

The February #1, 2025, Rose Quarter MTIP Formal Amendment provides the programming updates to apply the \$250 million OTC funding allocation to the applicable Rose Quarter projects. A short summary of the updates includes the following:

- **Key 19071 – I-5 Rose Quarter Improvement Project:**  
The formal amendment adds a total of \$12.5 million as follows:
  - \$10 million is added to the preliminary engineering (PE) phase.
  - \$1 million is added to the right-of-way phase
  - The utility relocation (UR) phase receives a \$1 million increase.
  - The Other phase receives a \$500,000 boost.
  - Key 19071 increases from \$236,141,997 to \$238,141, 997 or 5.3%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1:**  
The formal amendment adds \$177,500,000 to support the construction phase activities. The project increases from \$382,250,000 to \$559,750,000.
- **Key 23682 –~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A:**  
The formal amendment updates the project segment name and description, plus expands the scope of work. As a result, \$60 million of the \$250 million OTC award to the construction phase is being added to the project. The net increase takes the project from \$5 million to \$65 million.

## Consistency of the Proposed MTIP Amendment with the Regional Transportation Plan

All MTIP Amendments are reviewed for consistency with the Regional Transportation Plan (RTP). There are three elements of the consistency review.

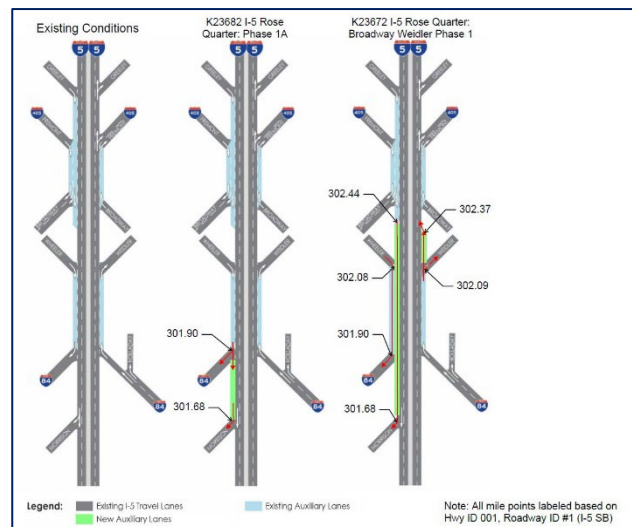
### Consistency of the Proposed MTIP Amendment with RTP Project Scope Description:

The RTP project scope consistency review is to determine if the amended or new project is consistent with the project as entered in the RTP. To determine RTP consistency for very large capacity enhancing projects like the I-5 Rose Quarter Improvement Project, Metro RTP modeling staff reviewed the project scope and how it was modelled in the regional travel demand model for the RTP analysis. This review found that the partial build-out project as submitted for amendment is consistent with the full project build-out as entered into the 2023 RTP. There are no capacity scope elements included in the project amendment that are not included in the project as submitted in the RTP.

### Performance Assessment and the RTP:

MTIP amendments are assessed for their expected performance in making progress toward adopted RTP goals. These goals include Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. Large projects that add capacity to the transportation system receive a more rigorous Performance Assessment Evaluation (PAE). These are defined as projects generally costing \$100 million or more and that include project elements that have inputs to the regional travel demand and emissions models. Inputs to these models are generally transportation project elements that are not included as an eligible exemption as referenced in 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3. This proposed amendment met the threshold for conducting a PAE.

Figure 1: I-5 Rose Quarter System Elements as proposed in the February #1 Formal Amendment



The results from the completed Performance Assessment Evaluation are included in Attachment 2 to the staff report. Consistent with federal regulations, the performance analysis examined how the overall package of 2024-27 MTIP investments with the addition of this amendment would make progress toward the RTP goals.

### Fiscal Constraint and RTP Consistency Results:

A key review component of all MTIP formal amendments requires the project changes involving the addition or removal of federal funds be properly verified. This is known as the MTIP's demonstration of fiscal constraint verification requirement. All MTIP formal amendments must provide a verification of the new funding and that the MTIP is not overprogrammed as a result of the amendment actions.

The \$250 million award for the Rose Quarter Improvement Project required OTC approval. The approved funds are ODOT managed funds. They are not Metro allocated are awarded funds. Fund award approval occurred during OTC's December 2024 meeting. During OTC's January 2025 meeting, the Rose Quarter project team submitted their project summary scope and expenditure plan for the new \$250 million dollars. OTC provided their approval for the proposed use of the funds. The OTC actions meet the MTIP fiscal constraint verification requirement ensuring the MTIP maintains fiscal constraint.

For MTIP amendment compliance purposes with 23 CFR 450.326-328, the I-5 Rose Quarter Improvement Project submitted amendment to add the \$250 million among Keys 19071, 23672, and 23682 has met fiscal constraint demonstration requirements.

The below tables provide a summary of project changes occurring to the three projects.

Project Number: 1	Key Number: 19071	Status: <a href="#">Add Funds</a>
Project Name:	<b>I-5 Rose Quarter Improvement Project</b>	
Lead Agency:	ODOT	
Description:	<p>The Rose Quarter investment is intended to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal 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.</p> <p>Note: Key 19071 is considered the Rose Quarter parent project and contains programming for non-construction phases.</p>	
Funding Summary:	<p>The February #1 formal amendment adds \$12.5 million from the \$250 million allocation to the project. PE picks up \$10 million with \$1 million for ROW. UR adds \$1 million and the Other phase adding \$500,000. Key 19071 net funding change increases the project from \$236,141,997 to \$248,641,997. This equals a 5.3% cost increase to</p>	

the project. A fund type composition summary for Key 19071 is shown below.

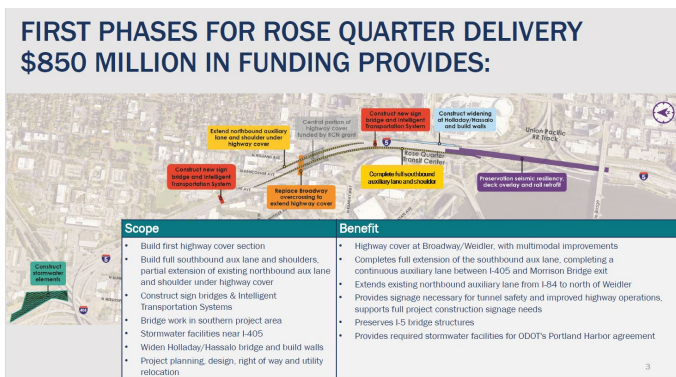
Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
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	
Rose Quarter	PE	\$ 9,222,000	\$ 778,000	\$ -	\$ 10,000,000	OTC approval December 2024
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA discretionary National Highway Freight Program
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 179,757,900	\$ 13,634,097	\$ 4,000,000	\$ 197,391,997	\$ 197,391,997
AC-HB2017 Discretionary	ROW	\$ 10,144,200	\$ 855,800	\$ -	\$ 11,000,000	
Rose Quarter	ROW	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Part of NAE grant award
Phase Totals:		\$ 41,066,400	\$ 933,600	\$ -	\$ 42,000,000	
Rose Quarter	UR	\$ 922,200	\$ 77,800	\$ -	\$ 1,000,000	Added OTC December 2024 action
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 8,422,200	\$ 77,800	\$ -	\$ 8,500,000	
Rose Quarter	Other	\$ 461,100	\$ 38,900	\$ -	\$ 500,000	Added OTC December 2024 action
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 711,100	\$ 38,900	\$ -	\$ 750,000	
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
					Rose Quarter	\$ 12,500,000
					USDOT Grants 2023	\$ 67,750,000
					Total:	\$ 248,641,997
						Total OTC approval = \$250 million Total grant award = \$450 million TPC estimate = \$1.5B to \$1.9B

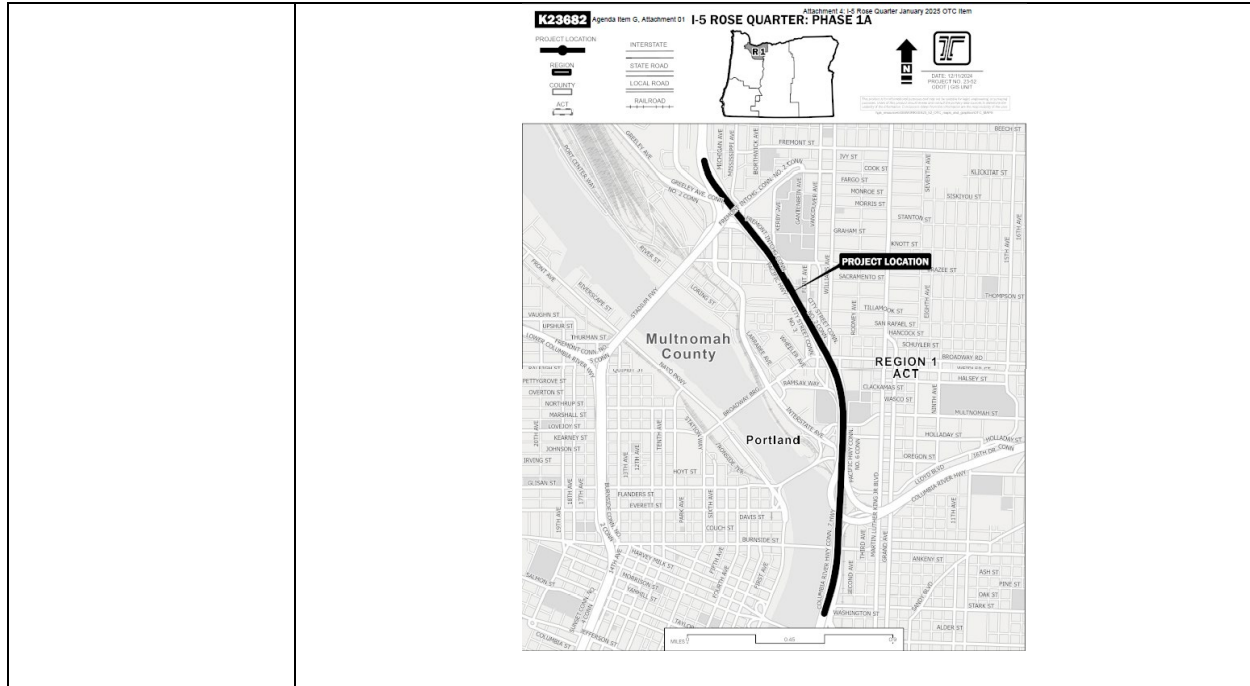
Amendment  
Action:

The formal amendment adds the \$12.5 million from the total \$250 million award to the PE, ROW, UR, and Other phases. The project funding support non-construction phase activities. Construction activities are programmed in Keys 23672 and 23682. Both construction projects are included in this amendment bundle.

Added Notes:

Delivery goals project location summary (*Location map from Key 23682 used as over project location representation*)





Project Number: 2		Key Number: 23672		Status: Add Funds																																				
Project Name:		I-5 Rose Quarter: Broadway to Weidler Phase 1																																						
Lead Agency:		ODOT																																						
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. Construct portion of NB & SB auxiliary lanes. 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:		<p>\$177,500,000 from the overall \$250,000,000 OTC award is being added to the construction phase. The project net programming change increase the construction phase from \$382,250,000 to \$559,750,000. This equals a 46.4% increase to the project which triggers the need for a formal amendment.</p> <table><tr><th colspan="7">Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)</th></tr><tr><th>Funding Responsibility Source</th><th>Phase</th><th>Federal</th><th>State</th><th>Local</th><th>Total</th><th>Notes</th></tr><tr><td>Rose Quarter</td><td>Cons</td><td>\$ 163,690,500</td><td>\$ 13,809,500</td><td>\$ -</td><td>\$ 177,500,000</td><td>OTC approval December 2024. Total OTC approval = \$250 million</td></tr><tr><td>USDOT Grants 2023</td><td>Cons</td><td>\$ 382,250,000</td><td>\$ -</td><td>\$ -</td><td>\$ 382,250,000</td><td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td></tr><tr><td colspan="2">Phase Totals:</td><td>\$ 545,940,500</td><td>\$ 13,809,500</td><td>\$ -</td><td>\$ 559,750,000</td><td></td></tr></table>				Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)							Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	Rose Quarter	Cons	\$ 163,690,500	\$ 13,809,500	\$ -	\$ 177,500,000	OTC approval December 2024. Total OTC approval = \$250 million	USDOT Grants 2023	Cons	\$ 382,250,000	\$ -	\$ -	\$ 382,250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000	
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Phase Totals:		\$ 545,940,500	\$ 13,809,500	\$ -	\$ 559,750,000																																			
Amendment Action:		The formal amendment adds the \$177,500,000 portion from the OTC approved \$250,000,000 award to the construction phase. ADA upgrade project to the MTIP.																																						



***Summary of planned project elements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1***

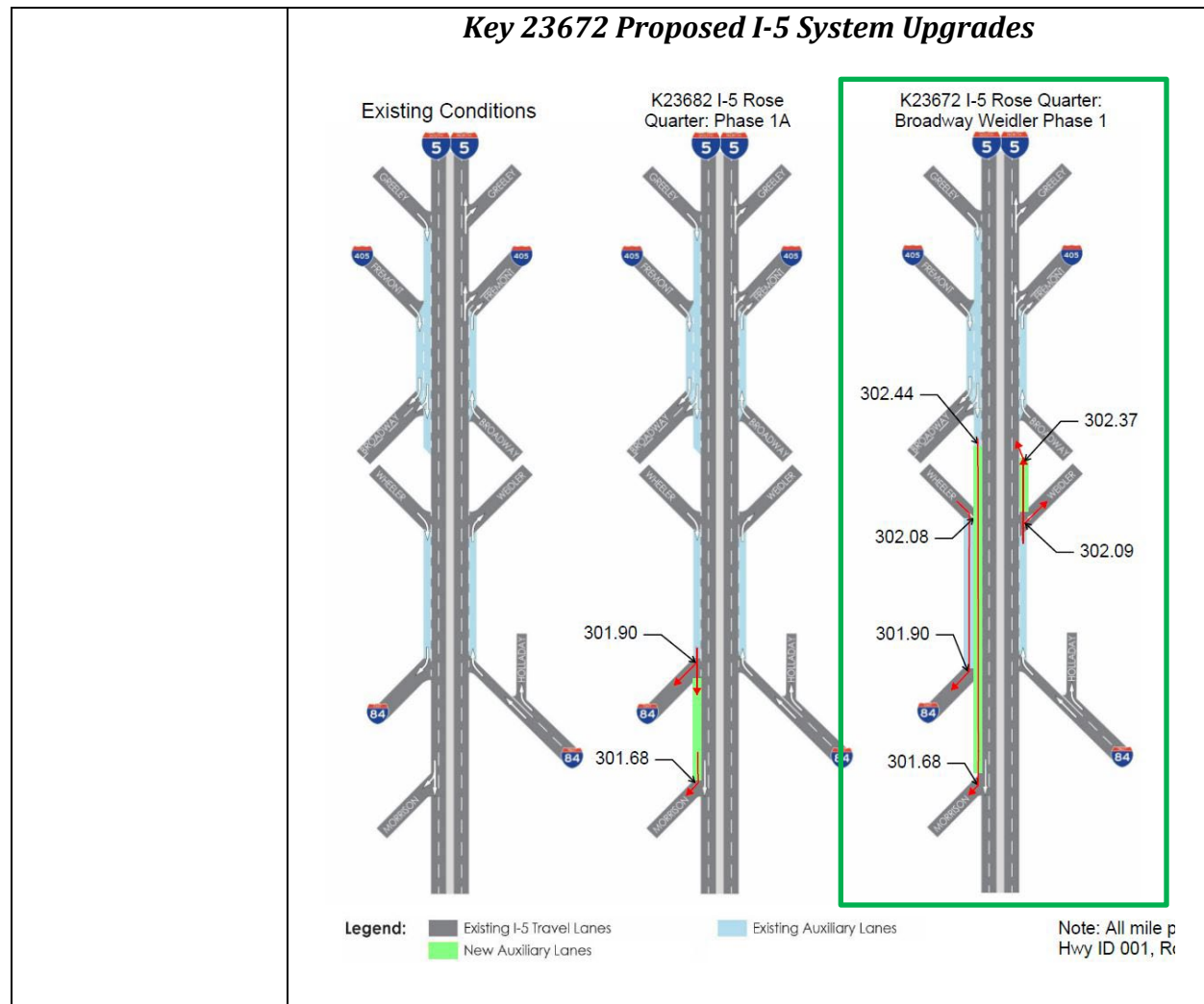
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- Construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure
- Include removing and replacing the Broadway, Weidler and Williams structures)
- Construct initial portions of the I-5 safety and operational improvements:
  - Including widening the Holladay/Hassalo bridge and build walls
  - Building the full southbound auxiliary lane and shoulders
  - Extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area
- Construct two sign bridges and associated Intelligent Transportation Systems.
- Construction is proposed to begin by 2027.

Added Notes:

***Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements***





Project Number: 3	Key Number: 23682	Status: Add Funds/Scope
Project Name:	<del>I-405 and I-5 Stormwater Facilities</del> <b>I-5 Rose Quarter: Phase 1A</b>	
Lead Agency:	ODOT	
Description:	<del>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.</del> <b>Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071</b>	
Funding Summary:	\$60 million of the total OTC approved \$250 million is being added to the construction phase. The total programming increases from \$5	

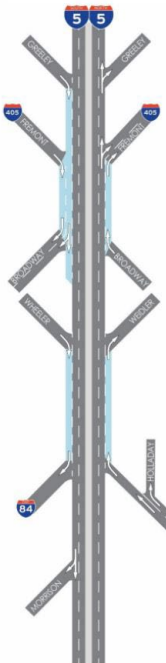
	<p>million to \$65 million. This equals a 1,200% net increase to the project and triggers the need for a formal amendment.</p> <table><tr><th colspan="7">Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)</th></tr><tr><th>Funding Responsibility Source</th><th>Phase</th><th>Federal</th><th>State</th><th>Local</th><th>Total</th><th>Notes</th></tr><tr><td>Rose Quarter</td><td>Cons</td><td>\$ 55,332,000</td><td>\$ 4,668,000</td><td>\$ -</td><td>\$ 60,000,000</td><td>OTC approval December 2024. Total OTC approval = \$250 million</td></tr><tr><td>USDOT Grants 2023</td><td>Cons</td><td>\$ 4,611,000</td><td>\$ 389,000</td><td>\$ -</td><td>\$ 5,000,000</td><td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td></tr><tr><td colspan="2">Phase Totals:</td><td>\$ 59,943,000</td><td>\$ 5,057,000</td><td>\$ -</td><td>\$ 65,000,000</td><td></td></tr></table>	Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)							Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes	Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million	USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000	Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000	
Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)																																				
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Rose Quarter	Cons	\$ 55,332,000	\$ 4,668,000	\$ -	\$ 60,000,000	OTC approval December 2024. Total OTC approval = \$250 million																														
USDOT Grants 2023	Cons	\$ 4,611,000	\$ 389,000	\$ -	\$ 5,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000																														
Phase Totals:		\$ 59,943,000	\$ 5,057,000	\$ -	\$ 65,000,000																															
Amendment Action:	The formal amendment adds the OTC approved \$60 million to the construction phase. The project name and description are update in support of the project scope update.																																			
Added Notes:	<p><b><i>Summary of planned project elements - K23682 I-5 Rose Quarter: Phase 1A</i></b></p> <p><b><i>Phase 1A</i></b> consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed project elements include:</p> <ul style="list-style-type: none"><li>• Structural deck overlay</li><li>• Seismic retrofits</li><li>• Structural work to modify the gore between bridges</li><li>• Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.</li><li>• Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.</li><li>• Retrofitting NB and SB bridge rails with crash compliant bridge railing.</li><li>• Strengthening of existing median overhang to support traffic lanes.</li><li>• Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp</li><li>• Stormwater quality facility construction</li><li>• Stormwater vault installation</li></ul>																																			



### Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements



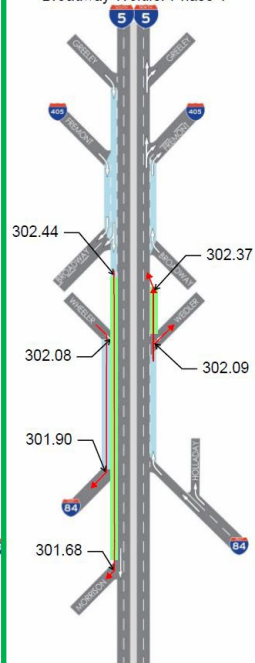
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



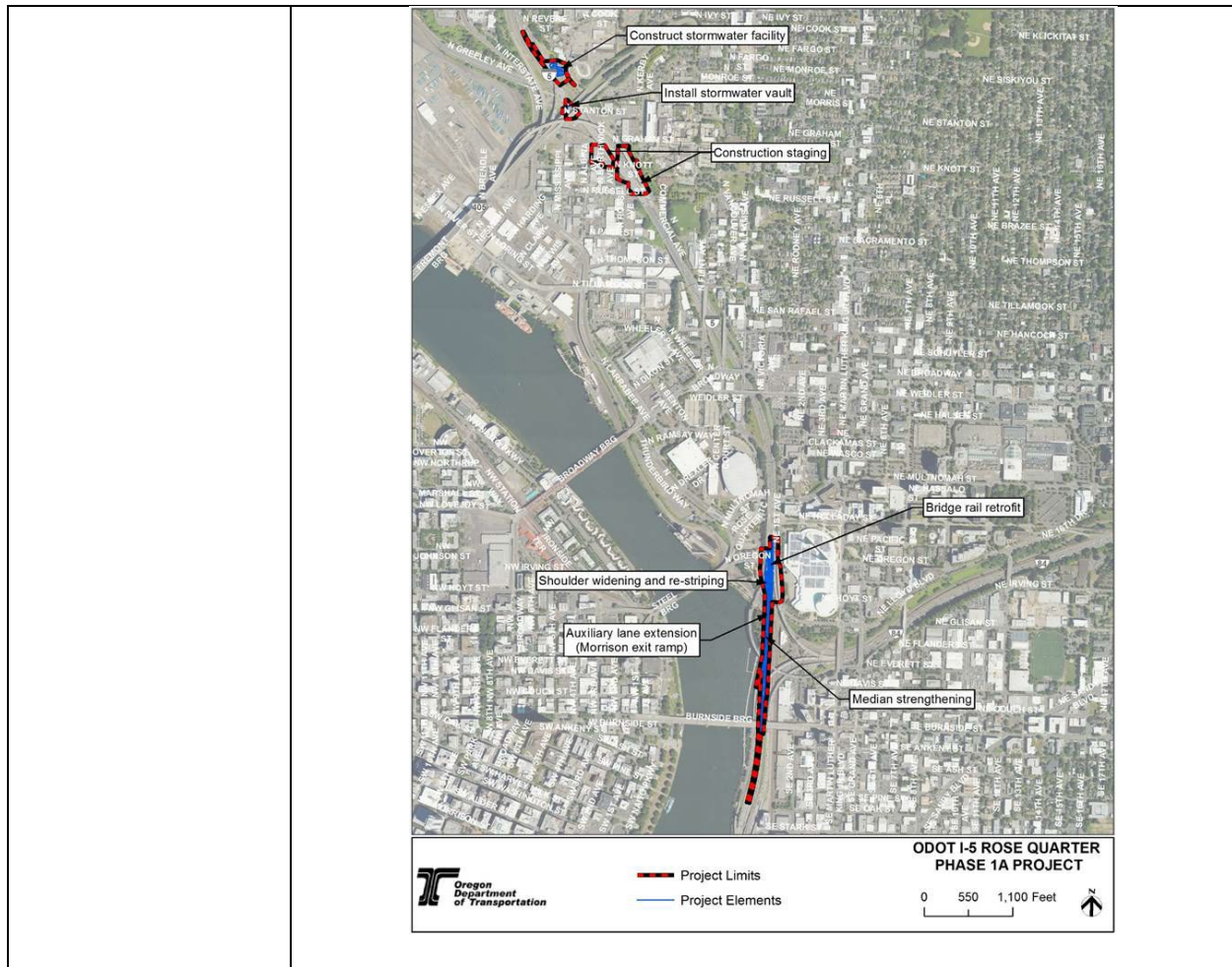
K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Legend:  Existing I-5 Travel Lanes  
 New Auxiliary Lanes  
 Existing Auxiliary Lanes

Note: All mile p  
Hwy ID 001, R

### Planned Phase 1A Improvement Locations



## 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:

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the I-5 Rose Quarter Improvement Project 2025 Formal MTIP amendment (FB25-05-FEB1) will include the following review actions:

- 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.
- 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.

#### Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
February 2025 TPAC agenda mail-out.....	January 31, 2025
Initiate the required public notification/comment process.....	February 4, 2025
TPAC amendment introduction.....	February 7, 2025
JPACT amendment introduction.....	February 20, 2025
March 2025 TPAC agenda mail-out.....	February 28, 2025
End Public notification/comment process.....	March 7, 2025
TPAC approval recommendation request to JPACT.....	March 7, 2025
JPACT approval request.....	March 20, 2025
<b>Metro Council approval request.....</b>	<b>March 27, 2025</b>

#### 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 and/or Metro Council Office.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	April 2, 2025
• USDOT clarification and final amendment approval.....	Early May 2025

Approval Notes:

1. As of March 7, 2025, FHWA has reversed their two-step MTIP/STIP amendment approval requirement, Formal/full MTIP/STIP amendments will only require approval by the State FHWA field office. Approval by FHWA Washington DC will not be required. We are back to MTIP/STIP formal amendments regular approval steps.
2. The formal amendment is anticipated to proceed through JPACT and Metro Council on the Consent Calendar.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Based on previous testimony on similar projects, there are two known active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:

- No More Freeways
- Neighbors for Clean Air
- BikeLoud
- AORTA (Association of Oregon Rail and Transit Advocates)
- Families for Safe Streets
- Eliot Neighborhood

The above groups are on record opposing either part or all of the I-5 Rose Quarter Improvement Project and do not support capacity/expansion changes to the Interstate and State Highway System. Opposition to the MTIP formal amendment is anticipated.

2. **Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
- b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the updated Rose Quarter Improvement project to initiate expanded construction phase activities including the construction of auxiliary lanes on I-5 within the project limits.

4. **Metro Budget Impacts:** None. The project funding is not Metro allocated or managed funds. All project funding is under ODOT management.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 25-5463 on March 20, 2025, which awards \$250 million for the three I-5 Rose Quarter Improvement Projects and now requests Metro Council provide the final approval enabling MTIP and STIP programming requirements to be completed.**

## Attachments:

- Attachment 1: Rose Quarter STIP Programming Summary
- Attachment 2: Project Performance Assessment Evaluation Summary (updated)
- Attachment 3: Unit Mobility December 2024 OTC Finance Strategy Item
- Attachment 4: I-5 Rose Quarter January 2025 OTC Item
- Attachment 5: Responses to TPAC Questions (new)
- Attachment 6: Phase 1/Phase A Full Build-out Exhibit (new)
- Attachment 7: TPAC and JPACT Meeting Summaries

Current Rose Quarter STIP Project Programming  
Includes Project Keys 19071, 23646, 23672, and 23782

STIP Fund Code References					
Fund Code	Type	Name	Fund Code	Type	Name
ACP0	Federal	Advance Construction	M0E2 M002 Z001	Federal	National Highway Performance Program
NE01	Federal	Neighborhood Access and Equity (NAE) grant funding	S010	State	General State funds usually reflecting the minimum match requirement
Z460	Federal	National Highway Freight Program (NHPP)	Other	State or Local	General state or local funds above the minimum match

Note: Advance Construction reflects a placeholder fund code. The final committed fund code will be applied at a later date. The final conversion code could be from the NAE grant program, NHPP, HB2017, or another eligible federal fund code for the project.

### Key 19071

Represents the non-construction phase project programming (Planning, Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), and Other phases.

Name: I-5 Rose Quarter Improvement Project				Key: 19071	
<p><b>Description:</b> The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal 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 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.</p> <p style="text-align: right;">Region: 1</p>					
MPO: Portland Metro MPO			Work Type: MODERN		
Applicant: ODOT			Status: FUNDED THROUGH UTILITY RELOCATION		
Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH
Current Project Estimate					
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction
Year		2016	2020	2025	2025
Total		\$187,391,997.18	\$41,000,000.00	\$7,500,000.00	\$250,000.00
Fund 1	ACP0	\$119,886,000.00	ACP0	\$37,810,200.00	NE01
Match		\$10,114,000.00	\$3,189,800.00		ACP0
Fund 2	NE01	\$30,000,000.00			
Match					
Fund 3	Z460	\$15,000,000.00			
Match		\$1,265,452.18			
Fund 4	OTH0	\$4,000,000.00			
Match					
Fund 5	M0E2	\$2,331,145.31			
Match		\$196,663.53			
Fund 6	Z001	\$1,844,400.00			
Match		\$155,600.00			
Fund 7	M002	\$1,474,354.49			
Match		\$124,381.67			
Fund 8	S010	\$1,000,000.00			
Match					
<p><b>Footnote:</b> Current funding: \$67,750,000 USDOT FY23 Grant, \$1,626,545 Enhance, \$2.5M FAST ACT, \$16,265,452.18 NHFP, \$5M Metro Bond per IGA 31954, \$2M Redistribution, \$102M HB2017</p>					
Most Recent Approved Amendment					
Amendment No: 24-27-1281			Approval Date: 8/30/2024		
<p>Requested Action: Add project to the current STIP by adding Utility Relocation and Other phases. Increase the Preliminary Engineering phase by \$30,000,000. Update the project scope.</p>					



**Key 23646**

This is the city of Portland related project to the overall Rose Quarter Improvement project.

<b>Name: Broadway Main Street and Supporting Connections</b>						<b>Key: 23646</b>	
<b>Description</b> 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.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2025	2026	2026	2026		
Total		\$8,255,000.00	\$591,000.00	\$130,000.00	\$29,418,000.00		\$38,394,000.00
Fund 1		ACP0 \$8,255,000.00	ACP0 \$591,000.00	ACP0 \$130,000.00	ACP0 \$29,418,000.00		
Match							
<b>Footnote:</b> \$38,394,000 in federal funds from Reconnection Communities and Neighborhoods Grant Program.							
<b>Most Recent Approved Amendment</b>							
Amendment No: 24-27-1081				Approval Date: 9/13/2024			
Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant.							

**Key 23672**

This ODOT project represents a construction segment that will focus on the replacement of three aging I-5 bridges by constructing the highway cover.

<b>Name: I-5 Rose Quarter: Broadway to Weidler Phase 1</b>						<b>Key: 23672</b>	
<b>Description</b> 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.							Region: 1
MPO: Portland Metro MPO				Work Type: MODERN			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$382,250,000.00		\$382,250,000.00
Fund 1					ACP0 \$382,250,000.0		
Match							
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: 24-27-1241				Approval Date: 9/13/2024			
Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant for the initial construction of the central part of the highway cover on I-5.							

**Key 23682**

This ODOT project will complete required Stormwater mitigation actions at and around the Fremont bridge

Name: <b>I-405 and I-5 Stormwater Facilities</b>					Key: <b>23682</b>		
Description: <b>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.</b>							Region: <b>1</b>
MPO: <b>Portland Metro MPO</b>				Work Type: <b>BRIDGE</b>			
Applicant: <b>ODOT</b>				Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>			
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.40 to 303.20	1.80	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					ACP0 \$4,611,000.00		
Match					\$389,000.00		
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: <b>24-27-1279</b>				Approval Date: <b>9/13/2024</b>			
Requested Action: <b>Add new project, moving funds from project key 21219.</b>							



## **MTIP Amendment for Phase 1 of the Rose Quarter Interstate 5 and Investment Priority Policies Major Project Assessment Summary**

This attachment is a summary assessment of a proposed amendment to the 2024-27 MTIP to add design, right of way acquisition, utility relocation, and construction phases of the Rose Quarter (RQ) project. The assessment reviews and evaluates the Phase 1 (partial build) of the Interstate 5 Rose Quarter project. It is provided to inform the amendment decision process regarding consistency with investment priority policies.

### **History of Rose Quarter Interstate 5 Project and Proposed MTIP amendment**

Decades of planning and partnership by ODOT and the City of Portland (City) have occurred to address the safety and operational needs on Interstate 5 (I-5) and within the Broadway/Weidler interchange through the Rose Quarter. I-5 is the main north-south highway moving people and goods and connecting cities and towns across the west coast of the U.S. between Mexico and Canada. I-5 between I-84 and I-405 is the top traffic bottleneck in Oregon, and the 28<sup>th</sup>-worst freight bottleneck in the nation.

The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5.

The Oregon Transportation Commission, at its December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

The increase of \$250 million from House Bill 2017 Urban Mobility Strategy funds, and the proposed amendment, will do the following:

- *K19071 I-5 Rose Quarter Improvement Project:* An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1:* With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure (including removing and replacing the Broadway, Weidler and Williams structures) and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and

shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.

- *K23682 I-405 and I-5 Stormwater Facilities Project*: The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

### Consistency with Metro's I-5 Rose Quarter Project: Values, Outcomes and Action

JPACT and Metro Council are currently considering an MTIP amendment to program funds for a construction package that partially completes the improvements to the Interstate 5 mainline that are included in the I-5 Rose Quarter (I5RQ) project. Metro Council approved a set of Values, Outcomes and Actions for the I5RQ project in April 2020 that has guided Metro's engagement in the project ever since. This document reviews the current status of the project in implementing each action identified in the Values, Outcomes and Actions document, and summarizes overall progress with respect to each of the three values.

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
<i>1. Advancing racial equity and committing to restorative justice</i>	<i>Complete / ongoing</i>	
1A. Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to consider the land value created by this project and the urban design features described in the Albina Vision.	Ongoing	Albina Vision Trust (AVT) has completed their Metro-funded Community Investment grant project. This work continues to inform their engagement with I5RQ, including through partnership with PBOT on two federally funded Reconnecting Communities grant projects <sup>1</sup> that focus on development strategies and surface street improvements in and around the project area. Coordination between AVT and ODOT is ongoing. In March 2024 the OTC directed ODOT to work with AVT to prioritize offering AVT the right to develop new parcels created by I5RQ. AVT also recently signed a letter of commitment indicating its intent to continue coordinating with ODOT and other partners on I5RQ.
1B. Appoint a landscape design team to inform a community-led	Complete	The consultant team completed the Independent Cover Assessment in July 2021, which recommended a cover design that

<sup>1</sup> For more information on these projects, see <https://www.portland.gov/bps/planning/reconnecting-albina/about> and <https://www.portland.gov/transportation/news/2024/3/8/pbot-news-release-portland-mayor-commissioner-and-transportation>.

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
decision-making process on highway cover design.		maximized developable space on and around the cover, as well as changes to surrounding transportation facilities to improve access to and foster development on the cover. <sup>2</sup> All project partners subsequently agreed to a cover design through a letter of agreement with the Governor's office signed in January 2022.
1C. Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities.	Ongoing	The goals and strategies outlined in the Project's Diversity and Subcontracting Plan <sup>3</sup> are designed to help develop, mentor, expand expertise and build the capacity of DBEs, as well as to promote workforce development and economic opportunities for historically underrepresented populations. Other topics discussed in this outcome, including anti-displacement, restorative community building investment, wealth creation, and land ownership opportunities are the subject of one of the collaborative PBOT-AVT projects discussed under item 1A. <sup>4</sup>
Establish a committee to oversee implementation of the DBE contracting process.	Complete	ODOT established the Community Oversight Advisory Committee <sup>5</sup> to oversee implementation of DBE contracting in 2020. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.
<i>2. Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions</i>	<i>Not on track</i>	
2A. Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.	Not on track	In March 2024, Governor Kotek and the Oregon Transportation Commission ordered ODOT to stop work on the Regional Mobility Pricing Project (RMPP; the official project name of the I-5 tolling program); the project is now on hold indefinitely. <sup>6</sup> This decision poses an obstacle to achieving all actions associated with pricing.
2B. Link the project with larger I-5 corridor planning efforts by taking into account the transportation	Ongoing	As discussed in more detail in the project Supplemental Environmental Assessment

<sup>2</sup> [https://www.i5rosequarter.org/pdfs/independent\\_cover\\_assessment/RQ-CAP-Report.pdf](https://www.i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf)

<sup>3</sup> [https://www.i5rosequarter.org/media/izoepgnp/ch\\_2\\_reconciled\\_diversity\\_subcontracting\\_plan.pdf](https://www.i5rosequarter.org/media/izoepgnp/ch_2_reconciled_diversity_subcontracting_plan.pdf)

<sup>4</sup> <https://www.portland.gov/bps/planning/reconnecting-albina/about>

<sup>5</sup> <https://www.i5rosequarter.org/committees/>

<sup>6</sup> <https://www.oregon.gov/odot/tolling/pages/i-5-tolling.aspx>

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.		(SEA), <sup>7</sup> the modeling assumptions provided by Metro to the project account for all projects up and down I-5 that were then included on the Regional Transportation Plan project list, and the SEA analyzed potential project impacts to traffic speeds and volumes at locations on I-5 outside the immediate project area. However, the decision to pause RMPP (see 2A) eliminates some of the needs and/or opportunities for this project to coordinate with larger I-5 corridor planning activities
2C. Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.	Not on track	According to a progress report provided by ODOT to project partners in April 2023, which characterized pricing work as in progress and ongoing as part of the project development process, congestion pricing for I5RQ “is being addressed through the Regional Mobility Pricing Project.” Now that RMPP is on hold there is no plan to price the project prior to completion.
<i>3. Engaging stakeholders through a transparent and inclusionary decision-making process</i>	<i>Complete</i>	
3A. Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones.	Complete	The project website provides extensive detail about the COAC (the official name of the CAC), ESC, and other project committees, including their charters, membership, and meeting minutes. <sup>8</sup>
3B. Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).	Complete	See response to 3A—this information is described in the charters of these committees, which are available via the project website.
3C. Clearly describe to agency partners how the OTC’s 11 actions will be incorporated into the project and have timelines synchronized in a way that	Mostly complete	These 11 actions largely align with Metro Council’s Values, Outcomes and Actions; they include calls for ODOT to establish committees, document decision-making processes, conduct an independent cover

<sup>7</sup> [https://www.i5rosequarter.org/media/kxjgs5tl/i5rq\\_rsea\\_appendixa\\_traffic\\_508.pdf](https://www.i5rosequarter.org/media/kxjgs5tl/i5rq_rsea_appendixa_traffic_508.pdf)

<sup>8</sup> <https://www.i5rosequarter.org/committees/>

<b>Value / action</b>	<b>Status</b>	<b>Staff comments</b>
ensures transparency and accountability.		evaluation, apply congestion pricing, and coordinate with partners. Most of these actions are complete except for those related to pricing.
3D. Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values.	Complete	In August 2022, the Portland City Council unanimously adopted an Intergovernmental Agreement to formalize a partnership between ODOT and the City in delivering the project. ODOT and TriMet also executed an IGA related to I5RQ in August 2022.

### **Consistency with the Congestion Management Process and Oregon Highway Plan**

#### **Consistency with OHP Policy 1G and Action 1G.1**

Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 directs ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. As public documents and presentations on the Interstate 5 Rose Quarter project to date have shown the known elements to the project includes: freeway cap, auxiliary lanes, on and off ramp improvements and spacing, active transportation enhancements, and local street connectivity. The scope elements are consistent with the first two steps of the OHP Action 1G.1 in addressing the overarching needs of the Interstate 5 corridor. The Project has documented consistency with the state and regional policy by focusing the project scope on the first two steps of the Oregon Highway Plan (OHP) Action 1G.1. These two steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.

#### **Consistency with Regional Transportation Functional Plan**

Additionally, the Rose Quarter Interstate 5 project is consistent with Section 3.08.220 of the Regional Transportation Functional Plan in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements.
2. Transit, bicycle and pedestrian system improvements.

3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the RTP, to provide alternative routes and encourage walking, biking and access to transit; and
4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

#### **Consistency with Local Plans**

Lastly, the Rose Quarter project would provide transportation infrastructure to support the land use plans for the Rose Quarter and the Albina neighborhood. The I-5 Rose Quarter Improvement Project also is included in adopted Portland regional land use and transportation plans. Specifically, the project would support the City of Portland's Central City 2035 Plan and Transportation System Plan, adopted in June 2018. The Project includes related goals developed through the joint ODOT and City of Portland N/NE Quadrant and I-5 Broadway/Weidler Interchange Plan process, which included extensive coordination with other public agencies and citizen outreach. The Metro Council and the Joint Policy Advisory Committee on Transportation adopted the proposed Project as part of the Regional Transportation Plan in 2014, 2018 and again in 2023. The current proposed amendment is a partial build of the full project, but this initial phase is consistent with the full build that was included in the most recent RTP with no new project elements.

#### **Policies on RTP Investment Priorities**

The following is an assessment of how the proposed MTIP project amendment advances the RTP investment priorities of Equity, Climate, Safety, Mobility and Economy and how the project impacts the package of MTIP investments towards those RTP goals. It is based on the similar assessment completed as part of the initial evaluation and adoption process for the 2024-27 MTIP. Economy was recently included in the 2023 RTP but was not part of the 24-27 MTIP assessment process. It has been included in this assessment. A summary of the evaluation results based on the RTP investment priorities is provided in Table 1. The detailed analysis by performance measure for each RTP investment priority is outlined following the summary table. In addition to the proposed amendments that were evaluated, staff performed a full build analysis of the project to ensure consistency with the RTP. Included is both a summary evaluation in Table 2 and a detailed analysis for each performance measure.

**Table 1. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Phase 1**

RTP Priority	Measure 1	Measure 2	Measure 3
Equity	0	0	+/o
Climate	0	0	+/o
Safety	0	0	N/A
Mobility	0	0	N/A
Economy	+	+	N/A

**Table 2. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Full Build**

RTP Priority	Measure 1	Measure 2	Measure 3
Equity	0	0	+/o
Climate	0	0	+/o
Safety	0	0	N/A
Mobility	0	0	N/A
Economy	+	+	N/A

**\*The full build is not a part of the proposed amendment, but the evaluation is included to show RTP consistencies.**

**Key:**

- o neutral or still to be determined until further details are known
- ^ not directly addressing the region's desired outcome; has other related benefits
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o potential to trend toward desired outcome but still to be determined until further details are known
- /o risk to trend away from desired outcome but still to be determined until further details are known

## Equity

To measure equity in the context of the project, Metro staff describe whether the project increases access to travel options in Equity Focus Areas and summarize information provided by project staff on how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full build
Increase Access to jobs	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	<p>TIP Modeling shows small but positive increase in access to jobs both region wide and in the MPA equity focus areas.</p> <p>Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and no significant change in access to jobs via transit. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there is no significant change.</p>	<p>TIP Modeling shows small but positive increased access to jobs both region wide and in the MPA equity focus areas.</p> <p>Modeling shows us an increase in access to jobs via auto trips across the MPA area from 437,713 to 438,129. An increase to jobs via transit from 73,711 to 73,725. There is also a small increase in MPA Equity Focus Areas as well. Access to jobs via auto trips in equity focus areas increased from 450,816 to 451,145. For transit, there is an increase from 89,378 to 89,402.</p>
Increase access to community places	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	<p>TIP modeling shows a small increase access to community places. There is no increase in access to community places via transit in the modelling. There is an increase of access to community places via auto trips from 2,734 to 2,735 in the MPA area and an increase from 2,863 to 2,864 in equity focus areas.</p>	<p>TIP modeling shows small but positive increase in access to community places. Results were the same from the phased build out.</p>
Complete any gaps in the active transportation system in an equity focus area	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	<p>The phase 1a &amp; 1 project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build may include components of closing gaps in the active transportation network.</p>	<p>The full build does include a new bicycle and pedestrian bridge over I-5. Additional GIS analysis is required to determine whether the full build closes gaps in the active transportation system.</p>



## Safety

To measure safety in the context of the project, a description of whether the project includes scope elements to address documented safety issues that contribute to crashes that result in fatal and serious injuries and include recognized safety counter measures is provided. An assessment of the scope is also compared against the region's high injury corridors to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. Additional relevant safety related information as provided by project staff is also summarized.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Increase level of investment to address fatalities and serious injuries	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	The I-5 Southbound corridor through Rose Quarter is identified in Metro's 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database. It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW,	As with PAE of phase 1a and 1, it is difficult to ascertain the amount of investment to address fatalities and serious injuries with the full build project.

		utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs.	
Increase level of safety investment on high injury corridors, and high injury corridors in equity focus areas	2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.	The Project is in both a High Injury Corridor and a Low-Income Equity Focus Area. With the cost estimates provided it is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1.	The Project is in both a High Injury Corridor and an Equity Focus Area.

## Climate

To measure climate in the context of the project, a summary of how the project aligns with Metro's RTP climate goals and policies and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel is provided.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Reduction of greenhouse gases per capita	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	TIP modeling shows a very small increase of emission (less than 0.01%).	TIP modeling shows a very small increase (approx. 0.017%).
Reduction in daily metric tons of greenhouse gas emissions	2. Projected daily metric tons of greenhouse gas emissions reduction	TIP modeling shows a 1 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,566.	TIP modeling shows a 2 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,567.
Improves system completeness of active transportation network	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	The project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build will include components of closing gaps in the active transportation network.	The complete build of the Rose Quarter does include completing gaps in the active transportation network. More specifically, the project aims to close gaps in the Green Loop through Lloyd District. Additional GIS analysis is needed to confirm that gaps are being addressed.

**Mobility**

To measure mobility relief in the context of the project, an assessment of whether the project proposes impacts to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1a & 1)	Full Build
Achieve a more equitable mode split amongst driving, transit, and biking	1. Mode split	TIP modeling shows virtually no impact to mode splits. Total SOV trips remain the same (42.515%). There is a small increase from 38.681% to 38.683% for total HOV trips. All other trips remain the same, total transit trips (4.641%), total bike trips (3.826%), total walk trips (7.548%), and total school bus trips (3.282%).	TIP modeling shows the same amount of SOV trips (42.515%), a very small increase in HOV trips (increase of .003% from MTIP and .001 from phase 1), very small increase in transit trips (.001%), very small increase in school bus trips (.001%), and same amount for bike trips and walk trips.
Decrease miles traveled by vehicle and increase miles done by bike and transit	2. Miles traveled by mode	TIP modeling shows a very small impact in miles traveled by mode.  There is an increase of personal vehicle driver miles traveled from 21,256,521 to 21,257,411. A small increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,724. A slight decrease in bike miles traveled from 842,597 to 842,412. A slight decrease in pedestrian miles traveled from 292,789 to 292,772. A small increase in transit miles traveled from 2,020,953 to 2,021,685.	TIP modeling shows small but negative impacts on vehicle miles traveled, bike miles traveled, and pedestrian miles traveled. There is a small positive impact on transit miles traveled.  There is an increase in personal vehicle miles traveled from 21,256,521 to 21,257,976. An increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,986. An increase in transit miles traveled from 2,020,953 to 2,021,685. There is a decrease in bike miles traveled from 842,597 to 842,412 and a decrease in pedestrian miles traveled from 292,789 to 292,765.

## Economy

To measure economic vitality in the context of the project, an assessment of whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

Desired Outcome	Performance Measures	Project Performance Assessment (Phase 1 & 1a)	Full Build
Increase transportation option in areas prioritized for future job growth.	1. Is the project located in an area that is prioritized for future job growth?	The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region's land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.	The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region's land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.
Increase transportation options in an area with higher-than-average job activity	2. Is the project located in an area with higher-than-average job activity?	According to <a href="#">Metro's Economic Value Atlas</a> , the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.	According to <a href="#">Metro's Economic Value Atlas</a> , the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item F – Urban Mobility Strategy Finance Plan Update

### **Requested Action:**

Approve an updated conceptual plan to close the funding gap for the Urban Mobility Strategy.

### **Background:**

In May and June 2024 the Oregon Transportation Commission (OTC) discussed the funding gap for elements of the Urban Mobility Strategy (UMS) and options to close that funding gap. Multiple factors require ODOT to secure additional resources to move UMS projects forward, including:

- Higher costs for the I-205 Abernethy Bridge project and the loss of expected tolling revenue have created a significant funding gap on this project.
- The I-5 Rose Quarter Improvements Project lacks sufficient funding to complete the project or even to begin construction in 2025.

The Commission took action to close this gap:

- The Commission approved transferring \$100 million from the I-405 Fremont Bridge painting project to close a portion of the funding gap on I-205 Abernethy. This was effectuated in the August Statewide Transportation Improvement Program (STIP) amendment.
- In May the Commission agreed to provide up to \$250 million from the \$30 million per year UMO set-aside from HB 2017 to match up to \$750 million in federal INFRA grant funding for the I-5 Rose Quarter. This funding would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter as originally intended.
- In June the Commission approved a conceptual finance plan that would close the remaining gap on I-205 Abernethy through issuance of additional Highway User Tax Revenue bonds that would be repaid by HB 2017 Bridge and Seismic funds otherwise programmed to projects in the STIP.

At the time, ODOT pledged to return to the OTC to complete work on the finance plan once the outcome of the INFRA grant for Rose Quarter was known. Events since June have provided ODOT greater clarity on funding for both I-205 and Rose Quarter.

### **I-205 Abernethy**

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ODOT has been working closely with Kiewit, the project contractor, to reach a settlement of existing claims to move the project forward to completion expeditiously. ODOT secured this settlement in November, which requires adding funding to the project's budget; ODOT is requesting this in a STIP amendment that will be considered separately from this finance plan. Based on this settlement, ODOT now estimates the project's total cost to be \$815 million, including preliminary engineering, construction, and a separate contract for soil stabilization needed for seismic resilience. This does not include pricing a number of known risks that have been identified by ODOT and the contractor, particularly risks associated with work on an aging bridge. Additional funding needed to cover these higher costs would come from Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds, which would reduce funding for projects in the STIP Bridge program for the next 25 years.

### **I-5 Rose Quarter**

ODOT did not receive the federal INFRA grant and the project's currently available funding of \$608 million is not sufficient to begin construction in 2025. Absent additional funding, the earliest construction could begin on the initial portion of the highway cover, funded by the Reconnecting Communities and Neighborhoods (RCN) grant, would be 2027.

ODOT will present the Commission an option for adding \$250 million to the funding for Rose Quarter to move to construction on significant elements of the project beginning in 2025 and expand upon the construction funded by the RCN grant. Adding this funding would allow ODOT to:

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover to be built with the RCN grant and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

An investment of this size would reduce the funding gap for the project, and beginning construction in 2025 would lock in pricing and prevent continued cost escalation of these elements.

The additional funding for Rose Quarter would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter project, for which they were originally intended. The funding gap on Abernethy would grow, requiring ODOT to issue Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds. This will have impacts to projects that would otherwise be funded from the state's Bridge program for the next 25 years.

### **Outcomes**

ODOT seeks Commission feedback and approval on two items.

- Direction on additional investments for the I-5 Rose Quarter.



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- Approval of an updated Urban Mobility Strategy finance plan that lays out the additional amounts of Highway User Tax Revenue Bonds needed.

If the Commission approves additional funding for I-5 Rose Quarter, ODOT will return with a STIP amendment to officially add these resources so the project can move to a construction start in 2025.

**Attachments:**

- Attachment 01 – Urban Mobility Strategy Finance Plan Updated (December 2024)

# Urban Mobility Strategy Finance Plan Update

## December 2024

### Introduction

In June 2023 the Oregon Transportation Commission approved a finance plan for the Urban Mobility Strategy at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this initial plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring toll collections for the Interstate Bridge Replacement Program to WSDOT, and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project, which is already under construction, has increased for a number of reasons, including structural engineering elements, unanticipated project changes, delay, escalation and risk for a multi-year project.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct an initial portion (but not all) of the highway cover that will help knit back together the Albina neighborhood that was torn apart by the original construction of the Interstate through a thriving Black community. ODOT is developing plans to get this portion of the project under construction and is developing options for adding elements if additional funding is provided.

The net effect of these impacts is that there is a shortfall in the funding needed to complete the I-205 Abernethy Bridge, and also an opportunity to get the Rose Quarter under construction if additional funding can be identified.

This December 2024 update to the UMS Finance Plan approved by the OTC in June 2024 is designed to provide a path forward to closing the I-205 Abernethy Bridge funding gap now that the project's current cost estimate is known; it also offers the option to provide funding to the I-5 Rose Quarter to start construction in 2025. This document is designed as a conceptual finance plan to help frame up the Commission's decisions around allocation of funding. All figures in this document are estimates as of December 2024 and subject to change as actual project costs and expenditures are updated with

additional time. Similarly, the available funding from HB 2017 Urban Mobility Strategy bonds is subject to significant uncertainty, and the timing of expenditures and cash flow needs that will determine bond sales timing and debt service amounts for each year into the future will be determined as projects move forward. ODOT also maintains a more in-depth operational finance plan for the UMS projects that tracks expenditures and funding needs by quarter, which is used to determine the timing of bond issuance.

## Program Funding

Since the June 2023 UMS Finance Plan, a number of factors have changed the amount of funding available for the UMS.

- The decision to halt tolling on I-205 has reduced estimated resources for the I-205 Abernethy Bridge by \$385 million.
- The \$450 million RCN grant for the Rose Quarter has opened up new opportunities to make progress on a critical project.
- In June the OTC approved a proposal to redirect \$100 million of Bridge program funds from the I-405 Fremont Bridge to the Abernethy Bridge.

With all these changes, the UMS has \$1.267 billion in total resources available.

**Table 1: Total Resources for UMS After June 2024 Update**

Revenue Sources	Amount	Notes
HB 2017 UMS	\$560	Bond proceeds and cash from the \$30 million annual set-aside of HB 2017 funds. Originally directed by HB 2017 to Rose Quarter; HB 3055 in 2021 allowed for use on other elements of the UMS.
Other Federal/ State/Local	\$257	Includes a variety of federal, state and local revenue sources, including \$100 million approved by OTC to transfer from I-405 Fremont to I-205 Abernethy in June 2024.
Federal Competitive Grants	\$450	Reconnecting Communities and Neighborhoods Grant for I-5 Rose Quarter.
I-205 Tolls	\$0	Tolling revenue is no longer included in UMS Finance Plan.
<b>Total Resources</b>	<b>\$1,267</b>	

Note: All dollar figures throughout this document are in millions of dollars.

The revenue estimate from cash and bonds from the \$30 million allocation to the UMS from HB 2017 remains unchanged, though it has elements of uncertainty. ODOT has sold the first tranche of bonds backed by these resources, totaling about \$240 million in net proceeds, and expects a second sale in the 2025-2027 biennium, with the timing dependent on cash flow needs and other factors. The total resources available from HB 2017 will depend on key details of financing, including bond interest rates and maturities, as well as when the bonds are sold; ODOT will continue to receive cash from this allocation until funds are fully dedicated to debt service payments after the second tranche of bonds is sold.

## Project Costs and Expenditures

Since June 2023 a number of changes have occurred that impact expected costs and expenditures for the UMS projects.

### Tolling

The original UMS Finance Plan allocated \$263 million to implement tolling, including costs of developing and constructing tolling infrastructure on I-205 and I-5 and building the back office and customer service center necessary to collect tolls. Due to cancellation of the RMPP, pausing tolling on I-205, and transferring toll collection on IBR to the Washington State Department of Transportation, ODOT now anticipates spending about \$70 million on tolling across three toll projects, presenting savings of approximately \$193 million. The net loss of I-205 toll revenue due to the pause on tolling is about \$192 million.

### I-205 Abernethy Bridge

The total cost of completing the I-205 Abernethy Bridge project is currently estimated at \$815 million. This includes the anticipated total cost of three elements.

- Preliminary engineering for the I-205 corridor improvements.
- I-205 Abernethy Bridge construction (currently underway).
- Soil stabilization necessary for seismic resilience on the I-205 Abernethy Bridge.

ODOT anticipates completing the base construction project by the end of 2026, with soil stabilization work likely to begin in 2027 under a separate contract.

The 2023 UMS Finance Plan projected a total cost of the I-205 Abernethy Project of \$662 million; the June 2024 update estimated \$750 million. Drivers of the higher cost include:

- Structural engineering elements, including additional steel reinforcement for existing bridge cross beams, additional structural steel fabrication and materials, reconciling as-built conditions vs. contract plans, delay related to changes during construction, and additional engineering.
- Unanticipated project changes, including additional underground storage tanks, blast caps, soundwall panel changes, and environmental permit required changes.

This current estimate of \$815 million does not include the likely price of additional risks that have been identified by the project team, so ODOT will return to update the Commission on the total cost of the project as risks are either addressed or become real. Additional funding will be likely be needed to address these risks and will be requested as needed in future STIP amendments to be approved by the Commission.

### I-5 Rose Quarter

The 2023 UMS Finance Plan provided the I-5 Rose Quarter an allocation of \$158 million from HB 2017 funds and other state, federal and local funds. This allocation allows ODOT to complete design of the three early work packages (formerly known as early work packages A, B and C), reach 30% design of the

main construction package and prepare for property acquisitions needed for construction. However, this funding will not allow the project to start construction.

The \$450 million federal RCN grant, awarded in March 2024, will fund design completion (including right of way acquisitions and utility relocations) and construction of an initial portion of the highway cover, which will be forward compatible with the construction of the remainder of the highway cover and I-5 mainline improvements. The grant did not fund the proposed bicycle/pedestrian bridge over I-5, the project's auxiliary lanes and shoulders, the I-5 southbound off-ramp relocation, nor multimodal street improvements. Grant funding is secured, with the design funding available now and construction funding to become available in advance of construction, now that ODOT has completed a grant agreement with the Federal Highway Administration. Construction on the RCN portion of the project is anticipated to begin by 2027.

Even with this grant, the Rose Quarter faces a significant funding gap of about \$1.3 billion, based on the project's high-end estimate of \$1.9 billion. This is in part because UMS funds originally dedicated to Rose Quarter by HB 2017 were set aside for I-205 Abernethy and implementation of tolling after passage of HB 3055 to move the construction-ready I-205 Abernethy bridge project forward and jumpstart work on tolling. ODOT intended to repay these funds borrowed from Rose Quarter after selling bonds backed by toll revenue. This plan has been complicated by the cost increases required to complete the Abernethy Bridge and the loss of projected tolling revenue.

In May the OTC agreed to contingently allocate up to \$250 million in HB 2017 funds to match an INFRA grant request of up to \$750 million. This funding would have closed a significant portion of the project's funding gap and allowed construction to begin in 2025, but ODOT did not receive this grant. However, ODOT has developed an option to allocate an additional \$250 million to the Rose Quarter that would fund the following elements, with construction able to start in 2025 if funding is provided in December and to expand upon the construction funded by the RCN grant.

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover built with RCN grant, and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

These improvements would have significant value, both in terms of providing a significant improvement to traffic flow and safety on I-5 (with the most robust improvements in the southbound direction) and also in extending the highway cover to north of Broadway.

If the Commission approves the additional \$250 million for Rose Quarter construction, the following elements of the project would remain to be funded:

- Completing the highway cover between Flint and Broadway

- Constructing the Hancock crossing (as part of the completed highway cover between Flint and Broadway)
- Completing multimodal local street improvements outside of RCN-funded highway cover area
- Constructing the pedestrian and bicycle bridge
- Completing the northbound auxiliary lane and shoulder (between the Broadway on-ramp and the Greeley off-ramp and between the I-84 on-ramp and Weidler off-ramp)
- Relocating the I-5 southbound off-ramp and new flyover structure

Based on the project cost range of \$1.5 to \$1.9 billion, the project's remaining costs would be approximately \$650 million to \$1.05 billion. The Urban Mobility Office will update and validate the Rose Quarter cost estimate, including this identified funding gap, in coordination with the Federal Highway Administration in spring of 2025.

### **Closing the Urban Mobility Strategy Funding Gap**

With higher costs and reduced revenues available to complete the I-205 Abernethy Bridge Project, ODOT faces the need to close the immediate funding gap for that project to ensure completion. A plan to close this gap needs to be developed in the near future, as ODOT does not have the cash on hand to spend hundreds of millions of dollars on UMS projects over the next few years without a funding source.

ODOT has covered expenditures prior to toll revenue coming available in 2026 through short-term borrowing using a commercial paper program. ODOT has taken out about \$280 million in commercial paper, which the agency originally planned to pay back using toll revenue. Plans for additional commercial paper draws against the program's total cap of \$500 million are temporarily on hold now that tolling isn't available as a repayment source. ODOT may need additional short-term borrowing from our commercial paper program or other sources to meet cash flow needs for I-205 construction costs prior to selling bonds to pay off the short-term borrowing. Taking out additional short-term debt requires identifying a replacement revenue source to pay back this short-term debt.

Table 2 shows the funds allocated to each UMS project in the June 2024 UMS Finance Plan Update, as well as a base update for December 2024 based on new cost estimates of I-205 Abernethy, tolling, and short-term financing. It also offers the option of providing the Rose Quarter an additional \$250 million of HB 2017 UMS funds to start construction in 2025. Under any of these scenarios, the funding gap would be covered using proceeds from Highway User Tax Revenue (HUTR) bonds backed by ODOT's HB 2017 Bridge and Seismic State Highway Fund revenues. If the Commission chooses to provide the additional funding for Rose Quarter, funding from the HB 2017 Urban Mobility Strategy funds would be shifted from I-205 Abernethy back to Rose Quarter, requiring the sale of more bonds backed by Bridge/Seismic funds.

As shown here, the impact to the Bridge/Seismic program differs based on the scenario, with approximately \$18 million in annual debt service needed under the base scenario and up to about \$35 million needed under the scenario that invests \$250 million in the Rose Quarter.

**Table 2: Estimated Funds Needed For UMS Projects**

<b>Project</b>	<b>June 2024 Update</b>	<b>December 2024 Update Base</b>	<b>December 2024 + RQ Construction</b>
I-205 Abernethy	\$750	\$815	\$815
I-5 Rose Quarter	\$608	\$608	\$858
I-5 Boone Bridge	\$4	\$4	\$4
Tolling	\$73	\$70	\$70
Short Term Financing Costs	\$36	\$15	\$15
<b>Total Funds Needed</b>	<b>\$1,471</b>	<b>\$1,512</b>	<b>\$1,762</b>
<b>Total Resources</b>	<b>\$1,267</b>	<b>\$1,267</b>	<b>\$1,267</b>
<b>Funding Gap</b>	<b>\$(204)</b>	<b>\$(245)</b>	<b>\$(495)</b>
<b>Annual Debt Service</b>	<b>\$15</b>	<b>\$18</b>	<b>\$35</b>

Additional bonds would need to be sold if the cost of I-205 Abernethy increases, as is expected based on the identified known risks. ODOT may also choose to sell additional bonds to cover cost escalation on other HB 2017 projects, such as the OR 22 Center Street Bridge, which faces a significant shortfall. Bonds would likely be issued in multiple tranches starting in the 2025-2027 biennium when funds are needed to pay project expenses. Legislative authorization for these bonds would be required in the 2025 bond bill.

Funding to pay back these bonds would be drawn from bridge projects statewide that are programmed in the 2024-2027 STIP or would be programmed in future STIPs. The bonds would likely be paid off in about 25 years from their date of issuance. Because all of the bonds will not be sold for several years, impacts to the Bridge program would likely be relatively small in the 2024-2027 STIP—likely in the range of \$45-50 million-- though ODOT would likely need to cancel or delay some projects. ODOT will return to OTC for actions to cancel or delay projects in the 2024-2027 STIP once we have greater insight into the amount of bonds to be issued, the timing of bond sales, and debt service amounts. The full impact would hit the 2027-2030 STIP after all the bonds are issued, but projects have not yet been programmed in this STIP. In the 2027-2030 STIP, the Bridge Program funding is \$272 million total and an estimated \$105 million will go towards debt service. For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects.

Depending on the timing of long-term bond sales, these options may require additional short-term borrowing through the commercial paper program to meet immediate cash flow needs on I-205, and this borrowing comes with financing costs. To avoid the use of short-term financing, and its associated costs, ODOT may elect to move up the sale of the legislatively-authorized HB 2017 UMS bonds to meet immediate cash flow needs. However, it should be noted that moving up the issuance of HB 2017 bonds will reduce the total resources available from HB 2017 UMS funding in two ways:

- ODOT generates about \$1 million in additional cashflow each month from the portion of the funding that is not yet being paid in debt service; and



- The longer ODOT is able to wait to sell the remaining portion of UMS bonds, the more proceeds it can generate. Conversely, the sooner ODOT sells the remaining portion, the less proceeds it can generate.

While ODOT has strong credit ratings from rating agencies—including a AAA rating from S&P—the issuance of additional debt against existing State Highway Funds without additional revenue enhancements, combined with the projected decline in the gas tax and the agency’s funding challenges, could lead to a rating downgrade or other negative guidance from the rating agencies that could increase the agency’s cost of borrowing.

### Funding Needed to Complete the Urban Mobility Strategy Projects

While closing the short-term funding gap for the I-205 Abernethy Bridge project is urgent and critical, it is also important to lay out options for completing other unfunded work in the UMS, including:

- Construction of the full I-5 Rose Quarter, including completing the auxiliary lanes and shoulders to address the traffic bottleneck and safety issues, as well as constructing the remainder of the highway cover, the multimodal local street improvements, and the relocation of the I-5 southbound off-ramp.
- Construction of I-205 Phase 2, which includes the missing lane between Stafford Road and the Abernethy Bridge as well as bridge investments for seismic resilience through the southern end of the corridor. Further design work on this project was put on indefinite hold in 2023 when tolling was delayed; additional funding is needed to complete environmental review, design and undertake construction.
- Replacement of the I-5 Boone Bridge for seismic resilience and congestion relief. This project has only undertaken preliminary planning and requires funding to complete environmental review, design and enter construction.

The total cost of I-5 Rose Quarter, I-205 Improvements (both Abernethy Bridge and Phase 2), and I-5 Boone Bridge totals an estimated \$4.3 billion, with a \$3.1 billion funding gap, as shown in Table 3.

The Commission, Legislature, and ODOT have a variety of methods to seek to close this gap.

- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects. What’s more, discretionary resources are increasingly constrained due to the need to fund the ADA program and other programs required under law: in the 2027-2030 STIP the Commission had less than \$100 million in discretionary resources to allocate among programs, and many areas including Fix-It and Public and Active Transportation took cuts.

**Table 3: Project Funding Gaps**

Project	Notes	Cost (High)	Available Funding*	Funding Gap*
I-5 Rose Quarter	Cost estimate will be updated in 2025. Available funding includes the RCN grant and previously allocated funding. Does not include \$250 million proposed for project construction.	\$1,900	\$608	\$(1,292)
I-205 Abernethy	Incorporates additional costs as noted above. Available funds includes all remaining HB 2017 funds.	\$815	\$570	\$(245)
I-205 Phase 2	Updated to assume project construction begins in 2031.	\$800	\$0	\$(800)
I-5 Boone Bridge	Cost estimate has not been updated since 2023 finance plan. A new cost estimate range will be developed in late 2024.	\$725	\$4	\$(721)
Total		\$4,300	\$1,182	\$(3,058)
*Based on December 2024 base funding scenario, with all remaining HB 2017 UMS funds dedicated to Abernethy. **Estimated annual debt service on 25 year Highway User Tax Revenue bonds, rounded to nearest \$10 million. ***Increase in the statewide fuels tax along with complementary weight-mile tax to pay debt service, rounded to nearest penny.		Annual Debt Service**		\$210-240
		Fuels Tax Equivalent***		9-11 cents/gallon

- Federal discretionary grants.** In the last year major highway projects in the Portland metro region have secured over \$2.5 billion in federal discretionary funding available under the Infrastructure Investment and Jobs Act. In addition to the Rose Quarter's \$450 million RCN grant, the Interstate Bridge Replacement secured a \$600 million MEGA grant and a \$1.5 billion Bridge Investment Program grant. ODOT intends to continue seeking other federal grants for the UMS projects—particularly the Rose Quarter. However, ODOT did not receive an INFRA grant for Rose Quarter, and INFRA grants have now been awarded through 2026, when the Infrastructure Investment and Jobs Act expires. Funding for discretionary grant programs beyond that timeframe are dependent on congressional action to reauthorize the IJA, which could be challenging given a significant shortfall in user fee revenue flowing into the Highway Trust Fund. UMS projects may be eligible to receive other grants, though most are likely to be much more modest in size than those received to date.
- Additional statewide tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects. Generating \$3 billion in bond proceeds to close the funding gap would require about \$215 million in annual funding for debt service, which amounts to a statewide gas tax increase of nearly 10 cents per gallon, along with complementary weight-mile tax revenue.
- Regional funding.** A portion of the UMS funding gap could be raised through transportation taxes and fees within the Portland metro region, as was originally contemplated as part of HB 2017; this option was set aside in favor of tolling.

- **Tolling revenue.** While implementation of tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Completing these three major projects will likely require some combination of multiple of the above funding sources rather than relying on a single source.



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 6, 2025

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item G** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to 1) increase funding for the preliminary engineering, right of way, utility relocation, construction and other phases of the *I-5 Rose Quarter Improvement Project* (K19071); 2) increase funding and add scope to the *I-5 Rose Quarter: Broadway to Weidler Phase 1* (K23672) project; and 3) change the project name and mile points, and increase funding to the construction phase of the *I-405 and I-5 Stormwater Facilities Project* (K23682).

**Requested Action:**

Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for the I-5 Rose Quarter Improvement Project from \$623,391,997 to \$873,391,997. This new funding of \$250,000,000 is from House Bill 2017 Urban Mobility Strategy funds, as directed by the Oregon Transportation Commission at its December 4, 2024, meeting, for the three projects related to the I-5 Rose Quarter Improvement Project as follows:

1. Increase funding for *K19071 I-5 Rose Quarter Improvement Project* from \$236,141,997 to \$248,641,997. This funding will provide \$12,500,000 from HB2017 Urban Mobility Strategy funds to the preliminary engineering, right of way, utility relocation, and other phases.
2. Increase funding and add scope to *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1* from \$382,250,000 to \$559,750,000. This project will increase by \$177,500,000 in HB2017 Urban Mobility Strategy funds to the construction phase and the scope will be expanded to build an additional portion of the highway cover and provide initial investments in I-5 safety and operational improvements.
3. Increase funding, change the project name and mile points, and add scope to *K23682 I-405 and I-5 Stormwater Facilities* project from \$5,000,000 to \$65,000,000. This project will increase by \$60,000,000 in HB2017 Urban Mobility Strategy funds to the construction phase. The project name will change to I-5 Rose Quarter: Phase 1A, the project mile points will change to MP 301.2-303.4 (from MP 301.4 to 303.2), and the scope will expand to include bridge and seismic improvements in the project area in addition to already planned stormwater improvements.

Oregon Transportation Commission  
Page 2

STIP Amendment Funding Summary

<b>I-5 Rose Quarter Improvement Project (K19071)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	2016	\$187,391,997	\$197,391,997
Right of Way	2020	\$41,000,000	\$42,000,000
Utility Relocation	2025	\$7,500,000	\$8,500,000
Construction	NA	\$0	\$0
Other	2025	\$250,000	\$750,000
<b>TOTAL</b>		<b>\$236,141,997</b>	<b>\$248,641,997</b>

<b>I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672)</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$382,250,000	\$559,750,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$382,250,000</b>	<b>\$559,750,000</b>

<b>I-405 and I-5 Stormwater Facilities Project (K23682) - to be known as I-5 Rose Quarter: Phase 1A</b>			
<b>PHASE</b>	<b>YEAR</b>	<b>COST</b>	
		<b>Current</b>	<b>Proposed</b>
Preliminary Engineering	NA	\$0	\$0
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	2025	\$5,000,000	\$65,000,000
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$5,000,000</b>	<b>\$65,000,000</b>

**Background:**

The purpose of the I-5 Rose Quarter Project is to improve the safety and operations on Interstate 5 (I-5) between Interstate 405 (I-405) and Interstate 84 (I-84), as well as the local streets in the I-5 Broadway/Wielder interchange within the city of Portland.

The I-5 Rose Quarter Improvement 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 currently 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.

In March 2024, the U.S. Department of Transportation awarded ODOT's I-5 Rose Quarter Improvement Project with a \$450 million grant to build an initial portion of the highway cover. In August 2024, the Oregon Transportation Commission and Metro Council unanimously agreed to approve the spending of this grant award and respectively approved amendments to the State Improvement Transportation Program (STIP) and Metropolitan Transportation Improvement Program (MTIP) to program these funds for the design activities and construction of the initial, central segment of the highway cover around Broadway and Weidler.

Building on this federal funding, the Oregon Transportation Commission, at their December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

#### Funding Summary

The increase of \$250,000,000 from HB2017 Urban Mobility Strategy funds will do the following:

- *K19071 I-5 Rose Quarter Improvement Project:* An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1:* With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover to include the Broadway structure and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.
- *K23682 I-405 and I-5 Stormwater Facilities Project:* The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

#### Outcomes:

With approval, the Oregon Department of Transportation (ODOT) will move forward with design and other activities for the *K19071 I-5 Rose Quarter Improvement Project*. With approval, ODOT also will advance construction for two other phases of the project: *K23672 I-5 Rose Quarter: Broadway to*

*Weidler Phase 1* to build the initial portion of the highway cover from the southern portal to north of Broadway, build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit, extend an initial portion of the existing northbound auxiliary lane and shoulder under the highway cover, and build sign bridges and associated Intelligent Transportation Systems, with construction starting by 2027 and *K23682 I-5 Rose Quarter: Phase 1A* to build bridge work in the southern project area and construct stormwater facilities near I-405 with construction starting in 2025. This approval would be consistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

Without approval, ODOT would not begin construction in 2025 and would not construct any portions of the project beyond what is funded by the \$450 million Reconnecting Communities and Neighborhoods grant and \$5 million for stormwater improvements. Ultimately, without approval, this would delay timely project delivery and would be inconsistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

**Attachments:**

- Attachment 01 – KEY 23682 Vicinity and Location Map
- Attachment 02 – KEY 19071 Vicinity and Location Map



# STIP PROJECT LOCATION

**K23682**

Agenda Item G, Attachment 01

## I-5 ROSE QUARTER: PHASE 1A

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

PROJECT LOCATION



REGION



COUNTY



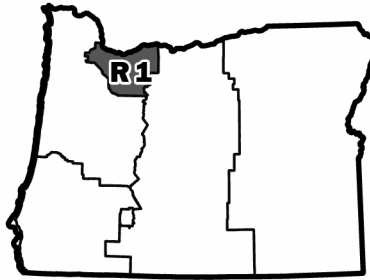
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RAILROAD



DATE: 12/11/2024  
PROJECT NO. 23-52  
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# STIP PROJECT VICINITY

**K23682**

da Item G, Attachment 01

## I-5 ROSE QUARTER: PHASE 1A

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

### PROJECT LOCATION



REGION



COUNTY



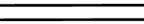
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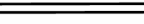
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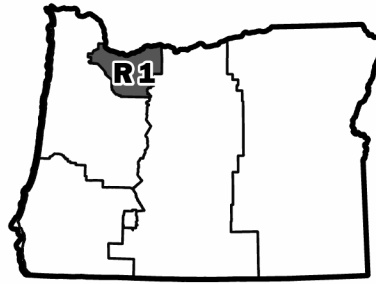
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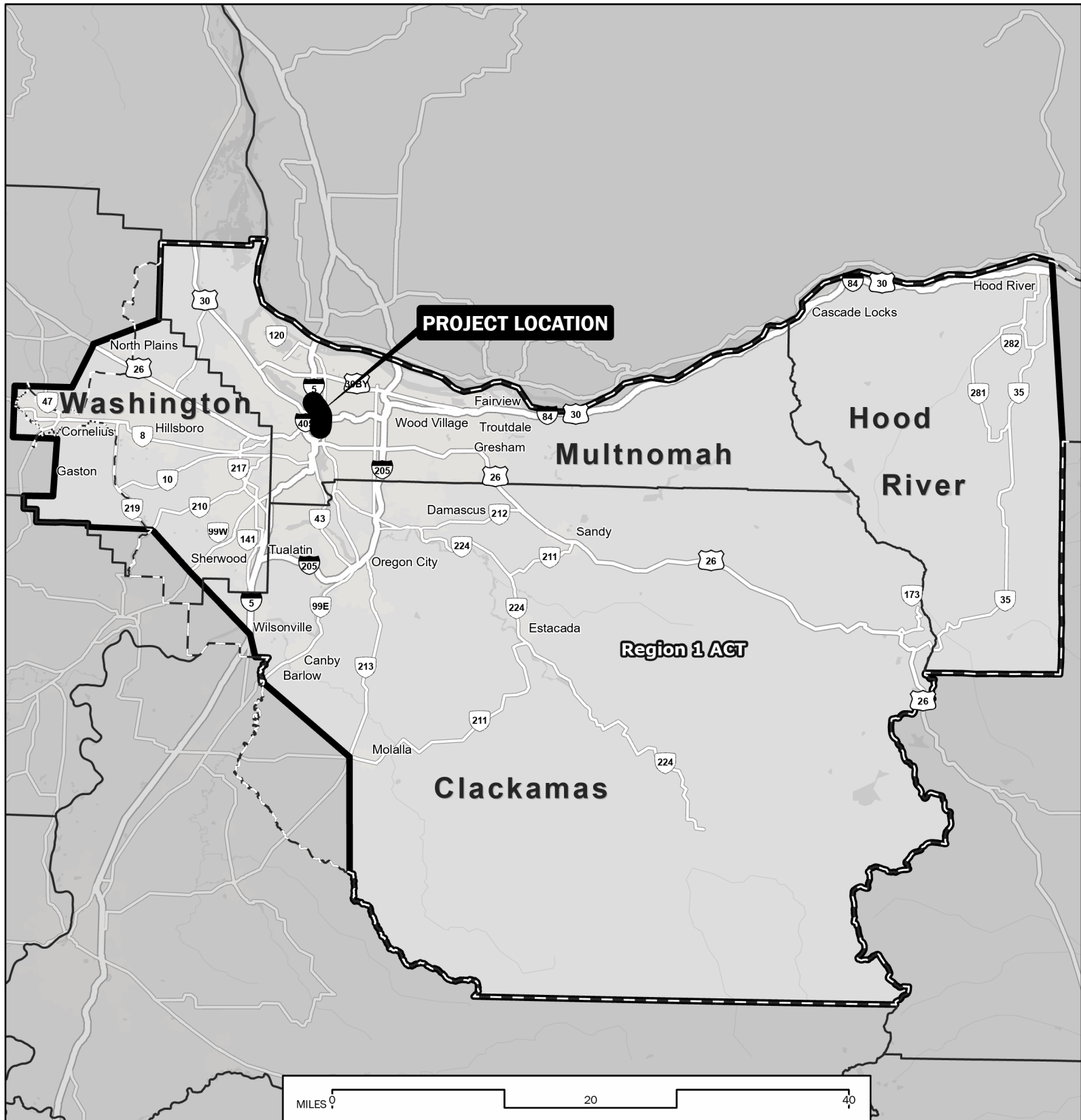


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# STIP PROJECT LOCATION

Attachment 4: I-5 Rose Quarter January 2025 OTC Item

# K19071

# I-5 ROSE QUARTER IMPROVEMENT PROJECT

Agenda Item G, Attachment 02

## PROJECT LOCATION



REGION



COUNTY \_\_\_\_\_



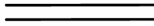
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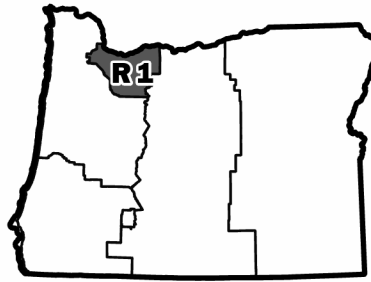
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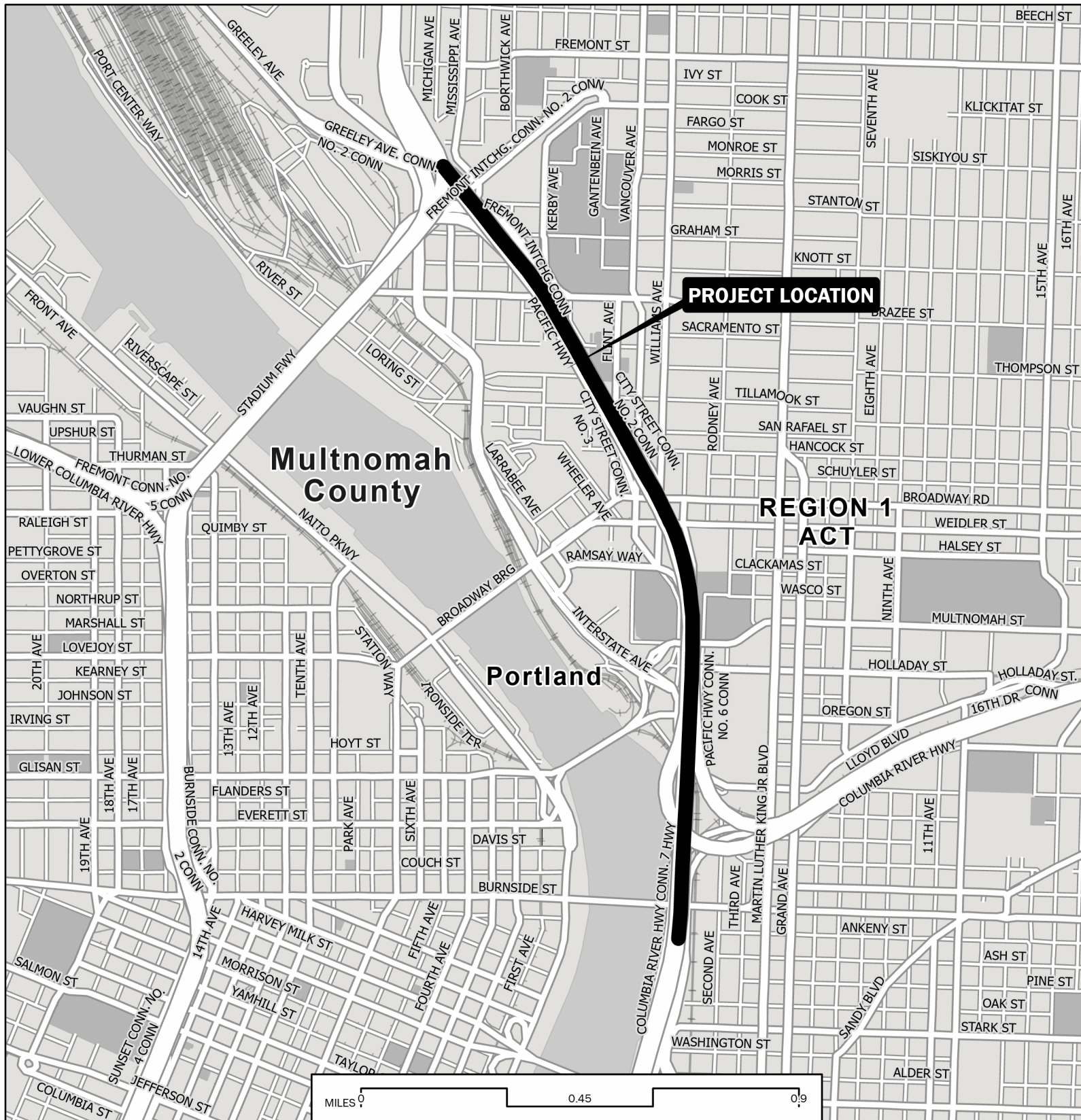
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DATE: 12/11/2024  
PROJECT NO. 23-52  
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MAPS PREPARED FOR THE OREGON TRANSPORTATION COMMISSION BY THE OREGON DEPARTMENT OF TRANSPORTATION GEOGRAPHIC INFORMATION SERVICES UNIT

**K19071**

da Item G, Attachment 02

Attachment 4: L5 Rose Quarter January 2025 OTC Item

# I-5 ROSE QUARTER IMPROVEMENT PROJECT

## PROJECT LOCATION



REGION



COUNTY



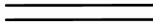
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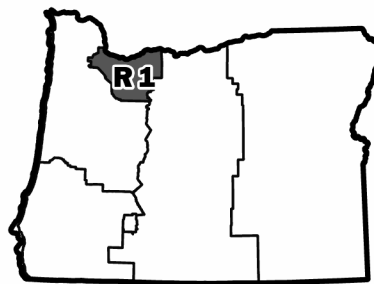
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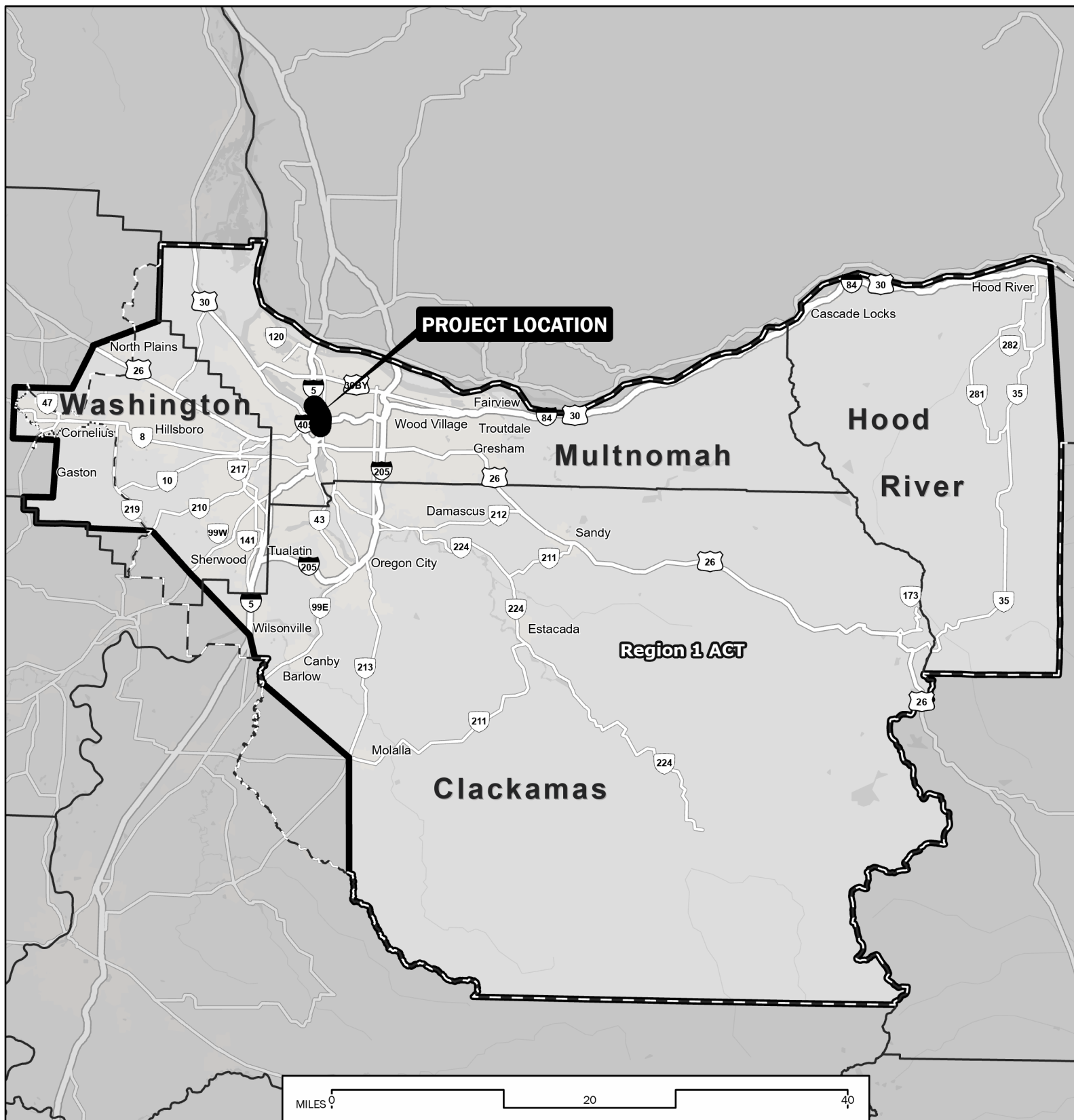
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PROJECT NO. 23-52  
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**Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment at the February 7, 2025, meeting in advance of an approval recommendation that will be presented to TPAC during the March 7, 2025, meeting. Several TPAC members raised questions and asked for additional information about aspects of the Performance Evaluation Assessment (PAE) and the project. This summary provides additional information in response.**

**Topic 1:** Project impacts on transit service and performance measures outputs on transit access to jobs and transit access to community places.

**Response:** Following the meeting, TriMet staff reported to Metro staff that the proposed project will not impact headways, but that it will degrade transit speeds. TriMet staff also shared a desire to more appropriately categorize impacts on access via transit. Since there is a negligible difference in access via transit, the Equity portion of the PAE has been changed from “increases in transit access” to “no significant change in access via transit”. The Equity table on pg. 8 of the PAE Summary (Attachment 2) has been updated to the following:

“Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and ~~an increase from 73,711 to 73,715 for transit trips~~ no significant change in access to jobs via transit. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there ~~is an increase from 89,378 to 89,386~~ no significant change.”

**Topic 2:** Project compliance with Metro’s Climate Smart Strategy and models used to analyze the project in the RTP and MTIP.

**Response:** Since the three proposed amendments would amend the 2024-27 MTIP, Metro staff used the same tools used in the adopted MTIP (Regional Travel Demand Model, MOVES, GIS) to measure performance of the proposed projects. The performance analysis used the MOtor Vehicle Emission Simulator (MOVES) model to model emissions. The proposed MTIP projects show a very small increase in GHG emissions (less than 0.01%). The Climate table on page 11 of the PAE Summary (Attachment 2) includes additional information on the model results.

The 2023 RTP used the same three models, as well as one additional tool developed by ODOT, VisionEval. The 2023 RTP used VisionEval for its climate analysis because the region’s long term greenhouse gas (GHG) reduction targets were set by the state using VE and are based on the policy levers that the VE model accounts for, including state-led actions adopted in the Statewide Transportation Strategy (STS) tests. The VisionEval model yields different results than MOVES because VE accounts for different policies than the travel model, including implementation of TDM and TSMO and the higher levels of state-led pricing actions adopted in the STS.

**Topic 3:** Ensuring investments are targeted to prevent death and serious injury crashes where they occur.

**Response:** The I-5 Southbound corridor through Rose Quarter is identified in Metro's 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. Within the five-year period, a total of two fatal and 17 serious injury crashes occurred, and of those two involved pedestrians entering the freeway. (See Table 1 below.) The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database.

It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW, utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs. The proposed amendment provides funding for ramp-to-ramp lanes and improved shoulders on I-5 southbound between the Broadway exit and the Morrison Bridge exit. Project information explains that these project elements *“allow transitions without merging into traffic and are effective in improving safety”* and *“support improved traffic flow and will result in a safer experience with potentially less crashes.”*

Table 1: Fatal and Serious Injury Crashes, I-5 Southbound within Proposed Project Area (2018-2022)

Crash Type Description*	Fatal Injury (K)	Suspected Serious Injury (A)	Grand Total
<b>2019</b>	<b>1</b>	<b>4</b>	<b>5</b>
Driving in excess of posted speed		1	1
Improper change of traffic lanes		1	1
Made improper turn		1	1
Non-motorist illegally in roadway	1	1	2
<b>2021</b>	<b>1</b>	<b>9</b>	<b>10</b>
Disregarded traffic signal		1	1
Failed to avoid vehicle ahead		5	5
Improper change of traffic lanes		1	1
Inattention		1	1
Reckless Driving (per PAR)		1	1
Wrong way on one-way road; wrong side divided road	1		1
<b>2022</b>		<b>4</b>	<b>4</b>
Did not yield right-of-way		1	1
Failed to avoid vehicle ahead		2	2
Improper change of traffic lanes		1	1
<b>Grand Total</b>	<b>2</b>	<b>17</b>	<b>19</b>

\*No reported crashes in 2018 & 2020



**Topic 4:** Ensuring that the proposed Bike/Ped bridge over I-5 is funded and built.

**Response:** Metro staff reached out to the ODOT team for additional information. Rose Quarter Project Director Megan Channell provided the response below:

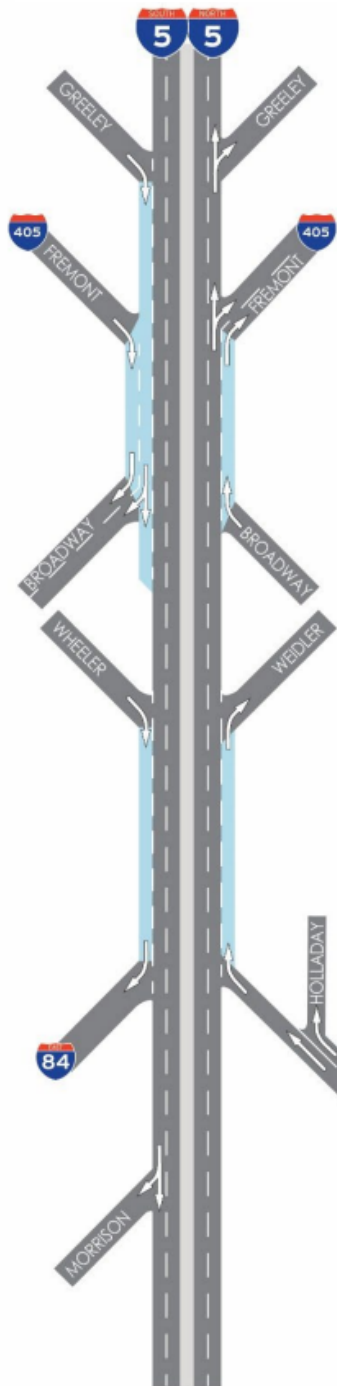
*“ODOT, together with partners, is committed to completing the I-5 Rose Quarter Improvement Project in its entirety, as described in the federally approved Revised Supplemental Environmental Assessment. All elements of the project, including improvements on Interstate 5, the full highway cover, the surrounding surface streets, and the bike/ped bridge, are critical for this project’s success. The federal environmental review approval is for the full project and ODOT’s support for delivering all project elements is consistent with this federal approval and the National Environmental Policy Act (NEPA) process. ODOT plans to continue to pursue additional funding at the state and federal levels, including working with legislative partners in the 2025 session, to bridge the gap between what has already been secured and what is needed to build the full project. ODOT fully supports the sentiments in the January 15, 2025 joint letter of partner support between the Albina Vision Trust, City of Portland, Portland Trail Blazers/Rip City Management and ODOT (included in the February 7 MTIP packet) that underscores this commitment to deliver the project in phases to match funding availability and support delivering the project in full to meet all of the project’s expected positive outcomes.”*

**Topic 5:** Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials.

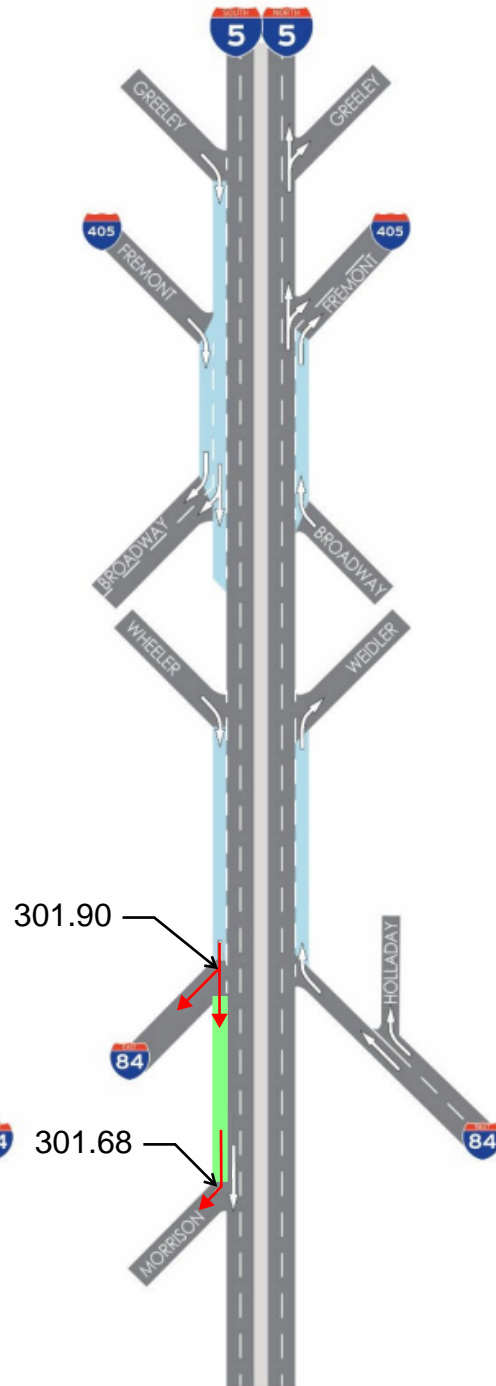
**Response:** Metro staff performed the Travel Demand Model (TDM) analysis at the regional level to assess the effect of a large number of projects working in conjunction with each other within the 2024-27 MTIP. The 2024-27 MTIP contains 108 projects. The proposed amendment adds one additional project to the Travel Demand Model. To understand the effects of congestion on I-5 on crash rates on nearby arterials, a corridor level study would need to be performed and is beyond the scope of the MTIP amendment process. At the corridor scale, the TDM can provide more detailed metrics like line specific transit line ridership information, changes in average speeds on road facilities, vehicle volumes on facilities, and vehicle routing patterns. While other types of analysis like microsimulation/dynamic traffic assignment could be useful in assessing some local impacts of proposed projects, they are not within the scope of what Metro can provide to the MTIP amendment process.



## Existing Conditions



## K23682 I-5 Rose Quarter: Phase 1A



Attachment 5: Phase 1 and 1A Full Build

**Legend:**

- Existing I-5 Travel Lanes
- New Auxiliary Lanes

Existing Auxiliary Lanes

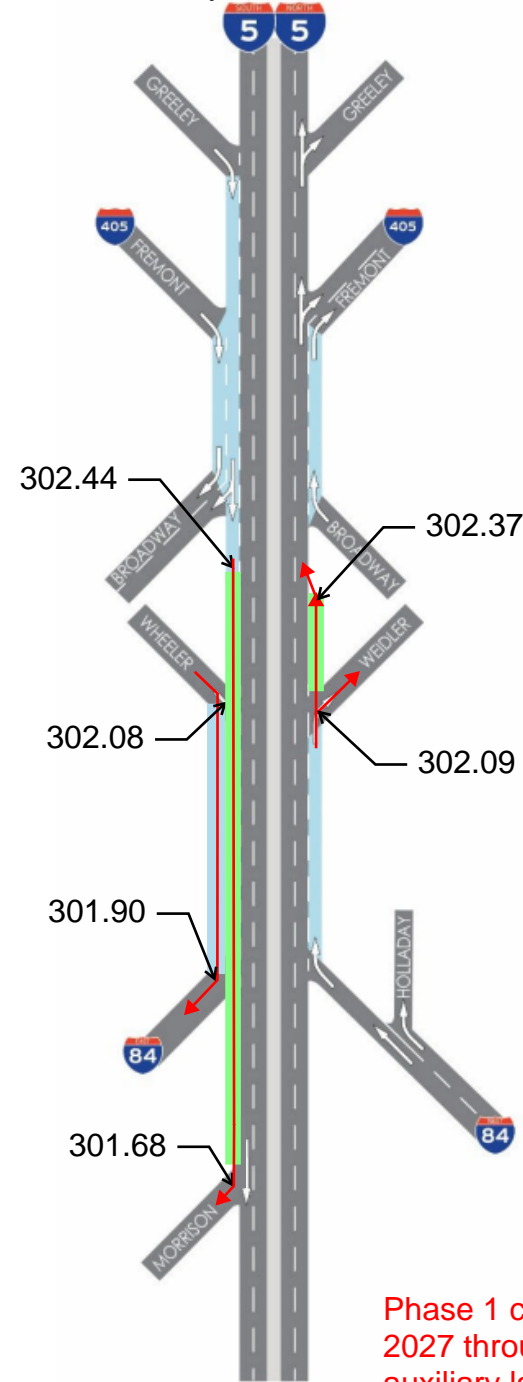
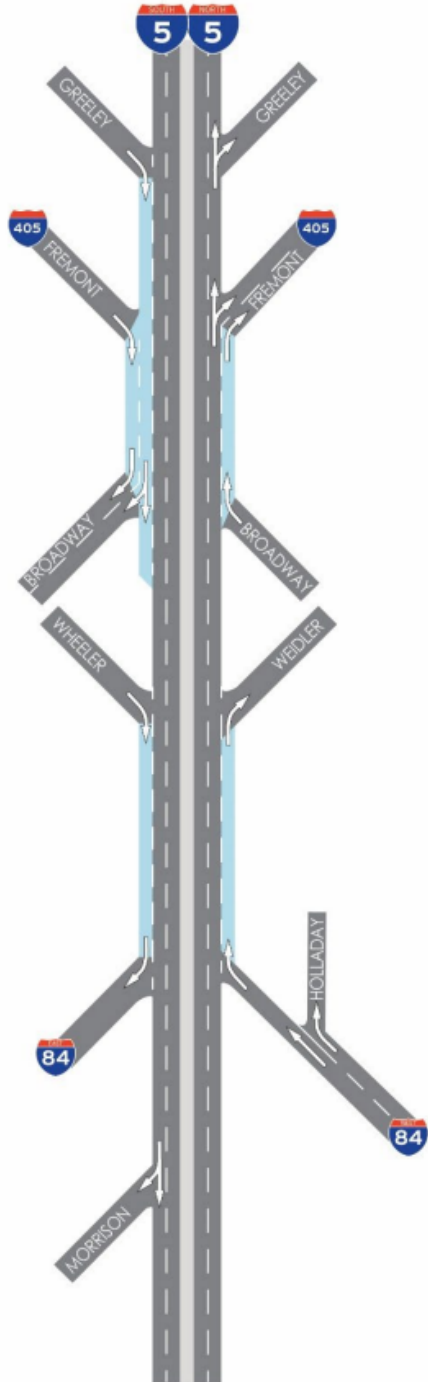
Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

## Existing Conditions

## K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

Attachment 5: Phase 1 and 1A Full Build



**Legend:**

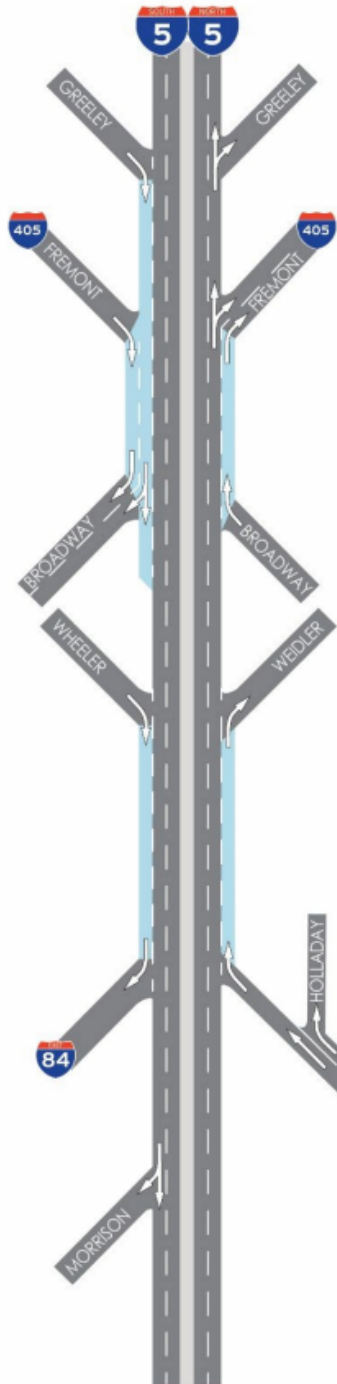
- Existing I-5 Travel Lanes
- New Auxiliary Lanes

Existing Auxiliary Lanes

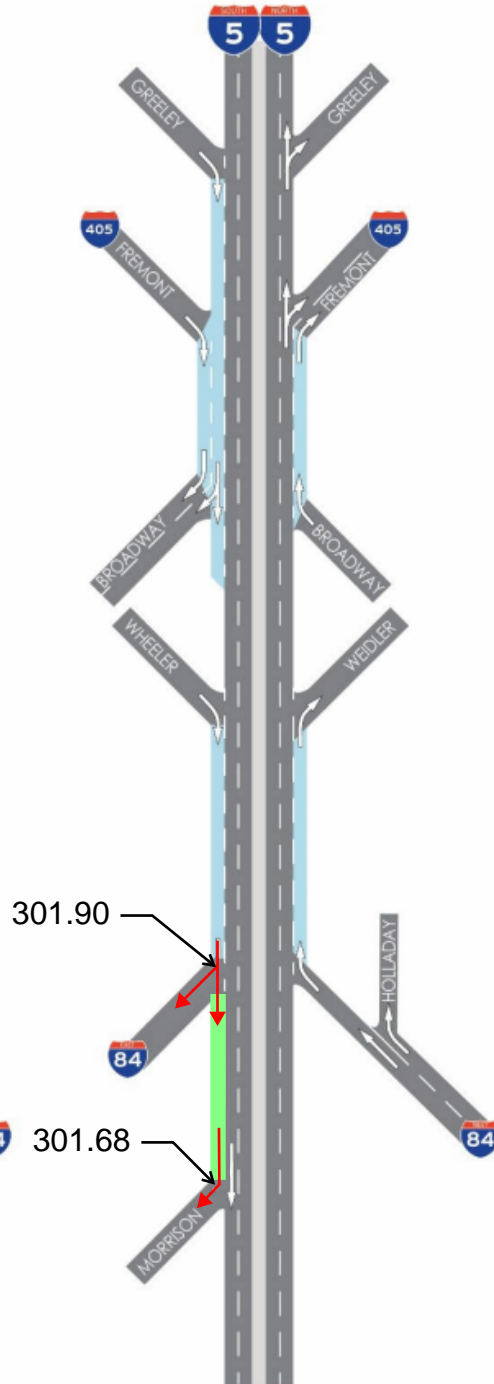
Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

## Existing Conditions



## K23682 I-5 Rose Quarter: Phase 1A



Attachment 5: Phase 1 and 1A Full Build

### Legend:

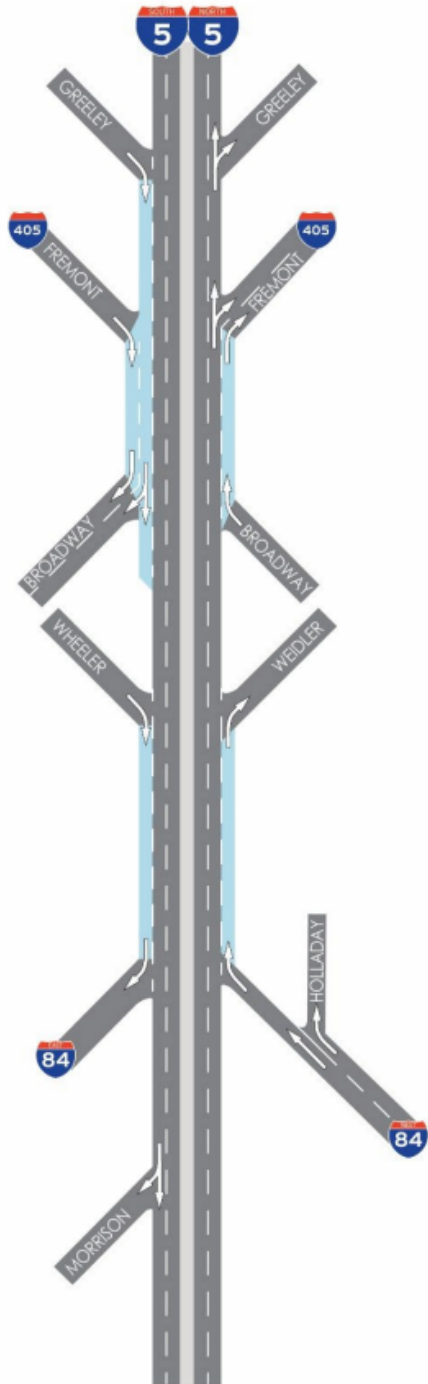
Existing I-5 Travel Lanes  
New Auxiliary Lanes

Existing Auxiliary Lanes

Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

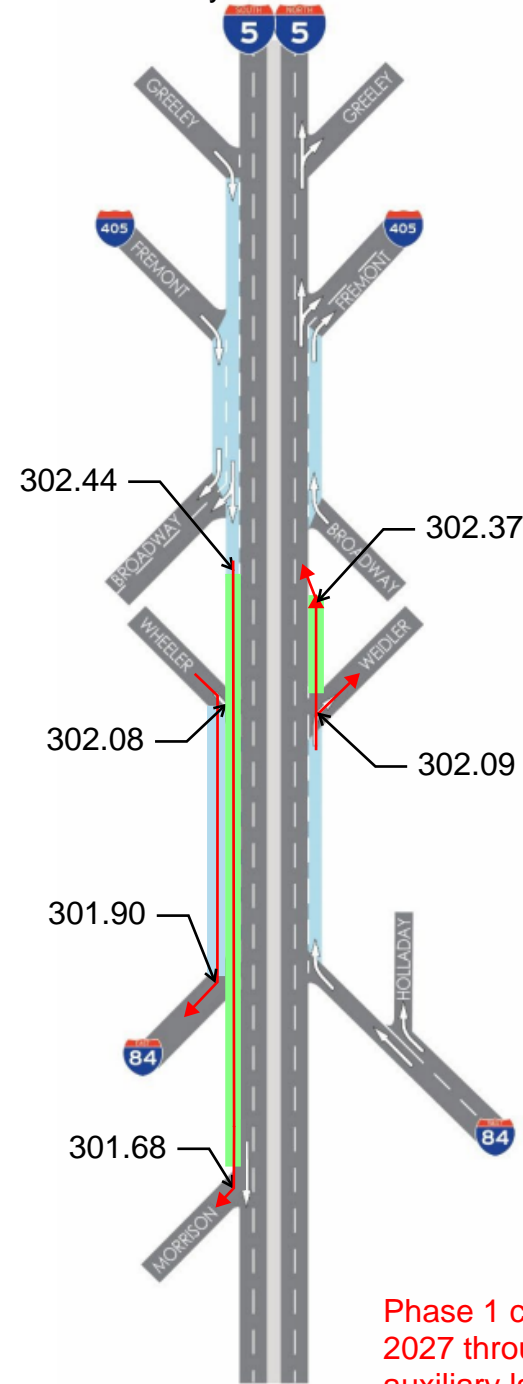
Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

## Existing Conditions



## K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

Attachment 5: Phase 1 and 1A Full Build



Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

**Legend:**

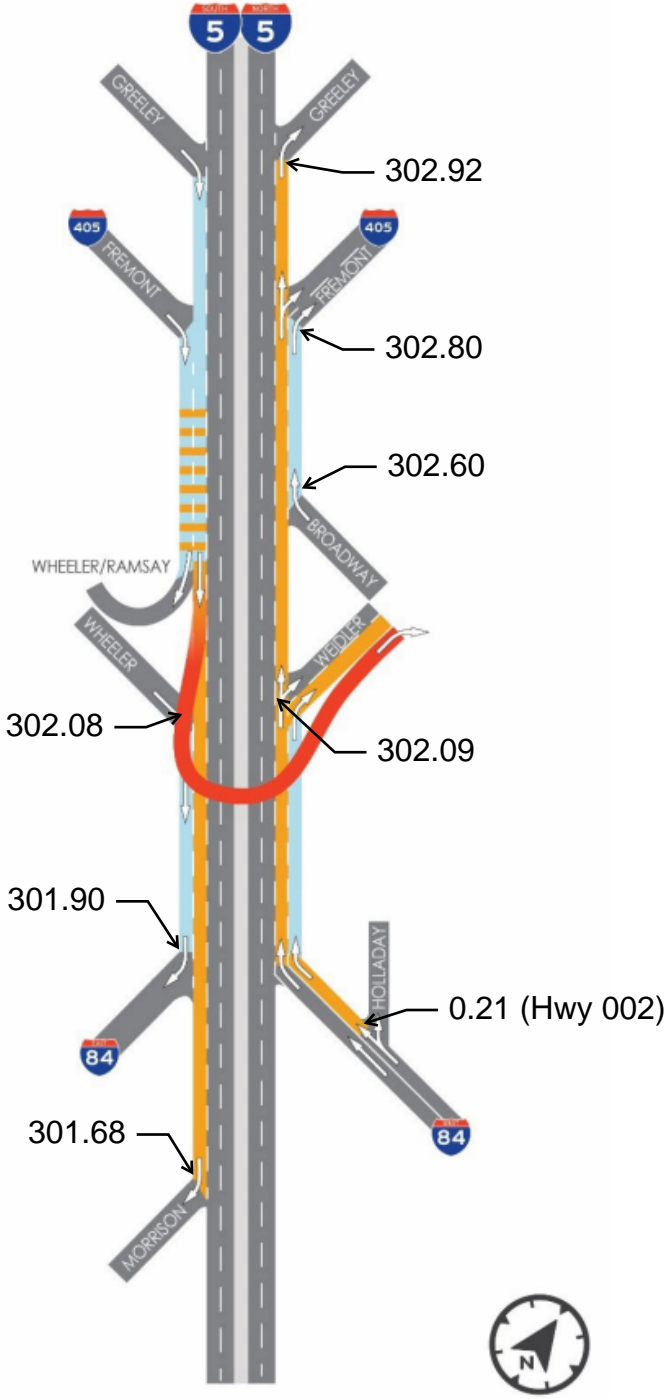
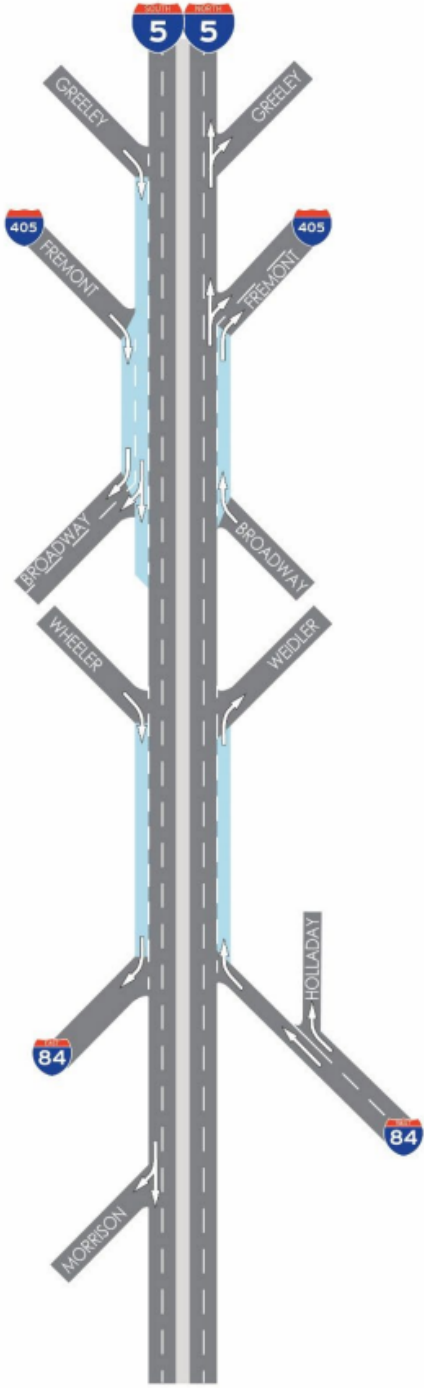
- Existing I-5 Travel Lanes
- New Auxiliary Lanes

Existing Auxiliary Lanes

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

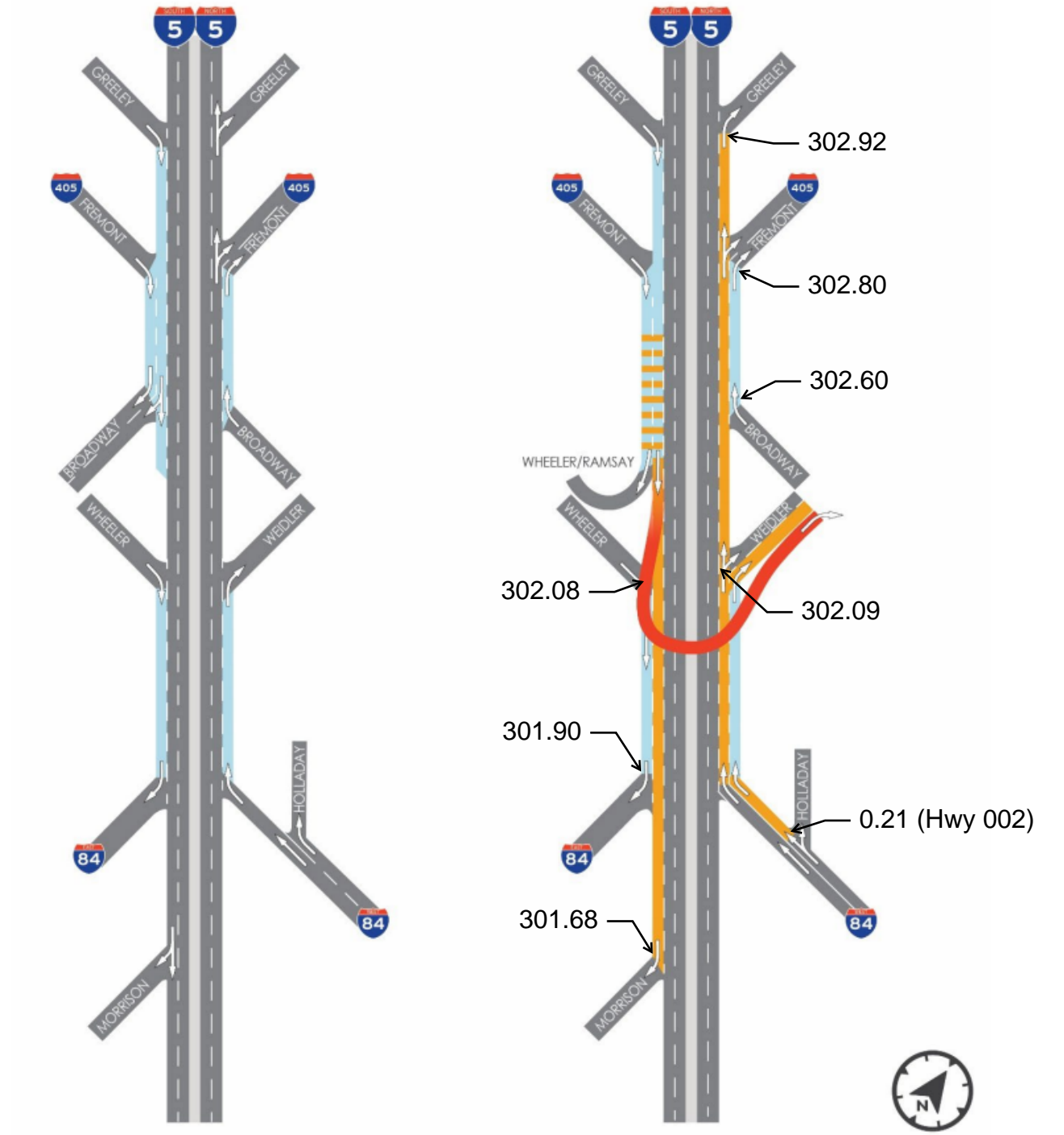


- Legend:**
- Existing I-5 Travel Lanes
  - New Auxiliary Lanes and Shoulders
  - Existing Auxiliary Lanes
  - Extension of Existing Auxiliary Lane and Shoulders
  - New Flyover

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

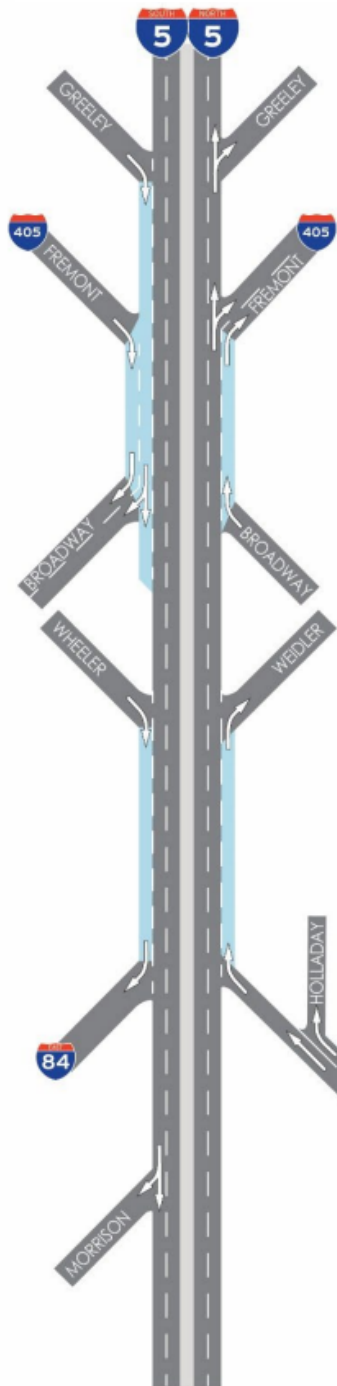
EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

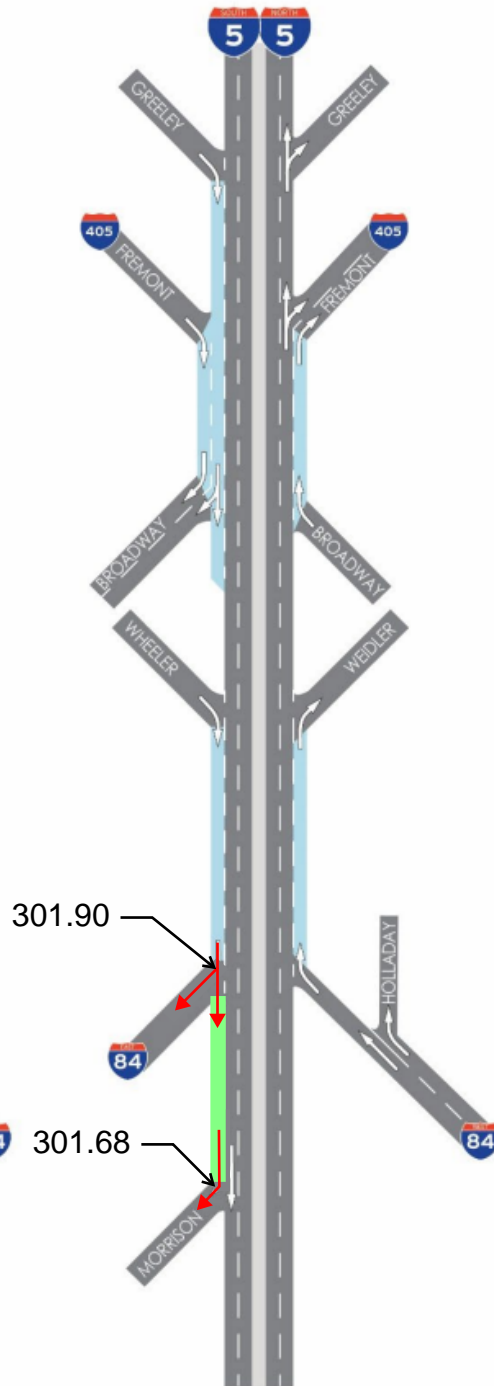


Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

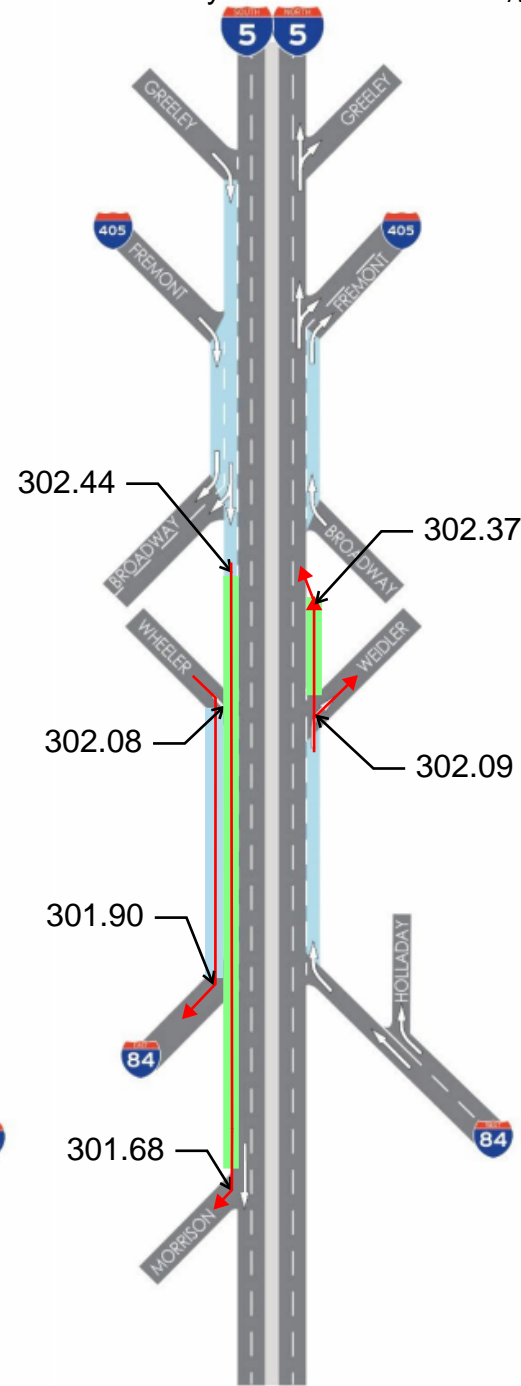
## Existing Conditions



## K23682 I-5 Rose Quarter: Phase 1A



## K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Attachment 6: Phase 1 and 1A Full Build

### Legend:

Existing I-5 Travel Lanes  
New Auxiliary Lanes

Existing Auxiliary Lanes

Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)



**TPAC February 7, 2025 Meeting Summary:**

Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment in advance of an approval recommendation that will be presented to TPAC during their March 7, 2025, meeting.

Prior to overview, Chris Smith, representing No More Freeways, provided testimony raising concerns from the No More Freeways group. First, he reiterated a request he made to Ken Lobeck, Metro Funding Programs Lead, concerning needed clarification in the staff report concerning known opposition to the I-5 Rose Quarter Improvement Project. (Note: The requested clarification has been incorporated into the JPACT staff report, Section 1 Known Opposition in the Analysis/Legislation section.)

Second, Mr. Smith raised concerns about the balance and phasing of the project as well as the expected burdens and benefits that will result. He stated areas of the project the No More Freeway group supports such as the freeway covers, bicycles, and pedestrian improvements. However, he also identified that the burdens from other proposed improvements such as the new auxiliary lanes would not provide an adequate benefit in relation to their implementation cost. He also questioned the delivery phasing approach which focused on system capacity improvements without similar improvements for bicycle and pedestrian facilities. He questioned if the partial delivery schedule reflected a balanced approach of capacity and non-motorized improvements.

Third, Mr. Smith identified a concern about the overall project's cost estimate in relation to the package delivery approach over time as funding is secured. He asked whether the full project proposed build-out will be delivered if the project cost increases and which scope elements would be sacrificed if down-scoping is required due to limited funding. He asked if the bicycle and pedestrian improvements would be the first to be cut. Overall, Chris requested TPAC to be cognizant of the fiscal constraint aspects and the impact of scoping changes that could occur if full funding is not secured.

Ken Lobeck provided a short overview of the proposed MTIP Amendment. He explained how the Oregon Transportation Commission (OTC) approved \$250 million will be applied to each of the three projects. He also explained the various required amendment reviews that include a project level modeling review and fiscal constraint verification. He concluded stating that the submitted proposed project changes had met fiscal constraint verification and the consistency review against the 2023 Regional Transportation Plan.

Blake Perez, Metro Associate Transportation Planner continued the amendment overview by discussing the completed Performance Evaluation Assessment (PAE). Blake explained the purpose of the PAE is for capacity enhancing projects that exceed \$100 million in total costs. The PAE provides an evaluation of the 2024-2027 MTIP investment package with proposed project on the five RTP policy priorities – safety, equity, climate, and mobility, and economic prosperity. He

explained that three main tools are used to evaluate the 2024-2027 MTIP investment package and the PAE and include:

- Travel Demand Model.
- Motor Vehicle Emissions Simulator (MOVES) Model.
- Geographic Information Systems (GIS) analysis of the 2023 RTP Network Map.

Key takeaways from the analysis included the following:

- In general, impacts of Phase 1a & 1 were neutral on the package of MTIP investments against RTP goals.
- Negligible effects on emissions, VMT, access to jobs/community places.
- A positive impact on economic and safety goals.
- The project may have additional community and regional benefits outside of the RTP performance measures.

Megan Channell, I-5 Rose Quarter Project Director presented a detailed summary of the proposed upgrades the project will provide. Megan outlined where and how the new \$250 million will be applied among the three existing I-5 Rose Quarter Improvement Projects. She covered the six improvement areas the project will focus upon that include:

- The highway cover.
- The Hancock crossing.
- Multi-modal street upgrades.
- New pedestrian and bicycle bridge.
- New auxiliary lanes and shoulders.
- I-5 SB ramp relocation.

Ms. Channell also explained the planned construction delivery aspects and schedule for the I-5 Phase 1A segment to begin in 2025, plus the Phase 1 - Initial Highway Cover and I-5 improvements to begin in 2027. Finally, she concluded the project overview by summarizing the ongoing momentum that reflects:

- Strong partnerships and commitments to completing full project letter of Agreement.
- A restorative redevelopment vision support for Lower Albina.
- Support for workforce development through investing in Disadvantaged Business Enterprises and building capacity for a diverse workforce.

TPAC members then began a discussion of the proposed formal MTIP amendment. Several TPAC members raised questions and asked for additional information about aspects of the PAE and the project. Topics included:

- Whether the PAE analysis for two measures—access to jobs and transit access to community places—account for changes to travel times on transit routes. Specifically, TriMet's project analysis shows that Line 4 commute times through the Rose Quarter would worsen.

- Whether coordination with the I-5 Interstate Bridge Replacement (IBR) project has occurred.
- Whether the project is in alignment with Metro's Climate Smart Strategy.
- The importance of making safety investments in the transportation system to prevent deaths and serious injuries where they occur.
- The inclusion of the bicycle and pedestrian bridge in the project scope and how to ensure it is funded and built.
- Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials

**JPACT 2-20-2025 Meeting Summary:**

JPACT met on February 20, 2025, and received their I-5 Rose Quarter Improvement Project amendment notification and overview. Prior to the item discussion, Chris Smith, No More Freeways provided formal testimony raising concerns about the project funding and delivery certainty. He outlined the agency composition of the No More Freeways group and why they are opposed to portions of the I-5 Rose Improvement Project. He explained his concerns about the project delivery phasing, balancing, and delivery components when full funding was not yet secured. He raised various questions about the delivery guarantees and what scope elements might be cut if full funding is not secured, or if cost overruns occur.

Sarah Iannarone, TPAC Community Member and Executive Director of The Street Trust, also provided testimony raising concerns about possible scope element cuts if full project funding is not secured. She raised various questions about the nonmotorized scope elements (e.g. bicycle/pedestrian bridge) and what guarantees were in place to ensure the nonmotorized scope elements remain as part of the project. She also inquired about the impact upon the approved NEPA document if later scope elements occur especially to the nonmotorized project elements.

Ted Leybold, Metro Transportation Policy Director, provide a brief summary of the project changes that are occurring through the formal amendment. Megan Channell, I-5 Rose Quarter Improvement Project Director then provided a short overview of the main proposed project upgrades and how the new \$250 million OTC approved award will be applied to the three projects.

Ms. Channell's overview includes additional involved I-5 Rose Quarter Improvement Project representatives. These included, JT Flowers, Director of Community Affairs and Comms, Albina Vision Trust, Jeff Moreland, President, Raimore Construction, and Caitlin Reff, Manager, Major Projects & Partnerships, city of Portland. Each added their opinion and reasons why the project was important to their agencies and communities.

JPACT members joined the discussion raising various project delivery questions and offering their perspectives about the project. The overall JPACT discussion consensus appeared to stress the need for the government and the community to go forward and get the project delivered correctly.

**TPAC March 7, 2025, Approval Recommendation:**

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment returned to TPAC seeking an approval recommendation to JPACT.

During the Public Communications agenda item, Chris Smith, representing the No More Freeways campaign, provided verbal and written testimony in opposition to the MTIP amendment citing project phasing inconsistencies, project delivery phasing, the existing funding shortfall plus long term funding strategy for the project.

Ken Lobeck, Metro Funding Programs Lead provide a very short overview of the amendment and how the proposed funding changes involving the new \$250 million OTC approved award will be applied to the three projects.

TPAC members raised questions about the Project Assessment Evaluation and data needed to assess the level of investment to address fatal and serious injury crashes, and when/how this will be obtained. The approval recommendation was not unanimous. There was one objection and one abstention.

**JPACT March 20, 2025 Approval Request:**

JPACT will consider approval of the MTIP Formal Amendment on March 20, 2025. The Metro Council staff report is being submitted prior to the JPACT meeting based on the assumption JPACT will approve Resolution 25-5463. If approval issues arise during JPACT, the MTIP formal amendment will be re-evaluated and pulled, if necessary, from the March 27, 2025, Consent Calendar.

Materials following this page were distributed at the meeting.



# Metro Council Agenda Item

## **I-5 Rose Quarter Formal MTIP Amendment – Approval Request**

**Resolution 25-5463**

**Amendment # FB25-05-FEB1**

**Applies to the 2024-27 MTIP**

Agenda Support Materials:

- Draft Resolution 25-5463
- Exhibit A to Resolution 25-5463 (MTIP Worksheets)
- Staff Narrative: 7 Attachments

**March 27, 2025**

Metropolitan Transportation  
Improvement Program

Jean Senechal Biggs  
Metro Resource Development Manager

# Adds \$250 million approved by Oregon Transportation Commission to three projects

Key	19071	23672	23682
Name	<b>I-5 Rose Quarter Improvement Project</b>	<b>I-5 Rose Quarter: Broadway to Weidler Phase 1</b>	<b>I-5 Rose Quarter: Phase 1A</b>
Type	Non-Construction	Construction Package	Construction Package
Lead	ODOT	ODOT	ODOT
Action	Adds \$12.5 million total to PE, ROW, UR, and Other phases	Adds \$177.5 million to the construction phase	Adds \$60 million to the construction phase and widens scope
Description	Improve safety and traffic operations, and support economic growth, provide multi-modal, and improved bike and pedestrian facilities	Replace 3 of 5 aging I-5 bridges, construct highway central portion cover from Broadway to the southern end and beyond Weidler, and the facilities to support it	Construct Fremont bridge stormwater facilities, structural deck overlay, bridge rail upgrades/seismic retrofit on two southern bridges

# MTIP Amendment Review Factors

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan (RTP):
  - Reviewed for possible air quality impacts
  - Verified as a Regionally Significant project status
  - Verified RTP and MTIP project costs consistent
  - Assessed for impacts to RTP goals and strategies
- ✓ Passes fiscal constraint review and funding verification
- ✓ MTIP & STIP programming consistency is maintained against obligations.
- ✓ Passes MPO responsibilities verification
- ✓ Completed public notification requirement



# Consistency with Metro's I-5 Rose Quarter Project: Values, Outcomes and Actions

Value	Status
1. Advancing racial equity and committing to restorative justice	Complete / ongoing
2. Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions	Multi-modal: Ongoing / Pricing: Not on track
3. Engaging stakeholders through a transparent and inclusionary decision-making process	Complete

# Approval Timeline

Action	Target Date
Start 30-day Public Notification/Comment Period	February 4, 2025
TPAC Notification and Overview – Completed	February 7, 2025
JPACT Introduction and overview - No Action	February 20, 2025
End 30-day Public Notification/Comment Period	March 7, 2025
TPAC Approval Recommendation	March 7, 2025
JPACT Approval	March 20, 2025
<b>Metro Council Introduction and Public Testimony</b>	<b>March 27, 2025</b>
<b>Metro Council Action</b>	<b>April 1, 2025</b>
Final Estimated Approvals	Early May 2025

# JPACT Approval and Metro Council Action

- TPAC approved recommendation to JPACT on March 7, 2025
- JPACT approved on March 20, 2025
- Requested Metro Council Action on April 1, 2025:

**Approval of Resolution 25-5463 enabling the \$250 million award to the three projects to complete MTIP and STIP programming requirements**

# I-5 ROSE QUARTER IMPROVEMENT PROJECT

Metro Council  
March 27, 2025

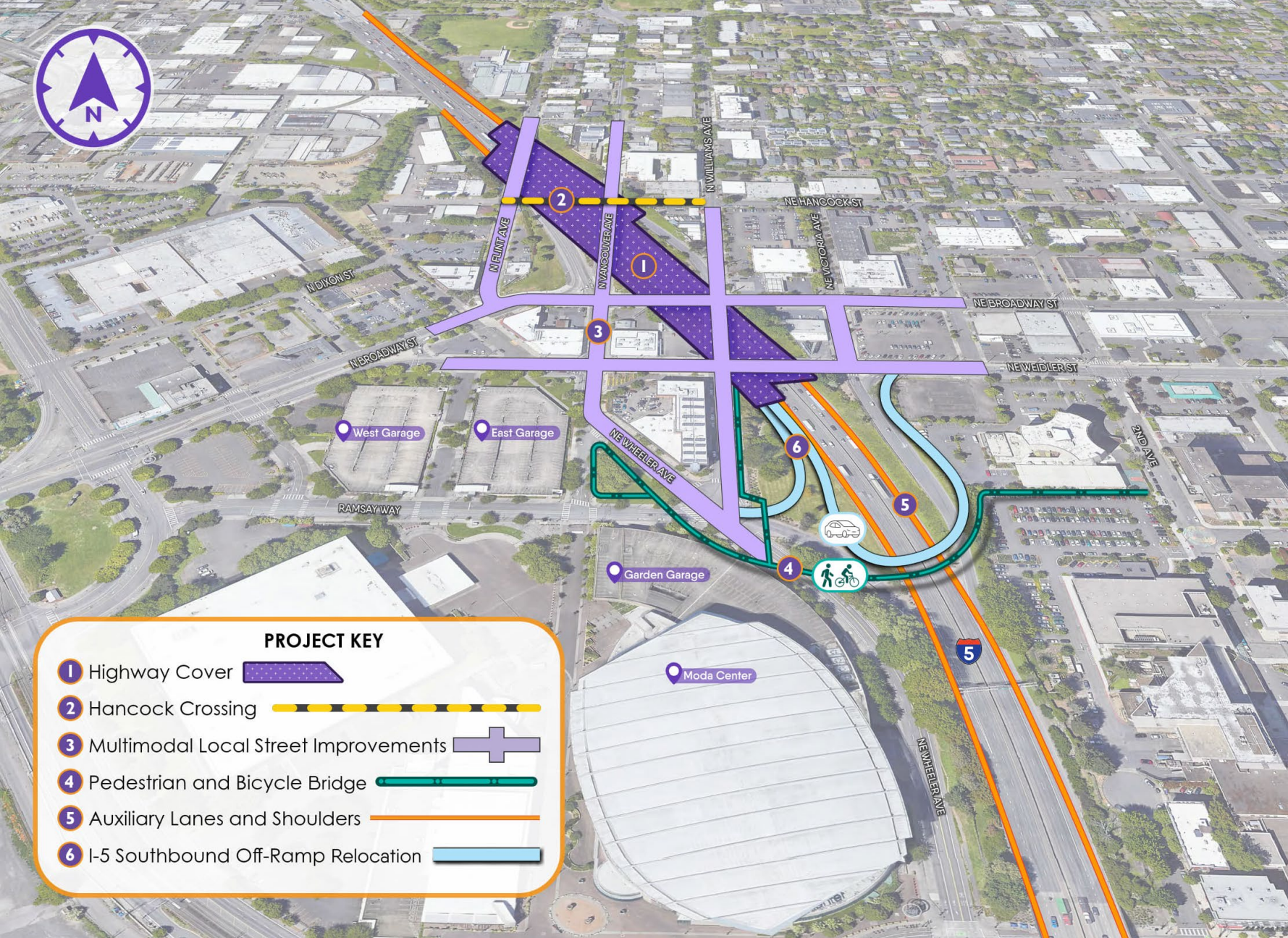


# OVERVIEW

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- ▶ **Introductions**
- ▶ **Project Overview** – Megan Channell, ODOT Project Director
- ▶ **Doing Business Differently: Workforce and Economic Benefits** – Jeff Moreland, Raimore Construction
- ▶ **Albina Vision Trust Partnership** – Winta Yohannes, Albina Vision Trust





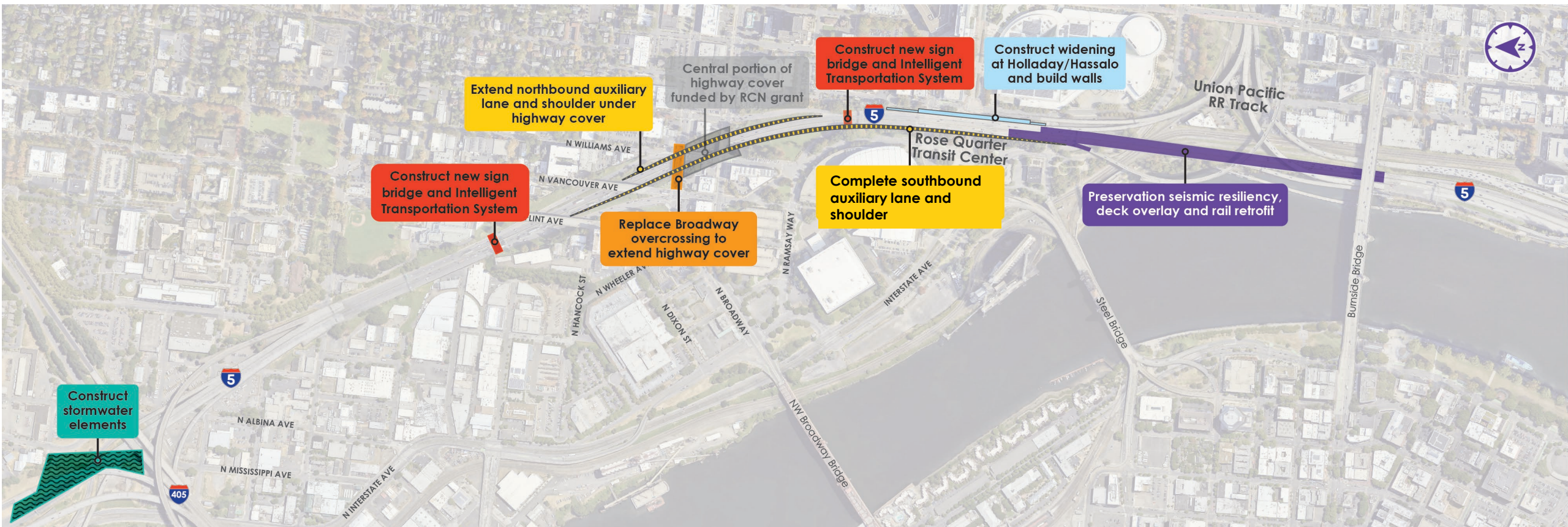
#### PROJECT KEY

- 1 Highway Cover 
- 2 Hancock Crossing 
- 3 Multimodal Local Street Improvements 
- 4 Pedestrian and Bicycle Bridge 
- 5 Auxiliary Lanes and Shoulders 
- 6 I-5 Southbound Off-Ramp Relocation 

- 1 Highway Cover**  
A new cover over I-5 that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- 2 Hancock Crossing**  
A new east-west roadway crossing over I-5 that reconnects 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 Off-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.



# FIRST PHASES FOR ROSE QUARTER DELIVERY





# PHASE 1A: 2025 CONSTRUCTION START

**Construction Start:** 2025

**Construction Scope:**

- Stormwater Facilities (at I-405)
- Bridge Preservation (at I-84)

**Benefit:**

- 2025 construction of shovel-ready components
- Gets community to work: maximizes DBE participation and builds capacity
- Reduces impact of inflation
- Provides required stormwater facilities for ODOT's Portland Harbor Agreement
- Preserves I-5 bridge structures





# PHASE I - INITIAL HIGHWAY COVER AND I-5 IMPROVEMENTS

**Construction Start:** 2027

## **Construction Scope:**

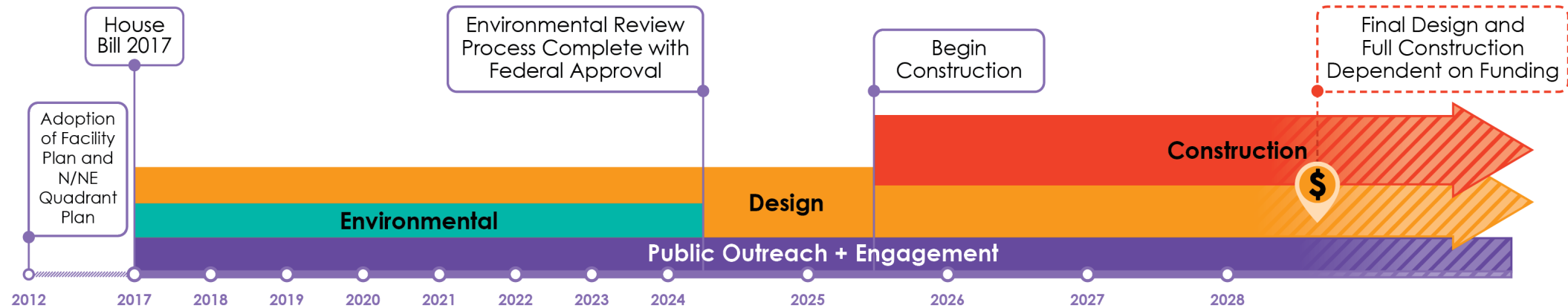
- Initial portion of Highway Cover (Broadway & Weidler), expanding area built with Reconnecting Communities grant award
- Partial I-5 safety and operational improvements

## **Benefit:**

- Builds first portion of highway cover at Broadway & Weidler with multimodal improvements
- Completes full southbound auxiliary lane between I-405 and Morrison Bridge exit
- Extends existing northbound auxiliary lane from I-84 to north of Weidler
- Provides signage for highway cover safety and supports project construction signage needs
- Enhanced constructability and reduced impact to traveling public on local streets and I-5



# PROJECT TIMELINE AND COST ESTIMATE



Please Note: Construction schedule is subject to change

**Total Project Cost (estimated):** \$1.5 billion - \$1.9 billion

**Available Funding:** \$850 million

Remaining cost estimated at \$650 million to \$1.05 billion based on current cost estimate

# COMMUNITY INFORMED DESIGN

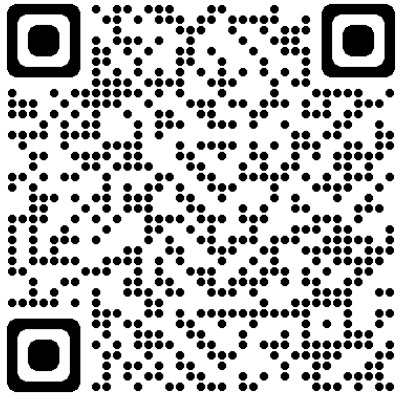
- ▶ Historic Albina Advisory Board (HAAB)
- ▶ Community Oversight Advisory Committee (COAC)
- ▶ Partnership with Albina Vision Trust (AVT) - AVT works closely with the HAAB around cover development and planning
- ▶ Strong partnerships, commitment to completing full project
  - » Letter of Agreement



# MAXIMIZING WORKFORCE & CONTRACTING OPPORTUNITIES

- ▶ **Increasing Opportunities** for a diverse workforce
  - » Setting achievable, meaningful workforce & contracting goals
- ▶ Contracting approach informed by **Community Oversight Advisory Committee (COAC)**
- ▶ First **Diversity Plan** on an ODOT Mega Project: roadmap for inclusive contracting & workforce development
- ▶ Strategic Workforce Planning: Mentorship, capacity building & long-term impact
- ▶ Building a Skilled Workforce for the Future
  - » Working to Address Industry Shortages
- ▶ **Intentional recruitment, training & retention plan:** Pre-apprenticeships, career pathways & mentorship
- ▶ Building a Legacy: DBE contracting opportunities, workforce diversity & economic mobility





Scan the QR code with your smart phone or tablet to visit us at [i5rosequarter.org](http://i5rosequarter.org)

# THANK YOU!

**Website:** [www.i5rosequarter.org](http://www.i5rosequarter.org)

**Email:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)

**Phone:** 503-470-3127





#### BOARD

Daniela Brod,  
Chair

Tom Liptan,  
Secretary

Peg Malloy,  
Treasurer

Mike Faha

Steve Robertson

Amy Chomowicz

Mike Houck,  
Director

March 24, 2025

To: Metro Council  
From: Mike Houck  
Re: Resolution 25-5475

I was reading the background information for Resolution 25-5475 and wondering what its origin might be. In other words, “where’s the beef?” I recently went through the permitting process as I wanted OPB’s Oregon Field guide to have access to Metro’s natural areas. They did a nice job of following a heron colony throughout the nesting season last year. You can view their final product at: <https://www.opb.org/article/2025/02/06/urban-naturalist-mike-houck-tracks-great-blue-herons-on-the-willamette-river/>

I contacted Metro because I was interested in Brandon Swanson, Field Guide’s videographer, having access to Great Blue Heron colonies at Smith and Bybee Lakes and on the Clackamas River. As it turned out we did all the filming at Goat Island from the nearby West Linn’s Maddox Woods Park. I had to obtain a use permit for West Linn as well and to prove I had insurance coverage.

While going through any permit process can be a pain, neither Metros nor West Linn’s processes were in any way onerous. I am writing to say that I think the existing process is working fine and there’s no need for amendments to it. At a minimum, I would always put my trust in on-the-ground staff and would use their judgment, not someone not associated with the Parks and Nature program. If you feel you have to amend the process in some way I feel very strongly that the ultimate decision when there is a natural area involved that the final decision should be made by ecological staff, and them alone. They have the expertise to make judgments on use of Metro’s natural areas.

Respectfully,

Mike Houck, Director

*In Livable Cities is Preservation of the Wild*

P.O. Box 6903 | Portland, OR 97228-6903 | 503.319.7155 | [www.urbangreenspaces.org](http://www.urbangreenspaces.org)

## Georgia Langer

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**From:** Joe Van Kleeck <info@nomorefreewayspx.com>  
**Sent:** Thursday, March 20, 2025 8:16 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Joe Van Kleeck  
**Email:** joevankleeck@gmail.com  
**Neighborhood/City:** Sunnyside Neighborhood

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our tightening budgets cannot afford an approximately \$2 billion check for ODOT to run amok with. A cap would be nice and would only run \$400 million, but we cannot rely on funding from the Trump administration to help with any of this and this would bottleneck so many other more beneficial projects. Our tax dollars deserve going toward better places than endless road expansion under the insidious guise of "moving the economy forward", and that aside we can do so much more for the average commuter with less money than this.

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments, instead prioritizing in public transit improvements, road safety, and long-needed maintenance projects.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*



## Georgia Langer

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**From:** Gabriel E Trainer <info@nomorefreewayspx.com>  
**Sent:** Friday, March 21, 2025 8:43 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Gabriel E Trainer  
**Email:** gabrieletrainer@gmail.com  
**Neighborhood/City:** 2114 Northeast 78th Avenue

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We do not need more freeways.

--

*This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>). No More Freeways has been organizing to oppose the Rose Quarter Freeway Expansion since 2017. You are receiving this email as a member of JPACT or the Metro Council. NMF's official testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

---

**From:** Jynx Houston <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:30 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Jynx Houston  
**Email:** jynxcd@gmail.com  
**Neighborhood/City:** Portland 97215

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

WE DO NOT NEED MORE & WIDER FREEWAYS. THE RESULTING POLLUTION & ACCIDENTS WOULD BE HORRIFIC. WITH SO MANY BUDGET PROBLEMS NO MORE FUNDS TO ROSE QUARTER FREEWAY EXPANSION.

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## Georgia Langer

---

**From:** Joe Brown <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:50 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Joe Brown  
**Email:** brown@proton.me  
**Neighborhood/City:** NW District/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to encourage you to reject the Rose Quarter freeway expansion amendments and spend our money in a more responsible, climate aware, and equitable way. I cannot support this project without additional funding coming from a congestion pricing scheme and would rather see this money being spent to preserve the Portland that exists today. Wider, more expansive freeways is not going to resolve congestion and is going to lead to increased pollution in our downtown and is not the future I would like to see.

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## Georgia Langer

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**From:** Philip Brunner <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:20 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Philip Brunner  
**Email:** pdbrunner@gmail.com  
**Neighborhood/City:** Kenton

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding highways has never solved traffic issues, so instead spend money on improving the quality and safety of our roads as well as expanding transit options for everyone.

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## Georgia Langer

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**From:** Ron Buel <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:54 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ron Buel  
**Email:** ronbuel77@gmail.com  
**Neighborhood/City:** Irvington in Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter Freeway Expansion MTIP amendment provides a chance to stop the project in its tracks. Those of us who support lids not lanes, recognize that climate change and air pollution provide plenty of reason not to do this wasteful expenditure of funds that should instead be going to road maintenance, street safety and transit improvement.

The City of Portland wants to expand sidewalks and pave streets in neighborhoods that need them. Why should it be necessary to increase the gas tax so we can make our freeway through the heart of our City wider? The reality is that the Rose Quarter Freeway Project will make congestion worse, and expand vehicle miles traveled. The idea that we need to eliminate a bottleneck will just move the bottleneck down the road a few yards to the exits and entrances onto that freeway, I-5.

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# Metro Council Meeting MTIP Testimony:

Statement of Support for the Rose Quarter Highway Project

March 24, 2025

I am writing to express my strong support for the proposed Rose Quarter project in our historically Black neighborhood. Over the past 30 years, our community has faced numerous challenges, including economic decline, displacement, and environmental degradation. This project represents a unique opportunity to address these issues and foster a brighter future for our residents.

First and foremost, it is essential to acknowledge the historical context and the impact that previous infrastructure projects have had on our and many other Black communities. Many neighborhoods were divided, homes and businesses were destroyed, and residents were displaced. This project must learn from past mistakes and prioritize the well-being of our community.

Community engagement is crucial to the success of this project. By involving the Black community in the planning and decision-making process, we can ensure that the project addresses our needs and concerns. This approach will help rebuild trust and create a sense of ownership among community members.

The economic benefits of the highway project are significant. It has the potential to create jobs, improve infrastructure, and increase access to services and amenities. These improvements can and will revitalize our neighborhood and provide new opportunities for displaced residents to thrive.

Environmental and health considerations must also be a priority. Measures to reduce pollution, improve air quality, and create green spaces will enhance the quality of life for our residents. It is essential to address any environmental and health concerns related to the project to ensure a sustainable and healthy future for our community.

Equity is at the heart of this project. We are committed to ensuring that the highway project promotes equity and does not lead to further displacement or gentrification. This includes initiatives for affordable housing, support for local businesses, and policies that protect long-term residents.

Finally, this project is part of a long-term vision for the sustainable development and resilience of our neighborhood. By investing in this highway project, we are laying the foundation for a prosperous and inclusive future for all residents.

I wholeheartedly support this highway project and believe it will bring much-needed positive change to our community.

Sincerely,

Michael A. Burch

## Georgia Langer

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**From:** Rory Cowal <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:44 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Rory Cowal  
**Email:** rorycowal@gmail.com  
**Neighborhood/City:** Montavilla/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Councilors,

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments and instead center climate in your priorities. We are at a pivotal moment for people and the planet. In order to avert climate catastrophe, urgent action is required at all levels: global, regional, national and local. 40% of Oregon's carbon emissions come from transportation. We must dramatically reduce driving, invest in transit, and stop spending billions on freeways. Freeway expansion flies in the face of our region's climate goals; instead of increasing carbon emissions, we should be doing our part to protect the health and wellbeing of current and future generations of Oregonians. Thank you.

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## Georgia Langer

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**From:** Anna Cowen <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:50 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Anna Cowen  
**Email:** annaysun@yahoo.com  
**Neighborhood/City:** 19308 Leland Rd

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

19308 Leland Rd

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## Georgia Langer

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**From:** Jacqueline Danos <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:43 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jacqueline Danos  
**Email:** Jac.danos@gmail.com  
**Neighborhood/City:** 116 Spring Hill Road

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Not only are the current cost estimates for the project beyond what our region can afford now but the long term maintenance costs will be as well.

We, as a society, are more than aware of the costs of single-passenger vehicles on our environment, mental and physical health. Expanding the freeway exacerbates the issues. Monies for freeways need to be moved to monies for high speed trains, local bus and rail systems, and improved pedestrian and bicycle transit.

This project should never have come this far and if federal funding goes away, which given the current administration which is inevitable this project needs to change direction.

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## Georgia Langer

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**From:** Timur Ender <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:30 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Timur Ender  
**Email:** timurender1@gmail.com  
**Neighborhood/City:** Hazelwood (East Portland)

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter freeway expansion and prioritize funding for transit, maintenance, and street safety.

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## Georgia Langer

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**From:** Teresa Frakes <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:41 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Teresa Frakes  
**Email:** tefrakes@gmail.com  
**Neighborhood/City:** Parkrose

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarte Freeway Expansion will make a bad situation worse. Look at the evidence!

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## Georgia Langer

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**From:** Victoria Gilbert <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:38 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Victoria Gilbert  
**Email:** victoria.gilbert@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to demand that the Metro Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. I want to thank the Metro Councilors for their willingness to reconsider support for this MTIP amendment in the high likelihood that the federal government revokes funding for the Reconnecting Communities program – and demand that they exert this right to revoke the MTIP amendment in the months ahead.

It's important for regional leaders to understand that advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Metro Councilors are acutely aware how decades of disinvestment have left us the Portland region with dangerous arterials like TV Highway and Powell Boulevard, enormous backlogged maintenance needs, and gravely inadequate funding for basic transit operations. By giving ODOT a thumbs up to move forward with construction on the Rose Quarter despite increasingly dire funding options for the \$1.9 billion proposal, needed transportation investments around the region will have an uphill battle finding support if every spare dollar that could be spent on these other needs will instead be given to ODOT for the Rose Quarter, a project that has already witnessed enormous cost-overruns, has spent \$130 million already (with 70% of it to consultants), and will only get more expensive. We have so many other urgent priorities to fix for our transportation system – the Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle.

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*testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

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**From:** Nathaniel Glasgow <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:30 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nathaniel Glasgow  
**Email:** nathanielglasgow100@gmail.com  
**Neighborhood/City:** Russel Neighborhood/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Even with Federal funding, this project is another ODOT boondoggle. With Federal funding uncertain, it's absolutely irresponsible to proceed. ODOT needs to maintain the roads and bridges it's been neglecting for years, not start a giant new car infrastructure project. Please reject the RQ MTIP and shelve this harmful freeway expansion.

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## Georgia Langer

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**From:** Blake Goud <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:56 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Blake Goud  
**Email:** blake.goud@gmail.com  
**Neighborhood/City:** Portsmouth, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As I wrote previously, I urge you to vote NO on the MTIP amendments to funnel hundreds of millions of dollars to ODOT, who continue to violate the public trust. They want to manipulate public officials like you by getting a project started even though they know they don't have the funding for it in order to force future elected officials to divert billions from schools, healthcare, street maintenance, safety improvements and other essential services to fund their mega-projects. The amendment to require them to come back for another approval when the Trump Administration tries to violate their commitment to support Reconnecting Communities in Albina is a good start and should be added, but it still doesn't eliminate the major problem with the project (lack of funding, lack of need, community opposition, working against climate commitments).

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## Georgia Langer

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**From:** Eleanor Greene <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:54 AM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Eleanor Greene  
**Email:** Eleanor.c.greene@gmail.com  
**Neighborhood/City:** Vernon, Portland

### **Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. The region would be better suited dropping this proposed doubling of the I-5 freeway in favor of prioritizing investments in basic local and county road maintenance, safer streets, and transit investments. This is all the more urgent considering the high likelihood that the federal government will refuse to provide the remaining \$400 million not yet granted from the Reconnecting Communities program secured last summer. Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis.

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## Georgia Langer

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**From:** Linn Groves <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:49 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Linn Groves  
**Email:** linnsafeintheotherworld@gmail.com  
**Neighborhood/City:** Goose Hollow/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

PLEASE get your asses out of the clouds and your heads down in the REALITY game of making this a

beautiful, nature-y, HUMAN, heart and soul city



THANK YOU!

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## Georgia Langer

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**From:** Mark Harris <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:10 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mark Harris  
**Email:** mharris789@msn.com  
**Neighborhood/City:** Beaumont/Wilshire

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Stop the insanity! We can't go on throwing good money after bad! We need to invest elsewhere in the city as opposed to this dinosaur of a project, that is out of date as the dinosaurs!

Thank you

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## Georgia Langer

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**From:** Becky Hawkins <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:05 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Becky Hawkins  
**Email:** hawkins.becky@gmail.com  
**Neighborhood/City:** Buckman, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello,

I'm writing to urge Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendments. This is not the time to invest in added freeway infrastructure. There is almost a century of evidence that adding lanes will bring more drivers to the road and result in more congestion. There is also near-universal consensus among scientists that we desperately need to move away from fossil fuels if we want a habitable planet. This means we need to move away from cars as a default mode of transportation.

As a Portland resident, I keep hearing that we're approaching a budget crisis where sorely needed road repairs, transit improvements, and safety infrastructure are on the chopping block. As a bicycle commuter, this worries me. I know first-hand that many neighborhood streets are full of potholes and gravel. Many streets lack things like sidewalks and safe places to cross the street. I don't want to keep reading about elderly people, children, and cyclists who were killed in the street. I also don't want to be the next person to die or sustain life-altering injuries because I can't afford a car. We have to prioritize Portland's much-needed maintenance and safety projects over a highway boondoggle.

For this, and the other reasons outlined in the letter submitted by No More Freeways, I oppose this MTIP amendment.

Thank you,  
Becky

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## Georgia Langer

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**From:** Todd Henion <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:36 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Todd Henion  
**Email:** kinetic27@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please Reject the MTIP Amendments. This project will not solve the area's problems and will not serve the local people.

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## Georgia Langer

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**From:** Amy Hunter <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:50 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Amy Hunter  
**Email:** amywhunter@gmail.com  
**Neighborhood/City:** Sabin, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis.

Instead, please prioritize investments in road maintenance, biking infrastructure, street safety and transit improvements.

Thank you,

Amy Hunter  
3824 NE 15th Ave., Portland, 97212

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## Georgia Langer

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**From:** Douglas Kelso <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:40 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Douglas Kelso  
**Email:** dougkelso@yahoo.com  
**Neighborhood/City:** Montavilla neighborhood, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I'm writing to ask the Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendments. This region does NOT need wider freeways. We need to direct transit funding to things that are actually useful, like safety improvements and maintaining our streets.

New York City's recent experiment in congestion pricing has been a resounding success, at least in its first few months. Metro should push ODOT to use peak-hour freeway tolling for congestion relief. With proper pricing, that will solve our congestion problem almost literally overnight, and raise money to fully maintain the freeways.

Metro should oppose the freeway expansion. There are better, cheaper alternatives.

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## Georgia Langer

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**From:** Elena Lauterbach <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:06 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Elena Lauterbach  
**Email:** elenita.ak@gmail.com  
**Neighborhood/City:** Roseway/ Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The highway expansion is way too big and way too expensive and is too toxic for the environment. There needs to be a max train rail. The highway must be capped for the the albina neighborhoods in phase 1. There must be a toll. We need a solid environmental impact study.

The roads are terrible and dangerous all over town and I don't think we should prioritize the wildly expensive, toxic project over local road maintenance. The feds are not going to support this project under the current administration.

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## Georgia Langer

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**From:** Beth Levin <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:45 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Beth Levin  
**Email:** bethagl@yahoo.com  
**Neighborhood/City:** 3043 NE 51st Ave

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please still oppose the MTIP amendment and I fully expect regional elected officials to utilize this offramp when the federal government inevitably revokes funding for the highway caps.

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## Georgia Langer

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**From:** Mark H Linehan <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:08 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mark H Linehan  
**Email:** mhl@mlinehan.us  
**Neighborhood/City:** Portland, OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter project is too expensive. We have significant deficits in our road maintenance and other existing transportation commitments, not to mention safety and transit needs. Rather than taking on a big new capital cost that will burden us with debt repayments for years, we should cancel the project and plan to use our future budget for the expenses that we already know will be a financial challenge.

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## Georgia Langer

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**From:** Shawne Martinez <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:04 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Shawne Martinez  
**Email:** shawne.martinez@sbcglobal.net  
**Neighborhood/City:** Tigard

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Being car-free we often bike or walk on the temporary bike/ped bridge over the 217 widening project in Tigard. My daughter and I witness the thousands of single occupancy vehicles passing below us as we zip by on our bicycles. My daily bike commute to NE Portland takes me over Interstate 5 several times during the morning commute. The smell of the exhaust from the least efficient mode of transportation is overwhelming at times. So many multi-ton metal boxes moving just one person while spewing nano plastic tire particles and brake dust.

We must prioritize people over cars. We need to house people, not cars. We need to move people through our city, not cars. Freeway expansion projects will never solve congestion. Freeway expansion projects will never provide a return on investment. Walk, roll and bike projects pay for themselves with fewer crashes, a healthier community, less road maintenance and less pollution.

Council should vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Our liveable planet depends on your actions.

Thank you,  
Shawne Martinez

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*testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*



## Georgia Langer

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**From:** Audra McCabe <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:04 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Audra McCabe  
**Email:** aemup@yahoo.com  
**Neighborhood/City:** Boise/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** Daniel McFarling <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:59 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Daniel McFarling  
**Email:** OregonRail@aol.com  
**Neighborhood/City:** 20585 SW Cheshire Ct, Aloha, OR (METRO Dist 3)

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our existing road network is crumbling. ODOT pledges to "Fix it First" BUT pushes for huge pavement expansion projects we cannot afford. BILLION DOLLAR ODOT accounting errors. Huge cost overruns on existing ODOT MEGA projects.

Brian Worley, Assn of OR Counties, told the Legislature's Joint Transportation Committee that failure to maintain existing roads will be 5-12 times MORE EXPENSIVE than maintaining the pavement we already have. ODOT's addiction to expanding pavement FAILS to address current OR future transportation needs.

Especially in urban areas, investing in Public Transportation is the Safe, Economical, Environmental and Equitable path forward. Demand ODOT keep their promise to "fix it first" and stop the Rose Quarter project. Don not waste FUTURE DOLLARS on more pavement we cannot maintain! PUBLIC TRANSIT investments; NOT Rose Quarter pavement expansion.

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## Georgia Langer

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**From:** Mel <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:02 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mel  
**Email:** beatricekiddoux@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Council Members,

The Rose Quarter expansion will not stop the traffic congestion. It will make the area more dangerous for pedestrians coming from events and that includes tourists. It takes money away from having road repairs that are needed. We need safer areas for walking and bicycling to match our brand. While I may not be the person who likes to think of the tourist or reasons why they might be attracted to Portland, I would say that the desire to ride a bicycle for long distances without accidents or fear would be a strong desire and getaway from what they are used to.

At the same time, Portland values of outdoor exercise and coexistence for residents could be reinvigorated by taking care of the current roads and sidewalks.

Residents should not fear car drivers and I would like to see the uptick in injuries and deaths not being properly addressed and money is being thrown at mainly exacerbating the problem and leaving current roads in need to repair.

Thank you for what I hope will be a rejection of this highway expansion..

Best,  
Mel

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## Georgia Langer

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**From:** Michell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:29 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Michell  
**Email:** michell.prunty@gmail.com  
**Neighborhood/City:** Portland 97227

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

If you're not aware of how disastrous freeway expansion is for cities, please google "does freeway expansion work" and read the top results. This information is now so well known that even google's AI understands how terrible freeway expansion is. We need those funds to go towards programs that help residents instead of the money pit that is freeway expansion.

Please reject the RQ MTIP Amendment.

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## Georgia Langer

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**From:** Kathryn M Midson <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:38 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kathryn M Midson  
**Email:** kmit43@gmail.com  
**Neighborhood/City:** 2021 Southwest Main Street

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Everything we do is a choice. As a city and a region we can choose to spend an obscene amount of money we don't clearly have on short term relief for drivers. But what are the other costs? The project harms the environment by encouraging more traffic. It patches a wrong to one neighborhood while expanding the existing cleft in the city from large to gargantuan. We don't need something that resembles a science fiction space port. We don't need what it would bring. We need common sense long term solutions. You know what they are.

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## Georgia Langer

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**From:** Nathan Mizrachi <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:50 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nathan Mizrachi  
**Email:** nmizrachi1990@gmail.com  
**Neighborhood/City:** Brooklyn

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hi, we need to rethink this highway expansion boondoggle. It's clear that the funding for this massive, bloated project is unavailable. Let's prioritize lower-cost alternatives to travel like expanding and improving Trimet and building safer and better bike and pedestrian pathways for people to get around the Portland area without using cars.

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## Georgia Langer

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**From:** Ken Montero <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:23 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ken Montero  
**Email:** Ken.montero@gmail.com  
**Neighborhood/City:** 4307 SE 102nd Ave

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This freeway expansion is wildly expensive, and as we all know, it will go wildly over budget (every project does) and it will take huge amounts of money from the state and region that we don't have. We need public transit, not boondoggle freeway projects. This project is in funded already! Don't start this incredible, polluting, demand inducing waste!

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## Georgia Langer

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**From:** Mike O'Brien <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:06 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Mike O'Brien  
**Email:** obrien@hevanet.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We cannot afford this project!

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## Georgia Langer

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**From:** James Owens <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:49 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** James Owens  
**Email:** jim@jgowens.com  
**Neighborhood/City:** Irvington/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Simply stated: With dire funding needs for the entire region's transportation system, we simply cannot afford to continue to spend hundreds of millions of dollars on this project, especially as matching federal funds are jeopardized. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. Metro Council should reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

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## Georgia Langer

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**From:** Cory Pinckard <info@nomorefreewayspx.com>  
**Sent:** Monday, March 24, 2025 4:54 PM  
**To:** Legislative Coordinator; district2@multco.us; district1@washingtoncountyor.gov; psavas@clackamas.us; mayor.wilson@portlandoregon.gov; Mayor@GreshamOregon.gov; jeffrey.dalin@corneliusor.gov; jbuck@ci.oswego.or.us; rian.m.windsheimer@odot.state.or.us; Chris.Ford@ODOT.oregon.gov; desues@trimet.org; curtis.robinhold@portofportland.com; ali.mirzakhali@deq.oregon.gov; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang; carley.francis@wsdot.wa.gov; anne.mcenerny-ogle@cityofvancouver.us; leann.caver@c-tran.com; ty.stober@cityofvancouver.us  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]JPACT and Metro Council: Vote NO on the Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Cory Pinckard  
**Email:** corypinckard@yahoo.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

EVs along with ICE vehicles needlessly destroy the environment through resource mining, manufacturing processes & going to landfill in mass droves. So much urban space is squandered on parking & other paved over autocentric wastes. They perpetuate urban sprawl & cities that aren't navigable as a pedestrian or bicyclist & are inhospitable to humanity. EVs add to traffic congestion. Putting the financial burden of transportation inefficiently on the back of the individual is regressive & hasn't been the norm for even 80 years. We need to invest in rail that's properly implemented as it is overseas. We're suffering from decades of trickle down economic austerity disenfranchisement & a lot of marginalization (eg Robert Moses's racist redlining urban renewal) is through divestment of public works/infrastructure, utilities & programs to help the American people. Commodification of societal needs & normalization of rampant consumerism for privatized profits is what put us in this mess. National Transcontinental High Speed Rail should integrate seamlessly w/commuter rail networks so it can function as one cohesive system & this will convert flyover country back into a thriving heartland which will reduce clustering on the coasts. Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines, streetcar grids & trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work & local economies downtown. Our roadways are overcrowded & no amount of adding lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags & bottlenecks down the road. We can rebuild cherished

structural heirlooms of civic pride destroyed by financial&environmental disaster on space reclaimed from cars to serve social capital&green initiatives.We can resurrect lost local landmarks with green technologies such as hempcrete.We need the Purple Line,to extend the WES to Salem,to bury I5 on the Eastside,rail under the river

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## Georgia Langer

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**From:** Michele Price <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:38 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Michele Price  
**Email:** pricemv@comcast.net  
**Neighborhood/City:** Goose hollow

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding freeways leads Portland down the wrong path. There are so many projects that need completed to make our city livable again, and expanding freeways is not the answer.. Our city streets are in disrepair and desperately need fixed. Reducing traffic is necessary for the health of our community. Expanding freeways increases traffic and causes more pollution for less affluent neighborhoods. Expanding our public transportation and making it safer to ride will reduce cars on the road.. It's important to make the intelligent choice that benefits the city as a whole, and widening freeways does not do that.

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## Georgia Langer

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**From:** Andrew Rhodes <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:32 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Andrew Rhodes  
**Email:** 2andrewrhodes@gmail.com  
**Neighborhood/City:** Goose Hollow, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Countless studies in cities all across the United States and around the world have revealed the same

thing:  freeway  expansions  make  everything  worse 

They increase traffic, increase pollution, and destroy the fabric of our communities. What we should be doing is creating a city that people and businesses are proud to call home. Expanding the freeways will do the opposite.

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## Georgia Langer

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**From:** Paxton Rothwell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:42 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Paxton Rothwell  
**Email:** pmhrothwell@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Councillors,

I am delighted to see language added to the Rose Quarter MTIP amendment that would put guards on handing out money to ODOT for this freeway expansion if the federal government withdraws its support for the Reconnecting Communities Grant. This is a step in the right direction and I am glad that it has been made.

However it is not enough. The Metro region simply cannot afford to toss money at ODOT's Rose Quarter freeway expansion project while the agency continues to show that it is incompetent at managing taxpayer funds. They have gone over budget on EVERY major project undertaken in recent memory. They have a MASSIVE funding hole that the State legislature is trying to figure a way for them to get out of. Right now is NOT a great time to continue rubber stamping project funding as if everything is hunky dory. It is not.

Instead Metro should use that large sum of money toward projects that will help everyone in the Metro region travel more safely. Improving our transit service. Fixing our pot-hole-ridden streets. Connecting our sidewalks. Providing safe and signalized crossings of major arterial. The list could go on. It is reprehensible to continue to fund ODOT's crusade of expanding freeways when it has been proven time and again that the expansion does NOTHING to reduce congestion in the long term. Now is the time to pivot. To realize that the costs have been sunk, but that we don't have to continue sinking more into them. Now is time to do something different.



I urge you to vote NO on the Rose Quarter funding MTIP amendment. And I encourage you to voice loud and clear exactly why you are voting no: ODOT does not have the public trust and the Metro region would rather spend our money on achievable improvements to our transportation system. Make it clear to all of your Metro constituents exactly why it is not the time or the place to continue spending on freeway expansions dressed as restorative justice.

Thank you for your time.

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## Georgia Langer

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**From:** Ted Sarvata <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:42 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ted Sarvata  
**Email:** ted@tedsarvata.com  
**Neighborhood/City:** Vancouver, WA

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Climate leaders don't widen freeways.

Climate change is humanity's biggest issue at the moment, and democracy is in trouble. That combination means we should not be widening any freeways. We need to invest in our communities, transit, pedestrian infrastructure, affordable housing, etc.

The last thing we need is to induce more traffic demand.

Do not widen I-5.

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## Georgia Langer

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**From:** Joachim Schalk <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:20 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Joachim Schalk  
**Email:** joachim.schalk@gmail.com  
**Neighborhood/City:** Portland State

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

This is embarrassing, we know that more cars won't solve anything but we keep building them because of messed up incentive structures. We know it sucks for a politician's career if they develop a reputation as being against projects.. But we're killing our children and destroying the places they live. We need a different incentive structure so that the more livable car free space we have the higher a politician's career goes. I don't know how to get there but that's where we need to go.

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## Georgia Langer

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**From:** Leeor Schweitzer <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:33 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Leeor Schweitzer  
**Email:** Leeor.Schweitzer@gmail.com  
**Neighborhood/City:** Concordia

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I'm writing today to ask that the Metro Council vote to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion.

Advancing the Rose Quarter Freeway Expansion gravely jeopardizes our ability to find funding for any of our other sorely needed transportation improvements across the region. The Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle.

--

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## Georgia Langer

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**From:** Vivianne Sowa <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:03 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Vivianne Sowa  
**Email:** vivsowa@gmail.com  
**Neighborhood/City:** Overlook Neighborhood

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

More freeways mean more drivers, not better movement. Don't spend another penny on this.

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## Georgia Langer

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**From:** Joseph R Stenger <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 10:03 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Joseph R Stenger  
**Email:** joseph.stenger@gmail.com  
**Neighborhood/City:** Inner NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need to reduce congestion by more-shifting to transit and active transportation. We do not need highway expansion, as this inevitably leads to more driving, and more tailpipe pollution. Congestion pricing will help too, but only if we have made transit more frequent and convenient.

With combined crises of safety, funding and climate, don't pour more money into highway projects except for operations and maintenance. Enhance safer walking and biking. Invest in transit. Create the travel system of the 21st century!

Thanks for listening.

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## Georgia Langer

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**From:** Casey Sundermann <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:02 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Casey Sundermann  
**Email:** csund5@msn.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need basic road maintenance more than a freeway expansion right through the heart of our city. Please invest in safety improvements and more transit options.

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## Georgia Langer

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**From:** Lana Vorozheykina <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 8:45 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lana Vorozheykina  
**Email:** itspuma@gmail.com  
**Neighborhood/City:** Portland, OR

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I don't want to see my tax money be used on a vanity project. Highway expansion projects are best a stopgap to improve traffic for a year or two, with the tremendous maintenance cost attached. I want to see my money, be used to maintain existing streets and invest into alternative ways of travel, such as bus routes and bike infrastructure.

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## Georgia Langer

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**From:** Jeffrey Yasskin <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:48 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jeffrey Yasskin  
**Email:** jyasskin@gmail.com  
**Neighborhood/City:** 2632 SE Salmon St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the MTIP amendment, and if you do pass it, take advantage of your ability to reconsider it when the federal government abandons the Reconnecting Communities grant.

This whole freeway expansion is a waste of money that we desperately need elsewhere. Beyond the money being allocated this month, this commits is to cover ODOT's missing funding for the project, their inevitable overruns on the project, and ongoing maintenance on the extra lanes, which will replace the maintenance we need on our existing streets.

Metro should recommend that the governor end the moratorium on road tolling and that we use tolling to manage congestion on I-5 instead of expanding the roadway. ODOT should still build the caps to reconnect the community.

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## Georgia Langer

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**From:** Jan Zuckerman <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 9:25 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jan Zuckerman  
**Email:** janzuckie@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The enormous cost of this project prohibits the needed investments in updating and improving transit, street safety and the much needed road maintenance. This is not the time to pour dollars into a freeway expansion that will only incentivize and increase congestion in the long term.

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**From:** [Stewart Buettner](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 5:00:47 PM

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**From:** Stewart Buettner  
**Email:** [buettner@lclark.edu](mailto:buettner@lclark.edu)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please vote to reject the Rose Quarter Freeway Expansion MTIP amendments. Understand that freeway expansion only leads to more and more vehicles using congested areas, eventually resulting in additional expansion in future years. Don't go down this increasingly slippery slope.

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**From:** [Aaron Kuehn](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 5:39:52 PM

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**From:** Aaron Kuehn  
**Email:** [bike@aaronkuehn.com](mailto:bike@aaronkuehn.com)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Federal transportation funding is being halted for any project that allows communities to make their own choices about their streets, or that remedies the unhealthy transportation paradigm of the past. It is absolutely critical that we now conserve our limited local funding for the important work in front of us.

Junk mega-projects like the Rose Quarter Freeway Expansion (not including the worthy and visionary Albina cover) do not align with Metro's stated visions and goals, but local leaders looked the other way to bring federal dollars to Oregon. Now that those federal dollars are not on the table, we are free from dubious moral compromises.

It's time to turn our attention toward all the other neglected and differed non-mega-projects in Oregon and our region. There are thousands of critically important projects that need our limited local funding to address practical, real community needs and preferences, that are truthfully in line with Metro's stated visions and goals.

Reject the MTIP amendments, and instead legitimately empower our communities to have the funding to choose healthy, safe, financially solvent infrastructure for getting around.

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## Georgia Langer

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**From:** Patrick Halley <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 1:58 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Patrick Halley  
**Email:** pmhalley@gmail.com  
**Neighborhood/City:** University Park, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to urge Metro Council to vote NO to reject the MTIP amendment to advance the proposed Rose Quarter Freeway Expansion. Here are the top reasons in my mind:

1. The federal government is currently withholding the \$450 million granted to this project in 2024, leaving ODOT with an even larger \$1.4 billion (and growing) budget hole.
2. Advancing the Rose Quarter Freeway Expansion gravely jeopardizes the city's ability to find funding for any of our other sorely needed transportation improvements across the region.
3. The Rose Quarter project has already witnessed enormous cost-overruns, has spent \$130 million already (with 70% of it to consultants), and will only get more expensive. We have so many other urgent priorities to fix for our transportation system – the Portland region cannot afford to keep giving ODOT billions for this doomed boondoggle.

Thank you for your willingness to reconsider support for this MTIP amendment in the high likelihood that the federal government revokes funding for the Reconnecting Communities program.

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## Georgia Langer

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**From:** Ruth Campbell <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 1:25 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ruth Campbell  
**Email:** rucampbell14@gmail.com  
**Neighborhood/City:** Hosford-Abernethy / Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Councilors:

I am writing to ask you to reject the Rose Quarter freeway expansion MTIP amendments and instead invest in safe, sustainable, and financially responsible transportation alternatives.

You know how when you get off the freeway, you have to re-calibrate your sense of speed from freeway speeds back to local street speeds? My driving instructor called this "velocitization." I worry that freeways have a similarly distorting effect on our perception of financial responsibility. To put the Rose Quarter project's \$1.9 billion price tag in perspective, \$1.9 billion is enough to cover PPS's proposed bond for rebuilding three entire high schools and still have \$70 million left over.

And unlike new schools, a wider freeway is not an investment that will enrich our community. Instead, it is an investment in costly exurban expansion at the expense of sustainable neighborhoods that need space for walking, biking, and transit to thrive. More freeway will draw more cars and trucks into our community. More cars will pollute our river and our lungs with exhaust and particles from tire wear. They will slow down buses with increased congestion on local streets and endanger pedestrians and bicyclists, encouraging those with the means to choose driving and limiting mobility for those who can't drive, like our kids and elderly. They will wear down our underfunded local streets faster with the additional wear of more heavy vehicles. And they will create more greenhouse gas emissions that endanger our collective future.



Portland needs frequent, reliable transit options and safe, pleasant spaces for walking and biking — along with abundant housing near these facilities — in order to thrive. Our investments should promote these goals rather than hinder them.

Thank you,  
Ruth Campbell

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## Georgia Langer

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**From:** Tobias Hodges <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 1:21 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Tobias Hodges  
**Email:** thodgespx@gmail.com  
**Neighborhood/City:** Happy Valley

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Donald Winn <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 1:16 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Donald Winn  
**Email:** winndm@comcast.net  
**Neighborhood/City:** NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter FreewayExpansion MTIP amendments and use the \$2 billion on repairing the thousands of lumpy, bumpy, ratty streets all over Portland and maintaining them afterwards! Street safety projects need to be implemented also in hundreds(thousands?) of locations. Thanks very much.

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## Georgia Langer

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**From:** Ira Ryan <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 1:14 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Ira Ryan  
**Email:** iraryancycles@gmail.com  
**Neighborhood/City:** Arbor Lodge, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need human scale solutions, not more lanes of freeways! More lanes and freeways are a waste of money and only perpetuate carbon fuel use. Mass transit, bikes and housing are a better use of resources. Vote no on freeway expansion!

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## Georgia Langer

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**From:** John Carr <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 12:56 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** John Carr  
**Email:** jcarrpdx@gmail.com  
**Neighborhood/City:** South Tabor, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

On March 9, we in the South Tabor neighborhood lost a dear neighbor to traffic violence on SE Powell Blvd. Powell is the poster child of High Impact Corridors (100th percentile). We have been clamoring for ODOT to transfer the roadway to the City of Portland so that safety improvements can begin in earnest, as on SE 82nd Ave. Funds that could be addressing this are at serious risk of being sucked into the I-5 expansion due to likely federal withdrawal, inevitable cost overruns, and the like.

Thank you for your willingness to reconsider support for this MTIP amendment. I oppose it, for the reasons stated above and those outlined in the letter submitted by No More Freeways.

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## Georgia Langer

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**From:** Jyliann Calhoun <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 12:56 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jyliann Calhoun  
**Email:** lilgratefulbear@gmail.com  
**Neighborhood/City:** NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our current roads already need work and freeway expansion only guarantees more emissions and less of a focus on expanding public transportation options. It goes completely against positive climate action.

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## Georgia Langer

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**From:** Jean Miller <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 12:53 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jean Miller  
**Email:** jeanfmiller46@gmail.com  
**Neighborhood/City:** SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Metro Council must reject the Rose Quarter Freeway Expansion. which will spend billions of dollars that will rob us of the funding we need to pay for basic road maintenance, street safety improvements, and better transit. Please do not approve this boondoggle.

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## Georgia Langer

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**From:** Daniel Frye <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 12:49 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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

**From:** Daniel Frye  
**Email:** danieldfrye@gmail.com  
**Neighborhood/City:** Hollywood/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter Expansion is unnecessary, too expensive and poorly designed. Please, reign in ODOT before they bankrupt us all. ODOT will, without adequate oversight, spend way too much on unnecessary freeway expansion at the cost of safety and maintenance. Our transportation priorities in the Metro Region should be #1) Safety, #2) Maintenance, #3) Public Transit, #4) Active Transportation, None at all #) Freeway expansion.

Please reject the RQF Expansion MTIP amendments.

Thanks.  
Daniel Frye, PhD  
Hollywood District  
Portland

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## Georgia Langer

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**From:** Jae Embs <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 12:08 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jae Embs  
**Email:** jaeembs@gmail.com  
**Neighborhood/City:** Goose Hollow/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Metro Council,

I am writing to urge you to reject the RQ MTIP Amendment. Portland cannot afford the \$1.9 billion+ freeway expansion, and more importantly, it would be a foolish and disastrous long-term investment. The Metro area CANNOT continue to expand car infrastructure at the vast expense of both citizen tax dollars to build and maintain (existing infrastructure still needs fixing!!), AND citizen health and safety as air quality degrades and more cars on the road lead to more DEATH. \*We are just at the beginning of our climate catastrophe\*. Everything will continue to burn MORE. We must plan SMARTER, cleaner, more sustainable strategies to develop our built environment with PUBLIC HEALTH as a top concern, including improving walkability and mass transit citywide. Continuously centering the accommodation of MORE CARS, year after year, has gone far to damage Portland life and culture, and it's just got to stop.

Sincerely,  
Jae Embs

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## Georgia Langer

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**From:** M Jones <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:50 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** M Jones  
**Email:** relax@thousandpetal.net  
**Neighborhood/City:** Albina

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As an Albina resident living near the I-5 freeway, I don't want to be breathing more pollutants and inundated with more noise from increased freeway expansions. It's already bad enough.

ODOT, Metro, the city of Portland and other cities and towns along the I-5 corridor need to be collaborating with local businesses and residents to decrease their journeys by truck and auto.

What this expansion would do instead is encourage an uptick in more journeys to truck and auto and thus more pollution, more noise and more disruption of my neighborhood.

You at Metro need to send the message to Governor Kotek and ODOT loud and clear that increased automobile use instead of decreased is unacceptable and counter to all the local governments and state's goals to decrease our carbon carbon footprint. Rejecting this bill is just one small way to send such a message.

Thank you!

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## Georgia Langer

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**From:** Jan Wulling <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:48 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jan Wulling  
**Email:** homeharmonynow@yahoo.com  
**Neighborhood/City:** Franklin pdx

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** Andre <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:48 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Andre  
**Email:** andrejaurigui44@gmail.com  
**Neighborhood/City:** Brooklyn

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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## Georgia Langer

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**From:** Gerson Robboy <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:39 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Gerson Robboy  
**Email:** uncleyascha@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please vote to reject the Rose Quarter freeway expansion! To expand any freeway at this time in history is insanity. At this time of budget shortfalls in ODOT, PDOT, the city, county, and pretty much everywhere else, is a bigger freeway our priority? We need to prioritize road maintenance, street safety, public transit, and alternative forms of transportation. Also, since the freeway is basically a public subsidy for freight transportation, we need to prioritize railroad improvements for moving freight. What we do not need to prioritize is commuters from Washington.

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## Georgia Langer

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**From:** Bradley Bondy <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:32 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Bradley Bondy  
**Email:** bradleybondy@gmail.com  
**Neighborhood/City:** Foster-Powell/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Reject the MTIP amendment. The region has far more urgent transportation priorities than widening a short segment of freeway. My young nephews who live in Clackamas lack a safe route to walk or bike to school. I have a dangerous segment on my daily bicycle commute that the city can't afford to make safer. THE MAX system is handicapped by the ancient Steel Bridge.

This widening is actively taking money away from other priorities, and the federal funding that would cover a proportion of it is likely to just never arrive.

-Bradley Bondy

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## Georgia Langer

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**From:** Carolyn Leeds <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:26 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Carolyn Leeds  
**Email:** leedscarolyn@gmail.com  
**Neighborhood/City:** Enatai Bellevue

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter Freeway Expansion amendments and direct our region to prioritize investments towards local street and transit improvements.

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## Georgia Langer

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**From:** Jessi Presley-Grusin <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 11:25 AM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jessi Presley-Grusin  
**Email:** jessipresleygrusin@gmail.com  
**Neighborhood/City:** Hosford-Abernethy/ Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We don't need freeway expansion that WILL only cause greater congestion in the future. We need to decrease demand for cars by drastically improving our public transportation, and repairing and making safer our streets for bicyclists and pedestrians! Please don't waste our money on freeway lanes!

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## Georgia Langer

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**From:** Sherry Salomon <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:23 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Sherry Salomon  
**Email:** sherrysalomon@comcast.net  
**Neighborhood/City:** Goose Hollow

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Environmental disaster in the making  
A complete waste of resources  
Giveaway to those who don't need it

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## Georgia Langer

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**From:** aaron wrangler <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:20 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** aaron wrangler  
**Email:** antgethjunk@gmail.com  
**Neighborhood/City:** reed

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

more roads just means more cars; this is well established.

the environmental and social impacts of an expansion are unacceptable. we should be trying to reduce the number of cars on the road.

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## Georgia Langer

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**From:** Chris Helmsworth <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:02 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Chris Helmsworth  
**Email:** helmsworth@yahoo.com  
**Neighborhood/City:** Garden Home

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose the Rose Quarter expansion. Not only is it based on some pretty shoddy accounting and the funding is likely to never come through from the feds, but after enduring almost 3 years of the 217 project that will now be completed maybe by the end of the year, I have no faith that ODOT can pull off a project of this scale.

Moreover, what's the point? To get people to the next traffic jam faster? There will continue to be to be bottleneck I. Other areas, due to the induced demand this project will create.

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## Georgia Langer

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**From:** Ethan Morehouse <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 4:16 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Ethan Morehouse  
**Email:** ethanlmorehouse@gmail.com  
**Neighborhood/City:** South Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I've seen firsthand in my neighborhood what urban freeways do to neighborhoods and their communities. I-5, Barbur Blvd, Naito Parkway, and other thoroughfares cut up my neighborhood years before, and has left a lasting mark on the community decades later. Don't let this happen again. Take a lesson from our city's history and bring together communities, don't divide them up for years to come.

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## Georgia Langer

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**From:** Jonathan Greenwood <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 4:05 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jonathan Greenwood  
**Email:** jonathan.e.greenwood@gmail.com  
**Neighborhood/City:** Kenton/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Councilors,

I urge you to reject the MTIP amendment advancing the Rose Quarter Freeway Expansion. This project is a wasteful, harmful use of transportation funds that will worsen congestion, increase air pollution, and divert resources from more urgent regional needs. With mounting legal, financial, and environmental concerns, Metro must be prepared to revoke this amendment when the federal government likely pulls funding for the Reconnecting Communities program. Rather than backing a failing freeway expansion, the Council should prioritize investments that truly benefit our communities.

Approving this amendment would jeopardize funding for essential transportation projects across the region. Unsafe arterials like Powell Boulevard and TV Highway, backlogged maintenance, and underfunded transit all demand urgent investment. With no clear plan to cover the \$1.9 billion and rising cost of this project—already riddled with wasteful spending—it will only make it harder to secure funding for real solutions. ODOT's reckless push to move forward despite financial uncertainty risks locking the region into long-term hardship for minimal public benefit.

Furthermore, the federal government is withholding \$450 million, leaving ODOT scrambling to fill a massive budget gap. Legal challenges remain unresolved, and the Oregon Legislature has not committed to funding the project. Meanwhile, the few beneficial components, like highway caps and bike/pedestrian improvements, are unlikely to be funded and could be built without doubling the width of I-5. Instead of advancing this deeply flawed expansion, Metro should direct ODOT to conduct a full Environmental Impact Statement exploring alternatives that restore the Albina community without

expanding the freeway. I urge you to withdraw support for this project and focus on transportation investments that actually serve the public good.

Thank you,  
Jonathan Greenwood

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## Georgia Langer

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**From:** Dez Valdez <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 4:00 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Dez Valdez  
**Email:** sierramarievaldez@gmail.com  
**Neighborhood/City:** Mt Scott/Arleta

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

It is deeply irresponsible to spend our tax payer dollars on a freeway expansion when there is so much deferred maintenance. Expanding freeways does not reduce traffic. It never has. By investing in freeways, we are locking ourselves into a future that is more car-dependent and less environmentally friendly.

We need more public transit, we need to make our streets safer for pedestrians and cyclists. We need to have better roads that cause less strain on the cars we already have. I currently rely on a car to commute to work, but I would much rather see an investment in alternate transit options and safer roadways for pedestrians.

Please reject funding the freeway expansion and invest in what we truly need as a region.

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## Georgia Langer

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**From:** Christina Guida <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 3:59 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Christina Guida  
**Email:** t0astbandit@gmail.com  
**Neighborhood/City:** Mt. Scott/Arleta

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We don't need more freeways, we can't even keep up the roads we have. They city streets are full of potholes, lacking in reflective street markings, ridiculously low speed limits, and poorly timed lights, yet are still under construction non-stop! If the city streets were in good shape and allowed people to actually get around easily, the freeways would not be so congested. Further more, adding freeways does not work, look at Los Angeles. Additionally, our transit could be much better if we spent money providing more rapid transit options.

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## Georgia Langer

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**From:** Forrest Perkins <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 3:54 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Forrest Perkins  
**Email:** forrestperk@comcast.net  
**Neighborhood/City:** Kerns/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We do not need an expanded freeway, my neighborhood in Kerns is already squeezed on multiple sides by interstate! Everyday I bike home over the Burnside Bridge looking down on endless single drivers stuck in traffic. What if we invested all this money into more public transit options for those commuters? Adding another lane has been proven to not work. Don't waste my tax dollars!

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## Georgia Langer

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**From:** Matt Hale <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 3:26 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Matt Hale  
**Email:** ablerock@gmail.com  
**Neighborhood/City:** Old Town/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please oppose the MTIP amendment and oppose the expansion of freeways in Portland! Portland staunchly opposes freeway expansions and has for over 5 decades. People driving through Portland do not determine how our city is built, we do!

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## Georgia Langer

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**From:** Lyle Funderburk <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 3:18 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Lyle Funderburk  
**Email:** lyle.funderburk@gmail.com  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Prioritize bike and walking

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## Georgia Langer

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**From:** Kristen Sartor <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:56 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Kristen Sartor  
**Email:** kls0004@auburn.edu  
**Neighborhood/City:** Eliot

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need to stop doing things that will expand our freeways now or in the future and instead invest in transit, pedestrian infrastructure, road maintenance, safety, and bike infrastructure. The Carolinas are on fire today due us ignoring what needs to happen and doing things like paving the way for highways to continue to expand. We deserve a livable future.

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## Georgia Langer

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**From:** Jeffrey Placencia <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:51 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Jeffrey Placencia  
**Email:** placenciajeffrey@gmail.com  
**Neighborhood/City:** King/Sabin/Irvington

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Metro Council,

As a resident Portland and a constituent of Metro – I STRONGLY urge the Metro Council to vote to REJECT the MTIP amendment.

I thank you for considering this at this stage but were we are in strange waters with finding and there's no indication that the \$400 million Reconnecting Communities grant will not be revoked given the current federal administration's recent actions.

I strongly the region would be better suited dropping this proposed doubling of the I-5 freeway in favor of prioritizing investments in basic local and county road maintenance, safer streets, and transit investments.

This is all the more urgent considering the high likelihood that the federal government will refuse to provide the remaining \$400 million not yet granted from the Reconnecting Communities program secured last summer and the recent \$1.9 Billion cost assessment for this larger rose quarter project.

We're running out of money and fast with ODOT's 1.4 Billion dollar budget hole, much of which is adding up with many years of deferred maintenance – and inflationary concerns adding to the problem. This is simply not the best place for ODOT send this amount of money at this time.

Metro to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

The City of Portland and the Metro Council should remove support for the Rose Quarter Freeway Expansion from their lobbying agenda for the 2025 state transportation package. With dire funding needs for the entire region's transportation system, we simply cannot afford to continue to spend hundreds of millions of dollars on this project, especially as matching federal funds are jeopardized.

Cities and counties across the Portland region should demand the legislature prioritize investments to make streets safer, maintain existing city and county roads, and expand public transit options.

Thank you,  
Jeff Placencia

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## Georgia Langer

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**From:** Nick Burns <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:45 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Nick Burns  
**Email:** nick@burns.io  
**Neighborhood/City:** Roseway/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

For a variety of reasons:

- Congestion could be solved with modest tolling, why should I pay to subsidize drivers from Washington who come here to shop tax free and bring polluting vehicles into our city?
- Existing work and marketing of this project is being done in bad faith. Do you seriously expect that after building out more lanes the current presidential administration is going to give us money to complete the equity work for capping I5? I don't and I think any reasonably sensible person would agree that we're likely to be left with a massive highway expansion that hurts our environment, city, and the communities in it.
- Climate change has continued, impacts have continued to grow. This project is a doubling down on existing failed policies that leave us all poorer, less healthy and more stressed by human induced climate change.
- Transportation/trucking companies do most of the damage to the roads, yet do not pay their share.
- We can't afford this highway boondoggle.
- Traffic projections are fabricated and inaccurate, they serve to justify building more capacity.

It is important that you reject the RQ MTIP Amendment.

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*testimony submitted to TPAC, JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

## Georgia Langer

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**From:** Natalie Legras <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:41 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Natalie Legras  
**Email:** natalierayne715@gmail.com  
**Neighborhood/City:** Hollywood/NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a resident of Portland, I am extremely shocked and concerned at the budget shortfalls at the state, county, city, and regional levels—especially with regard to transportation. As a region, we need to carefully conserve our resources. We cannot afford to add MORE liabilities (lane miles) that we will be responsible for maintaining and replacing in 5, 10, 30 years when we can't even keep up with the maintenance of roads we have already built!

Do not build more lanes. It does not solve traffic and it is irresponsible in the long term. Invest this money in safer streets, transit, and maintaining what we have.

For these reasons I strongly oppose the widening of the I-5 through the Rose Quarter.

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## Georgia Langer

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**From:** Scott Hillson <info@nomorefreewayspx.com>  
**Sent:** Tuesday, March 25, 2025 2:40 PM  
**To:** Legislative Coordinator; Ashton Simpson; Christine Lewis; Gerritt Rosenthal; Juan Carlos Gonzalez; Mary Nolan; Lynn Peterson; Duncan Hwang  
**Cc:** i5rosequarter@odot.oregon.gov  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment

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**From:** Scott Hillson  
**Email:** scott.hillson@gmail.com  
**Neighborhood/City:** Brooklyn

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

ODOT can't even maintain our current roads. ODOT should have to their existing dilapidated infrastructure before adding more lanes.

No freeway expansions!

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**From:** [Elyssa Kiva](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 9:06:06 AM

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**From:** Elyssa Kiva  
**Email:** [mailforelyssa@gmail.com](mailto:mailforelyssa@gmail.com)  
**Neighborhood/City:** Kerns Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Rose Quarter Freeway Expansion is destined to become a boondoggle. The only popular part of the project, freeway caps to reconnect north Portland are in jeopardy and ODOT doesn't care. Anyone paying attention knows the federal reconnecting communities grant is not going to be honored by the Trump administration. I lived right by i5 in north Portland for many years and the freeway decreases livability. Making it bigger will hurt our city, hurt the climate, and waste BILLIONS of dollars that could be used elsewhere.

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**From:** [rich reese](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 8:47:12 AM

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**From:** rich reese  
**Email:** rich.reese52@gmail.com  
**Neighborhood/City:** 3221 s e brooklyn st.

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

3221 s e brooklyn st. The expansion would not fix anything. It is not money well spent. We need to use these funds to update, repair and improve what we have.

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**From:** [Skylar Cruz](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 7:55:28 AM

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**From:** Skylar Cruz  
**Email:** sky.d.cruz@outlook.com  
**Neighborhood/City:** Goose Hollow

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Councilors

First I'd like to thank you for reconsidering your support for the MTIP amendment. Moving forward blindly with the Rose quarter project while funds hang in the balance is short sighted and your willingness to consider alternatives is greatly appreciated. The current administration is likely to revoke funds and we must be prepared for this likely outcome.

That being said, as a Portland resident I urge you to reject the MTIP amendment. We do not have to succumb to a sunk cost fallacy. Shovels are not in the ground and the project would cost us billions that could be better spent elsewhere. We currently struggle to maintain our infrastructure as is. We can't afford this project and we certainly can't afford the necessary maintenance and safety improvements that are desperately needed In our state at the same time

Freeway expansions send the signal that people should drive more. We know full well that cars fuel climate change and it is our responsibility to ensure we limit that. I want a future for younger generations. They deserve a world that's not ruined by the actions of our generations.

Do the right thing, reject the MTIP amendment, cancel the freeway expansion and direct funds to improve existing infrastructure at a fraction of the cost

Thank you,  
Skylar Cruz

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*JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

**From:** [Amy](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 7:29:37 AM

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**From:** Amy  
**Email:** amyiannone@yahoo.com  
**Neighborhood/City:** Eastmoreland/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Building wider roads actually increases congestion. <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

Invest in more frequent, electrified trains & buses, and safer walking/bike/scooter routes so we wouldn't need to rely on gas cars so much.

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**From:** [Drew Williamson](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 5:13:22 AM

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**From:** Drew Williamson  
**Email:** [aawmson@gmail.com](mailto:aawmson@gmail.com)  
**Neighborhood/City:** Multnomah (SW Portland)

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway investment is not synonymous with the values of the city of Portland, in terms of climate protection, wise allocation of limited dollars and thoughtful, livable urban design. It is unbelievable that state level bureaucrats are trying to lock in another generation of misguided freeway expansion, with the current support of the Metro Council, in the era of climate change. Freeways are needed to support economic growth but not in the heart of the city—truck traffic can use I-205 and go around. Please reconsider this plan from square one. The money would be so much better invested in public transportation—for how long could TriMet double the frequencies of EVERY bus and MAX line in service for the same amount of investment? I urge you to please withdraw support for the RQ expansion.

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**From:** [Joan Bates](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 5:05:21 AM

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**From:** Joan Bates  
**Email:** josnjupiter@gmail.com  
**Neighborhood/City:** Slabtown

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I strongly oppose this MTIP amendment, for the reasons outlined in the letter submitted by the group No More Freeways.  
Thank you for listening

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**From:** [Jennifer J Stout](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 1:01:30 AM

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**From:** Jennifer J Stout  
**Email:** [jstout9@comcast.net](mailto:jstout9@comcast.net)  
**Neighborhood/City:** SW Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Too much concrete. We need funding to fix roads, make streets safer, and improve transit. Prioritize these things over freeways. Freeways are sucking up funding.

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**From:** [Erika von Kampen](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 10:00:30 PM

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**From:** Erika von Kampen  
**Email:** [evonkampen0@fastmail.com](mailto:evonkampen0@fastmail.com)  
**Neighborhood/City:** SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We already face a critical backlog of maintenance on roads and bridges. We need to stop digging the hole deeper and instead reduce traffic volume through mass transit, bike infrastructure, and walkable neighborhoods. This is also the way to bring more economic and environmental justice to the neighborhoods torn apart when the freeways were originally built.

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**From:** [Scott Kocher](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 9:57:23 PM

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**From:** Scott Kocher  
**Email:** [sfkocher@gmail.com](mailto:sfkocher@gmail.com)  
**Neighborhood/City:** NW Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Councilors,

As you consider your position on the proposed MTIP Amendment I hope you will take stock of your position on ODOT's Rose Quarter freeway expansion. This is a massive spend of public dollars on a project that will increase traffic, and not reduce congestion. Please, please think about the values that you bring to Metro Council, and the courage of our region's leaders who have worked to make Portland a place people want to be, not another noisy, smelly example of sprawl. As an advocate for safety and livability I urge you to support growth that is based on neighborhoods, not freeways. I hope you will join with me and many others who do not want this freeway expansion. Thank you for your service.

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**From:** [Viv Jeevan](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 9:56:07 PM

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**From:** Viv Jeevan  
**Email:** [ning9@yandex.com](mailto:ning9@yandex.com)  
**Neighborhood/City:** downtown

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I'm a traffic instructor (like who taught your Drivers Ed). I teach traffic skills. I'm the boots on the ground, seeing the struggles people have with traffic. We need transit, walking, and biking infrastructure, and to move away from expecting everyone to drive. This freeway makes it harder for more people to get around.

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**From:** [Yehudah Alan Winter](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 9:36:23 PM

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**From:** Yehudah Alan Winter  
**Email:** [alanyehudah@gmail.com](mailto:alanyehudah@gmail.com)  
**Neighborhood/City:** NE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need to focus on basic needs and not throw all this money on a temporary fix!

--

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**From:** [Jed Hafner](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 9:25:36 PM

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**From:** Jed Hafner  
**Email:** [jedhafner@gmail.com](mailto:jedhafner@gmail.com)  
**Neighborhood/City:** Foster-Powell Portland, Oregon

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter Freeway Expansion MTIP amendments. Road maintenance is badly needed and creates more jobs than building projects and adding more lanes only adds more traffic. We do not need to expand the Rose quarter Freeway for any reason. Our future needs better maintenance, greater safety for all road users (i.e. people, not just cars) and more frequent, more extensive public transit for the environment, the economy, and our neighbors.

Thank you,

Jed

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**From:** [Maureen O'Neal](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 9:08:17 PM

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**From:** Maureen O'Neal  
**Email:** momoneal77@gmail.com  
**Neighborhood/City:** Garden Home

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

widening freeways is bad idea, investing more and more in an expensive system that won't work, instead of repairing streets and improving transit!! Climate change is a real problem here, to stay, unless we all drive less, and the city makes that easier!! And congestion and pollution are only going to increase, so why invest more and more in an centuries old idea, i.e. freeways, that really doesn't work any more!! Lets get innovative, and do what's good for the health of everyone in the Portland area!!

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**From:** [April Deleon](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 9:01:39 PM

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**From:** April Deleon  
**Email:** [katerpillrgirl@yahoo.com](mailto:katerpillrgirl@yahoo.com)  
**Neighborhood/City:** Albina

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Reject the RW MTIP Amendment! Our city and region cannot afford to continue to rubber-stamp ODOT's proposals to continue spending billions to widen freeways, especially given ODOT's notoriously awful record at cost overruns, the desperate need for funding for other critical transportation priorities, and the need for Portland to take seriously the climate crisis.

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**From:** [Duncan BaruchAA](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 8:33:39 PM

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**From:** Duncan BaruchAA  
**Email:** [c25cle@gmail.com](mailto:c25cle@gmail.com)  
**Neighborhood/City:** 8833 SW 30th Ave #308

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

All levels of government are experiencing funding shortfalls and as a consequence cutting back on essential services (Federal chaos makes the story even worse).

**\$ 1.9 BILLION!**  
We CANNOT afford the Rose Quarter Freeway.  
ESPECIALLY with the MTIP amendments!

That money is far better spent on maintaining existing roads, making existing streets safer, and improving public transit.

Plus, expanding the freeway will WORSEN the environmental impact.  
Really!

Do not build us out of a tolerable future,

--

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**From:** [Walt Mintkeski](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 8:27:44 PM

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**From:** Walt Mintkeski  
**Email:** [mintkeski@juno.com](mailto:mintkeski@juno.com)  
**Neighborhood/City:** SE Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a resident of SE Portland since 1972, I am very concerned about the social, environmental, health, and climate impacts of the Interstate 5 Freeway from the Columbia River to the Willamette River. I am especially concerned about those impacts in the Rose Quarter area where the original construction of the Freeway destroyed and displaced an entire Black neighborhood and current traffic noise and emissions affect the health of Harriet Tubman Middle School students.

The Oregon Department of Transportation is now proposing a \$1.9 billion project to expand the freeway in the Rose Quarter area. This outrageous amount of money is desperately needed instead for funding other critical transportation priorities, such as basic road repair and maintenance, street safety for pedestrians and bicyclists, and public transit, as well as reducing vehicle miles traveled so that Portland can meet its climate goals.

Therefore, I urge Metro to reject the Rose Quarter Freeway Expansion MTIP amendments.

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**From:** [Peter Kokopeli](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
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**From:** Peter Kokopeli  
**Email:** [hobbes@shoutandsing.com](mailto:hobbes@shoutandsing.com)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am writing to urge the Metro Council to reject the Rose Quarter Freeway expansion. In a time when both the city and state are facing huge shortfalls in current budgets and potentially massive cuts in federal subsidies next year it is irresponsible to proceed with this poorly conceived project. I would favor spending funds on the backlog of maintenance and improvements.

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**From:** [Zana Hristic](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
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**Date:** Tuesday, March 25, 2025 8:20:49 PM

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**From:** Zana Hristic  
**Email:** [hristiczana@gmail.com](mailto:hristiczana@gmail.com)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Multibillion-dollar investments in the Rose Quarter freeway will harm our community and significantly impact air pollution.

The funding should be redirected towards improvements of the existing transportation system as well as road maintenance and expansion of more sustainable transportation projects including transit, biking, and walking

I urge the Metro Council to vote to reject the Rose Quarter freeway expansion.

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**From:** [Kent Wu](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
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**From:** Kent Wu  
**Email:** [kentwu1988@gmail.com](mailto:kentwu1988@gmail.com)  
**Neighborhood/City:** South Tabor, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please consider rejecting the Rose quarter freeway expansion. Please build the caps. Use the money improved transit and pedestrian and cycling networks. Got example funding Bus rapid transit along Lombard from park rose tc to St John. Downtown to Park rose. Bike valet at Transit centers, Develop a congestion pricing model along the freeway inside the Portland metro. which will allow trucks and freight move through and sustainably fund transit and pedestrian safety measures though out the region. We are out of time an need to dramatically change the way we move about it city in a more healthy and socially connected way. Too long have we subsidizing a mode a transportation designed only accessible to the privileged. For all the death paid for on freeways? Why should we pay more.

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**From:** [Rankin Renwick](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
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**From:** Rankin Renwick  
**Email:** [qualitypie@gmail.com](mailto:qualitypie@gmail.com)  
**Neighborhood/City:** Sabin

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

OMG, more lanes is just more traffic which will still clog up/ It has been studied and proven. While the rest of Portland has places with no sidewalks, pot holes, not enough safe, divided bike lanes, not enough infrastructure for walking and biking and getting of of our ependance on oil. Step up and make this city worldclass. Amsterdam used to be clogged with cars and years ago they switched it up for bikes, we could do the same here if you only had vision and courage. Think of the children in the future. Do the right thing please!

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**From:** [Conny Wagner](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 7:57:49 PM

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**From:** Conny Wagner  
**Email:** [connywagner@duck.com](mailto:connywagner@duck.com)  
**Neighborhood/City:** Kennilworth/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Multibillion dollar investments with fully unsecured funding in freeways are harmful to our community and the planet. Resources should be applied to preserving our existing transportation system as well as expansion of more sustainable transportation projects including transit, biking and walking.

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**From:** [Robert Hemphill](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
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**From:** Robert Hemphill  
**Email:** [hemphill.robertm@gmail.com](mailto:hemphill.robertm@gmail.com)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the RQ Freeway Expansion MTIP amendments.

1. ODOT is not a trustworthy ally. They are bullying elected officials by starting a project without all of the funding being obligated.
2. ODOT's own reports show that their road network is getting into worse condition. Yet they only talk about expanding their infrastructure, not about actually maintaining it.
3. These funds could be used for so much better uses, whether it's real Transit improvements, or in providing better housing in close in neighborhoods so that people don't have to drive. Or on safety projects on OTHER ODOT facilities that actually have very serious issues.

Just say no! Act like we're actually in a climate emergency.

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**From:** [Doug Klotz](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 7:29:57 PM

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**From:** Doug Klotz  
**Email:** [dougurb@gmail.com](mailto:dougurb@gmail.com)  
**Neighborhood/City:** 1908 SE 35th Pl., Portland, OR 97214

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Metro Councilors: Please reject the Rose Quarter Freeway Expansion MTIP amendments, and use those funds to make transit improvements, improve street safety and to do needed road maintenance. Widening I-5 will only lead to more congestion, more pollution, and a waste of funds that could be used for a better multimodal transportation system.

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**From:** [Daniel Tomicek](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 6:59:02 PM

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**From:** Daniel Tomicek  
**Email:** [danieltomicek@gmail.com](mailto:danieltomicek@gmail.com)  
**Neighborhood/City:** Boise

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Councilors,

I'm writing to urge you to reject the MTIP amendment that would allocate more public funds toward the \$1.9 billion Rose Quarter Freeway Expansion. This project is a fiscal black hole — ODOT has already spent \$130 million, most of it on consultants, with little to show for it. Meanwhile, urgently needed investments in bike networks, public transit, and neighborhood infrastructure are left waiting.

I live in the Boise neighborhood directly impacted by I5, and we already suffer from poor air quality due to traffic pollution and the geography. Expanding the freeway would only make this worse — bringing more cars, more emissions, and more harm to the health of Boise residents. At a time when we're facing the accelerating impacts of the climate crisis, it just seems crazy to me to keep pouring billions into highway expansion.

We need to be investing in climate resilience — projects that reduce emissions, improve public health, and connect our communities — not in outdated infrastructure that fuels the problem. With federal funding in jeopardy and no clear plan for delivering promised community benefits, it makes no sense to move this project forward.

The Portland region deserves a transportation future that prioritizes sustainability, access, and equity. Please vote no on the MTIP amendment and help steer our region toward smarter, healthier investments.

Cheers!

— Daniel Tomicek

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please use the address provided above. No More Freeways has been organizing to oppose the  
Rose Quarter Freeway Expansion since 2017. NMF's official testimony submitted to TPAC,  
JPACT and the Metro Council on March 5 2025 on the MTIP amendment is available [here](#).*

**From:** [Kirsten Davis](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Tuesday, March 25, 2025 6:58:36 PM

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**From:** Kirsten Davis  
**Email:** [isabeest@icloud.com](mailto:isabeest@icloud.com)  
**Neighborhood/City:** Philomath

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Dear Metro Council,

While I do not currently live in Portland, I did live there for about a decade in the recent past. Please, please, PLEASE do not turn Portland into another horrid L. A.!! Particularly in view of climate change, building giant freeway systems does NOT make sense, and it never did! As we have seen elsewhere, such as L.A., bigger freeways just invite more cars. Instead we should find other ways to meet transportation needs such as improved mass transit. Portland also has many potholes and other road safety concerns and money spent on wasteful freeway systems will deprive the rest of the region from having decent roadways. Protect and improve the roads we have and invest in mass transit—do NOT waste money on climate trashing, city destroying freeways!!! Haven't we learned our lessons on this already?

Thank you for voting AGAINST funding this freeway project!!!

Sincerely,

Kirsten Davis

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**From:** [Hap Disney](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 11:32:21 AM

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**From:** Hap Disney  
**Email:** [hap.disney@gmail.com](mailto:hap.disney@gmail.com)  
**Neighborhood/City:** Kenton/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please do NOT commit future generations of taxpayers to funding wasteful for projects like the Rose Quarter Freeway Expansion. A wider freeway has never reduced congestion or improved travel times. ODOT has no idea how they will close the existing budget gap and we simply cannot afford to fund multibillion dollar projects with such low return on investment.

A wiser investment would be in active transportation options (biking/walking) or transit or even the existing road maintenance backlog.

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**From:** [James szerwo](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 11:31:30 AM

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**From:** James szerwo  
**Email:** [szerwo@gmail.com](mailto:szerwo@gmail.com)  
**Neighborhood/City:** Abernethy

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Please reject the Rose Quarter Freeway Expansion project. Highway expansions only cause more traffic via induced demand. Please don't waste our money on ineffective infrastructure. This money should go towards making a cohesive transit, cycling, and walking network. That would actually ease congestion on the freeway. More freeway lanes will only lead to more cars headed to it and will make all forms of transportation in Portland more difficult, time consuming, and dangerous.

I cannot believe that in 2025 with the data and science we have that widening a freeway is still considered a viable option.

Please don't let us down.

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**From:** [Megan](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 11:31:03 AM

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**From:** Megan  
**Email:** megz.newell@gmail.com  
**Neighborhood/City:** Woodlawn

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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**From:** [chris mccraw](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 11:17:22 AM

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**From:** chris mccraw  
**Email:** [gently@gmail.com](mailto:gently@gmail.com)  
**Neighborhood/City:** Piedmont/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello Metro councilors,

I appreciate the work that you do in the interests of keeping our region livable and healthy. This is why I encourage you to vote to reject the Rose Quarter MTIP amendment. Looking at our region's priorities for all of our residents and not just "the freight that moves through our city", it seems impossible to justify this incredible – nearly 2 billion- dollar expenditure on this single project that does nothing to improve life for the vast majority of our citizens. From increasing pollution via induced demand and increased traffic, to not even being on the commute or travel route of a majority of our citizens who do not travel on i-5, it really seems like we should be spending our precious transportation dollars more sensibly and equitably, on projects that are more urgent that exist across our region – from safety improvements to supporting infrastructure identified as crumbling and failing, to investing in walkable and transit-served solutions to mobility – please put your focus on where our dollars can do the most good for the most folks who live in our community.

Thank you for your consideration.

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**From:** [Max Freiberger](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 10:19:14 AM

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**From:** Max Freiberger  
**Email:** maxtf1999@gmail.com  
**Neighborhood/City:** Kerns

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway expansions have never and will never alleviate traffic long-term. They are a waste of time, money, and effort, especially in a city like Portland where the public infrastructure is already primed for expansion. Our tax dollars should be used to expand public transit, thereby inducing demand for a more smooth and well-run system which anyone can use. At present, building more freeways is public dollars being used for the benefit of private companies, ie. auto manufacturers. We should be using public funds for the public, and the only transit system that exists for the public is the . . . Public transit system.

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**From:** [susan Zeidel](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 9:49:18 AM

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**From:** susan Zeidel  
**Email:** [szeidel@gmail.com](mailto:szeidel@gmail.com)  
**Neighborhood/City:** portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

While the project may be worthy of consideration, our current precarious political and financial reality suggests benching the project for future consideration.

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**From:** [Karen Brown](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 9:42:49 AM

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**From:** Karen Brown  
**Email:** [kabrown6410@gmail.com](mailto:kabrown6410@gmail.com)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I feel strongly about the importance of rejecting the Rose Quarter Freeway Expansion MTIP amendments and instead directing our region to prioritize investments in road maintenance, pedestrian street safety and transit improvements. Thank you for your consideration. K Brown

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Hello,

My name is Kimberly Moreland. I am a member of the HAAB, the owner of Moreland Resource Consulting LLC, and the president of the Oregon Black President.

As a community leader dedicated to preserving and restoring the historic Black community in Oregon. I strongly urge you to implement the JPACT amendment to allocate \$250 million to the Rose Quarter Project.

As a community historian, I have documented that Highway construction in the ODOT Region 1 decimated Portland's Black commerce, community, and social networks. Recently, we have celebrated successful partnerships dedicated to acknowledging past harms and reconnecting Albina. However, these partnerships alone are not enough; please help build the capacity by voting to allocate the \$250 million that is a response to countless hours of community engagement.

The investment is long-due to address the historical injustice and longstanding harm to the Albina community. Please ignore the opposition and move forward with the investment, which will reconnect with the community and create restorative economic opportunities to help the entire community while focusing on DBEs and SBEs and doing business differently than in the past.

Thank you for your consideration. If you have any questions, please do not hesitate to email [Kimberly@morelandresource.com](mailto:Kimberly@morelandresource.com) or call 503-380-1241.

Sincerely,

Kim Moreland

**From:** [Andrew Campbell](#)  
**To:** [Legislative Coordinator](#)  
**Subject:** [External sender]Written Comment Metro Council  
**Date:** Wednesday, March 26, 2025 1:56:03 PM

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Good afternoon, Metro Council Chair and members

My name is Andrew Campbell and I am a Black Portland native, raised in the historic Albina community. I attended Boise-Eliot Elementary, Harriet Tubman Middle School, and Benson Polytechnic High School. I currently serve on the I-5 Rose Quarter Historic Albina Advisory Board, am the Board Chair of Word Is Bond, and work for local government.

I'm here today in strong support of amending three related I-5 Rose Quarter Projects to the 2024–2027 Metropolitan Transportation Improvement Program (MTIP) to add \$250 million dollars of approved funding to these projects. This investment, allocated by the Oregon Transportation Commission in December 2024 through House Bill 2017 Urban Mobility Strategy funds, will allow this critical project to move into construction.

This is more than an infrastructure project — it's an restorative justice opportunity, to reconnect a community that was systemically broken and displaced my family, friends and community. Now we can build safe, accessible, and vibrant spaces where Black families and future generations can move freely and thrive. Where my children can find a hub for his culture and wont worry about history repeating themselves.

It's also about creating intentional and lasting economic opportunity. By centering DBEs and SBEs and doing business differently, we can ensure that major public investments benefit the entire community — especially those who have historically been excluded. The young men I mentor and others across this region deserve to see that Portland do invests in Black community and futures with real workforce pipelines, business opportunities, and economic access that can transform lives.

We cannot undo the past, but together, we can make sure Albina remains not only part of Portland's history but a thriving part of its future for generations to come.

Thank you for your leadership and consideration.

**From:** [Lauren Sullivan](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 1:16:42 PM

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**From:** Lauren Sullivan  
**Email:** [laurensull7@gmail.com](mailto:laurensull7@gmail.com)  
**Neighborhood/City:** 3704 SE Lambert Ave

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Freeway corridors are associated with higher crime, higher rates of cancer, reduced walkability, high traffic fatalities, and increased vacant property. In a time when community safety and housing are needed, a highway expansion won't help. We need greener, safer spaces where existing roads are maintained and public transit is turned into a safe and efficient option for people to get around. When we prioritize safe, walkable areas, the local economy reflects that.

We can live without an expensive highway expansion that does very little to help traffic, but we can't live without clean air and safe spaces within the city. Please prioritize people's lives and a more joyful cityscape over what we've been taught to believe is 'efficient'. Thank you.

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**From:** [Sarah](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 1:13:47 PM

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**From:** Sarah  
**Email:** farahat12@gmail.com  
**Neighborhood/City:** Ne Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

We need more bike lanes buses lightrail, not freeway expansion. Oregon is a leader in the environmental movement and the time was yesterday to cut carbon emissions. Let's do everything we can to support healthy environmentally friendly and forward thinking commutes for Oregon and Washington.

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**From:** [Brittany Bennet](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 12:56:29 PM

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**From:** Brittany Bennet  
**Email:** [bennet.brittnoel@gmail.com](mailto:bennet.brittnoel@gmail.com)  
**Neighborhood/City:** Kerns/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I am a bike commuter who lives in Kerns and rides to Vancouver, WA and back daily. While I am on board for the bike and pedestrian infrastructure improvements to the Rose Quarter, there is no certain path forward to maintain funding for Phase 2. I have worked in finance roles on other public infrastructure projects, and I've seen firsthand how costs balloon over time. This political and economic climate is not the time to break ground on the Rose Quarter project. More pressing smaller-scope street safety issues demand our attention in Portland, such as protected bike lanes along Vancouver Ave south of the Columbia Slough Trail, or improving bike path continuity over Hayden Island to connect to the Interstate Bridge. Don't waste our tax dollars on more expanded freeways that just bring more car traffic to our streets. The return just isn't worth it.

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**From:** [Matthew Janes](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 12:21:31 PM

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**From:** Matthew Janes  
**Email:** [mjanes@gmail.com](mailto:mjanes@gmail.com)  
**Neighborhood/City:** North Tabor

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Expanding freeways inside of central city areas is the opposite of what we should be doing. It will take valuable land and push more car traffic into the area. If anything we should be reducing or removing freeways from these parts of the city. If not that, put the money into bus service and bike lanes.

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**From:** [Jennifer Robb](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 12:09:44 PM

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**From:** Jennifer Robb  
**Email:** [jlrdpx123@gmail.com](mailto:jlrdpx123@gmail.com)  
**Neighborhood/City:**

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

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**From:** [Jacob Apenes](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 1:55:20 PM

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**From:** Jacob Apenes  
**Email:** [japenes@gmail.com](mailto:japenes@gmail.com)  
**Neighborhood/City:** Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Our planet is facing an existential crisis. The climate crisis threatens to destroy everything we know through megafires, massive flooding, and extreme droughts. Caused by burning fossil fuels, the climate crisis should not be made worse from another freeway expansion that promotes more fossil-fuel-burning travel.

I want to see our region be a leader in investing in safe, equitable, and accessible transportation options like public transit and biking. Let's not burn our planet further by wasting hundreds of millions of dollars on a few miles of asphalt.

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**From:** [Emily Maute](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 1:48:08 PM

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**From:** Emily Maute  
**Email:** [kalarts078@gmail.com](mailto:kalarts078@gmail.com)  
**Neighborhood/City:** NW/Nob Hill

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways

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**From:** [ebony](#)  
**To:** [Legislative Coordinator](#)  
**Subject:** [External sender]Support for Rose Quarter  
**Date:** Wednesday, March 26, 2025 2:46:17 PM

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Good afternoon, President Peterson and Metro Council Members,

My name is Dr. Ebony Amato. I am a Portland native, owner of XOPDX, owner of 228 Group Consulting, a current member of the I-5 Rose Quarter Historic Albina Advisory Board (HAAB), and a former member of the I-5 Rose Quarter Executive Steering Committee. As a minority woman entrepreneur with over 20 years of experience in banking, management, and public affairs — both at Bonneville Power Administration and in the private sector — I understand the critical role intentional investments play in creating opportunity and stability for historically underserved communities.

I am writing today in strong support of amending three related I-5 Rose Quarter Projects to the 2024–2027 Metropolitan Transportation Improvement Program (MTIP) to add \$250 million dollars of approved funding. This funding, allocated by the Oregon Transportation Commission in December 2024 through House Bill 2017 Urban Mobility Strategy funds, is essential to move this project into construction.

This project is about more than roads and bridges — it's about repairing the fabric of a community fractured by past decisions. We have an opportunity to rebuild Albina with safety, accessibility, and mobility at its core so that families, businesses, and future generations can move through and thrive in this space.

Just as importantly, this is about putting our community to work. By centering DBEs, SBEs, and workforce development, this project can create real economic opportunity that not only benefits Albina, but the entire state. The impact of this investment will ripple far beyond Portland, demonstrating Oregon's commitment to doing business differently and equitably.

We cannot rewrite the past, but we have a responsibility — right now — to invest in a future where Albina is vibrant, inclusive, and full of opportunity for generations to come.

Thank you for your leadership and consideration.

Dr. Ebony Amato

**From:** [Ethan Holman](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 2:41:07 PM

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**From:** Ethan Holman  
**Email:** [aux96ethanh@gmail.com](mailto:aux96ethanh@gmail.com)  
**Neighborhood/City:** Downtown Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I believe that the Metro Council should reject the MTIP amendment. Since funding is already in jeopardy, it seems extremely foolish to spend valuable funds on freeway expansions. There are far more pressing concerns on which to spend funds, like existing city-wide road & transit maintenance, and development. Building freeways through the middle of cities is a very 1960s-era concept. The Rose Quarter Freeway Expansion is a small, but incredibly expensive piece of transit in the PDX metro. The funds could instead be put towards solving our problems and addressing growing demand with much better bang for our buck through metro-wide transit investments and refinement of existing smaller-scale local roadways.

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**From:** [Joan Petit](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
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**From:** Joan Petit  
**Email:** [petitdoettger@gmail.com](mailto:petitdoettger@gmail.com)  
**Neighborhood/City:** Eliot

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Now more than ever, it's time to reconsider our disastrous approach to building freeways in Oregon. We can't afford, in dollars or climate impact, more infrastructure that prioritizes and facilitates single-occupancy vehicles. What limited money we do have should be directed towards basic road maintenance, safety improvements, and better transit.

I urge you to reject the Rose Quarter Freeway Expansion MTIP amendments.

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**From:** [Jake Dennie](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 2:34:07 PM

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**From:** Jake Dennie  
**Email:** [jakebd42@gmail.com](mailto:jakebd42@gmail.com)  
**Neighborhood/City:** Alphabet District, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I encourage the Metro Council to reject the MTIP amendment for the Rose Quarter Freeway Expansion. This valuable land in the heart of our city shouldn't be used for masses of concrete for high speed, low volume traffic. I-5 doesn't need entries and exits on every major street in the heart of Portland, introducing smog and noise and danger and taking up incredibly valuable real estate. If some of the exits are aging and crumbling, they should be closed, adding at most a minute or two of travel time to highway users, and that money reinvested in the actual mixed-use city streets running through Portland's neighborhoods to make them safer. The Metro's budget is stretched too thin to risk locking so much of it up in an uncertain and ultimately unhelpful project of freeway expansion.

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**From:** [Fink Densford](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 2:20:52 PM

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**From:** Fink Densford  
**Email:** [Finkd@bu.edu](mailto:Finkd@bu.edu)  
**Neighborhood/City:** Portland, OR (Alphabet/Nobhill)

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways.

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**From:** [Jessica Vaughan](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
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**From:** Jessica Vaughan  
**Email:** [jessicajvaughan@gmail.com](mailto:jessicajvaughan@gmail.com)  
**Neighborhood/City:** Boise/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

As a resident of Portland's Boise neighborhood, I urge the Metro Council to reject the Rose Quarter Freeway Expansion MTIP amendments. Widening I-5 will not fix congestion—it will increase air pollution, worsen climate impacts, and push us further from our regional goals around sustainability and equity. Instead of spending nearly a billion dollars on freeway expansion, we should invest in the future we actually want: safe, connected streets for walking and biking, reliable and accessible public transit, and resilient infrastructure that serves people, not cars. Prioritizing these investments is essential for addressing the climate crisis and building a more livable Portland for everyone.

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**From:** [Alan Rudwick](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 2:11:07 PM

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**From:** Alan Rudwick  
**Email:** [arudwick@gmail.com](mailto:arudwick@gmail.com)  
**Neighborhood/City:** Eliot Neighborhood, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The Eliot Neighborhood Association has reviewed the latest version of the Rose Quarter Expansion Project, and it is even worse than we could have imagined. The project will worsen pollution in our neighborhood and create an unfunded liability for the state during a moment of profound budgetary uncertainty. Therefore, we urge you to reject the proposed amendment to the Metropolitan Transportation Improvement Program (MTIP).

The phasing of this plan of this project is especially terrible. Deferring most of the community benefits from the project to future, unfunded phases. A majority of the freeway caps and associated redevelopment planned in conjunction with Albina Vision Trust is not in Phase 1. This omission is especially ridiculous given the good-faith planning efforts that Albina Vision Trust has made and the uncertainty regarding future funding for the remainder of the project.

Sustained congestion and traffic speed improvements have not been documented in any similar freeway expansion projects because of the well-known phenomenon of induced demand, where new traffic is diverted to an expanded path. Additionally, it attracts traffic from other times of day under the same assumption, which returns congestion to previous levels within months, sometimes making traffic even slower than it was before. We ask: Do you want to be responsible for contributing to a historically poor investment of public funds?

Every time that we do not kill this project leads to more of Oregonians' and Portlanders' money being spent studying this debacle. Therefore, we urge you to vote against the MTIP amendment. If you must advance this amendment, please add language preventing ODOT from taking money from any other funding sources after the Federal and/or State funding does not come through.

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**From:** [Anders Hart](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 2:10:08 PM

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**From:** Anders Hart  
**Email:** anderspeterhart@gmail.com  
**Neighborhood/City:** Eliot Neighborhood, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

I oppose the proposed amendment to add Phase 1 of the I-5 Rose Quarter Improvement Project to the MTIP for the reasons outlined in the letter submitted by No More Freeways. This project is fiscally irresponsible, especially given the uncertainty surrounding federal funding. It will increase local pollution, exacerbate climate change, and divert resources from essential maintenance, safety, transit, and active transportation investments. I also urge Metro to direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

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**From:** [Kate Walker](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 2:01:31 PM

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**From:** Kate Walker  
**Email:** [kate@rylath.net](mailto:kate@rylath.net)  
**Neighborhood/City:** Buckman/Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hi my name is Kate, I moved here to Portland last year to get rid of my car and live car free. I'm motivated by my love is nature, community, and family to do everything possible to fight climate change. I want to leave the best possible planet for my daughter and her generation. For the love of the planet we need to prioritize more energy efficient modes of transportation. Highway expansions are boondoggles that ruin our city and the planet, please do everything possible to stop this one.

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**From:** [Andrea Haverkamp, PhD](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 3:09:20 PM

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**From:** Andrea Haverkamp, PhD  
**Email:** [andrea.haverkamp@outlook.com](mailto:andrea.haverkamp@outlook.com)  
**Neighborhood/City:** Kerns, Portland

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

Hello,

I drive on I-5 for work regularly through this project area. I own a car. I am against the Rose Quarter MTIP Amendment, and urge Metro to do the politically tough but financially smart, climate forward, and overwhelmingly urgent task to oppose the MTIP Amendment. You are our leaders. I ask that you lead.

Lead with financial common sense. This project has ballooned astronomically in terms of price. Imagine what this level of investment would do to make safe streets for all road users in Metro. PBOT announced they will use \$200,000 to improve vision clearance at intersections to make 200 intersections slightly safer. That is a drop in the bucket of what is needed.

We have not had a new Portland Streetcar line since 2016.

We have not had a new MAX line since the Orange line.

We have no network of protected bike lanes and bikeways to move across the city or Metro area.

We have decreased transit and bike ridership compared to 2019, and it still has not recovered.

RQ Freeway Expansion MTIP amendments represent the worst regression in the past decade and will haunt us for generations.

RQ MTIP doubles down on false solutions that increase private car usage through induced demand, will increase carcinogens and greenhouse gases, and stifle progress.

Most of all, RQ MTIP is an opportunity cost. I am writing this in the hottest day of 2025, Wednesday March 26th. This is likely hottest it has ever been EVER recorded in observable human history at this time of year. Later today, we are expected to have thunderstorms, hail, and supercell conditions that are unprecedented in this region.

Let that sink in. Climate change is not an obscure concept. It is here, right now, today, making my dog pant, causing me to sweat at my desk, scorching plants and damaging crops across Metro, and is only a glimpse of what we have already locked ourselves into with current emissions in our atmosphere.

For our budget, for our climate, for our future, reject this amendment.

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**From:** [Alan Niven](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 4:15:19 PM

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**From:** Alan Niven  
**Email:** [arenapress.com@gmail.com](mailto:arenapress.com@gmail.com)  
**Neighborhood/City:** 8616 SE Washington St

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

More and bigger freeways are not the answer. Build a light rail bridge or tunnel and they will come.

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**From:** [Alison](#)  
**To:** [Legislative Coordinator](#); [Ashton Simpson](#); [Christine Lewis](#); [Gerritt Rosenthal](#); [Juan Carlos Gonzalez](#); [Mary Nolan](#); [Lynn Peterson](#); [Duncan Hwang](#)  
**Cc:** [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)  
**Subject:** [External sender]Vote NO on the \$1.9 Billion Rose Quarter Freeway Expansion MTIP Amendment  
**Date:** Wednesday, March 26, 2025 4:29:52 PM

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**From:** Alison  
**Email:** [alisonkastner@yahoo.com](mailto:alisonkastner@yahoo.com)  
**Neighborhood/City:** Concordia

**Why do you want JPACT and the Metro Council to vote to reject the Rose Quarter Freeway Expansion MTIP amendments and instead direct our region to prioritize investments in road maintenance, street safety and transit improvements?**

The freeway expansion was a bad idea even when the economy was thriving. It neglected so much research that showed that this would not be a resolution to our transportation problems. Now, with looming fiscal and environmental crises, not to mention the livability of our cities and the safety of people in our neighborhoods, it's an even worse and ill-timed idea. Please vote no on this unimaginative solution to transportation.

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