

Council meeting agenda

Tuesday, April 1, 2025

10:30 AM

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

This Council meeting will adjourn into a work session.

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. 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.

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. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Resolutions

- 3.1 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](#)

4. **Chief Operating Officer Communication**
5. **Councilor Communication**
6. **Adjourn to a work session**

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិយ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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**3.1 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

Metro Council Meeting
Thursday, March 27, 2025

BEFORE THE METRO COUNCIL

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

Lynn Peterson, Council President

Approved as to Form:

Nathan Sykes, Deputy 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 # 19071 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.	<u>ADD FUNDS:</u> 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 # 23672 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	<u>ADD FUNDS:</u> 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 # 23682 MTIP ID 71443	ODOT	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A	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	<u>ADD FUNDS/SCOPE:</u> 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**

ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		STIP Amendment ID:	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						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

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
Federal Funds									
NHPP Exempt	M002 MOE2	2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACP0	2016		\$ 82,998,000					\$ -
AC-HB2017	ACP0	2016		\$ 119,886,000					\$ 119,886,000
ADVCON (RQ)	ACP0	2016		\$ 9,222,000					\$ 9,222,000
AC-NAE23	ACP0	2016		\$ 30,000,000					\$ -
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
AC-HB2017	ACP0	2020			\$ 10,072,002				\$ -
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
AC-NAE23	ACP0	2025				\$ 7,500,000			\$ -
NAE23	NE01	2025				\$ 7,500,000			\$ 7,500,000
ADVCON (RQ)	ACP0	2025				\$ 922,200			\$ 922,200
AC-NAE23	ACP0	2025						\$ 250,000	\$ -
AC-NAE23	ACP0	2026						\$ 250,000	\$ 250,000
ADVCON (RQ)	ACP0	2026						\$ 461,100	\$ 461,100
Federal Totals:			\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600
Federal fund code notes:									
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
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ -
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
NHPP (State)	Y001	2016		\$ 40,000,000					\$ -
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACHB2017)	Match	2020			\$ 927,998				\$ -
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:			\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997
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?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	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.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

<p>RTP Project Description:</p>	<p>ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
<p>Additional RTP Consistency Check Areas</p>	
<p>1. Is the project designated as a Transportation Control Measure? No.</p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.</p>	
<p>3. Is the project included as part of the approved: UPWP? No. Not applicable.</p>	
<p>3a. If yes, is an amendment required to the UPWP? No.</p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.</p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable</p>	
<p>4. Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</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
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

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		4,000,000.00
RW	ACP0	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00	
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	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		0.00
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		0.00
Grand Totals					247,641,997.18		226,701,399.80		16,940,597.38		4,000,000.00

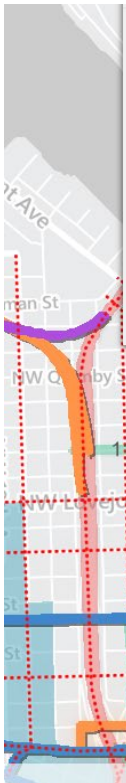
Modeling Network , NHS, and Performance Measure Designations

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**.

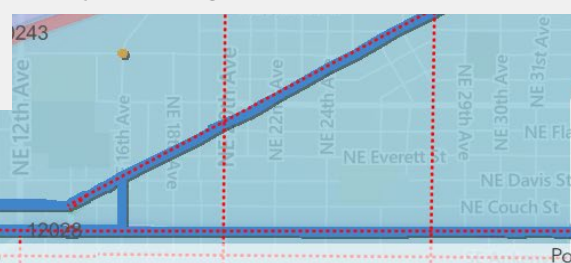
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

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

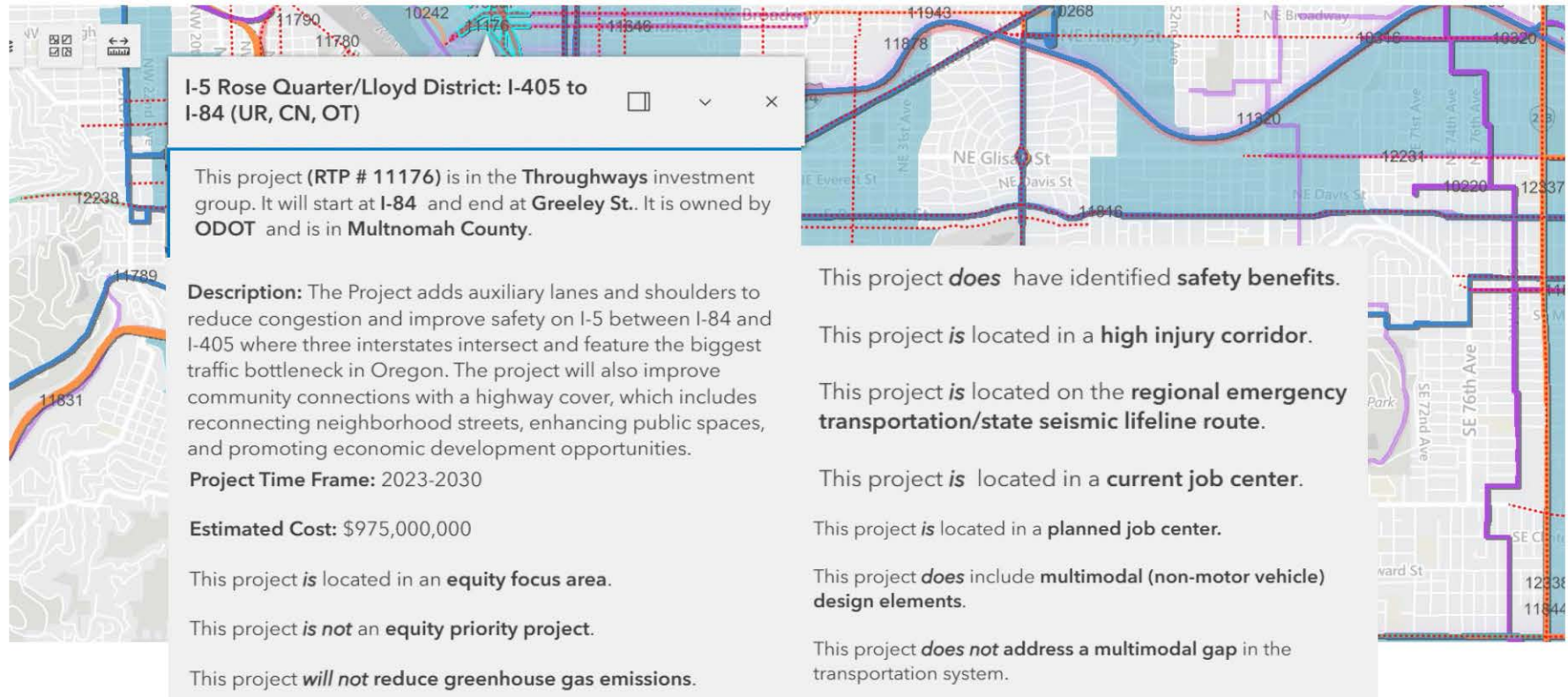
This project **is** located in a **planned job center**.

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



REGION



COUNTY



ACT



INTERSTATE



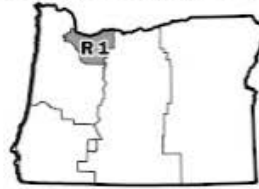
STATE ROAD



LOCAL ROAD



RAILROAD



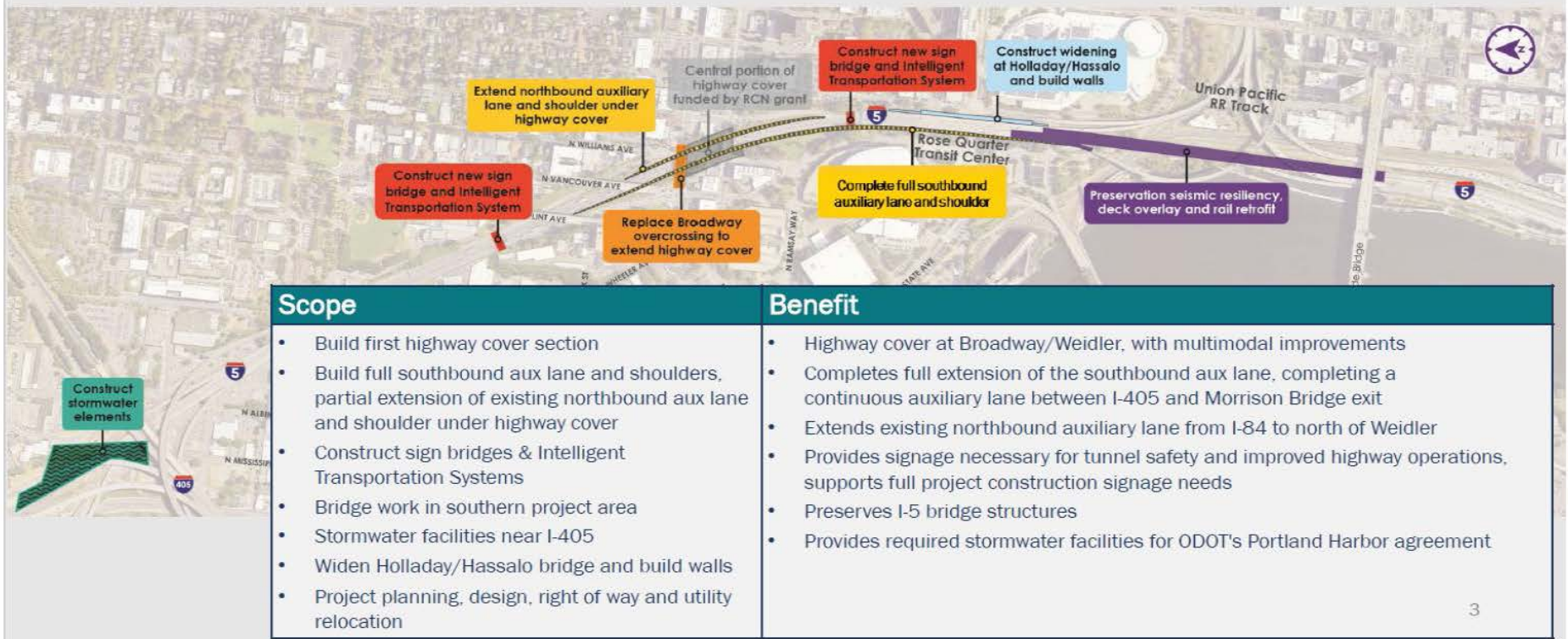
DATE: 12/11/2024
PROJECT NO: 23-02
GDOT 1 GIS UNIT

This project was prepared using data provided by the Oregon Department of Transportation (ODOT) and the Multnomah County Department of Transportation (MCDOT). The data was verified as of the date of the project. The project was prepared using the data provided by the Oregon Department of Transportation (ODOT) and the Multnomah County Department of Transportation (MCDOT). The data was verified as of the date of the project.



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

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

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

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
Federal Funds									
AC-NAE23	ACP0	2025					\$ 382,250,000		\$ 382,250,000
ADVCON	ACP0	2025					\$ 163,690,500		\$ 163,690,500
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
Federal fund code notes:									
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.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ADVCON-RQ)	Match	2025					\$ 13,809,500		\$ 13,809,500
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 559,750,000	\$ -	\$ 559,750,000
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? **Federal NAE/RCP grant funds plus OTC approved funds.**
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	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?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	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.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

<p>RTP Project Description:</p>	<p>ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
<p>Additional RTP Consistency Check Areas</p>	
<p>1. Is the project designated as a Transportation Control Measure? No.</p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.</p>	
<p>3. Is the project included as part of the approved: UPWP? No. Not applicable.</p>	
<p>3a. If yes, is an amendment required to the UPWP? No.</p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.</p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable</p>	
<p>4. Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</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-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.
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
	CN Totals		100.00%	559,750,000.00		545,940,500.00		13,809,500.00		0.00
	Grand Totals			559,750,000.00		545,940,500.00		13,809,500.00		0.00

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
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

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
TOTAL		\$382,250,000	\$559,750,000

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.

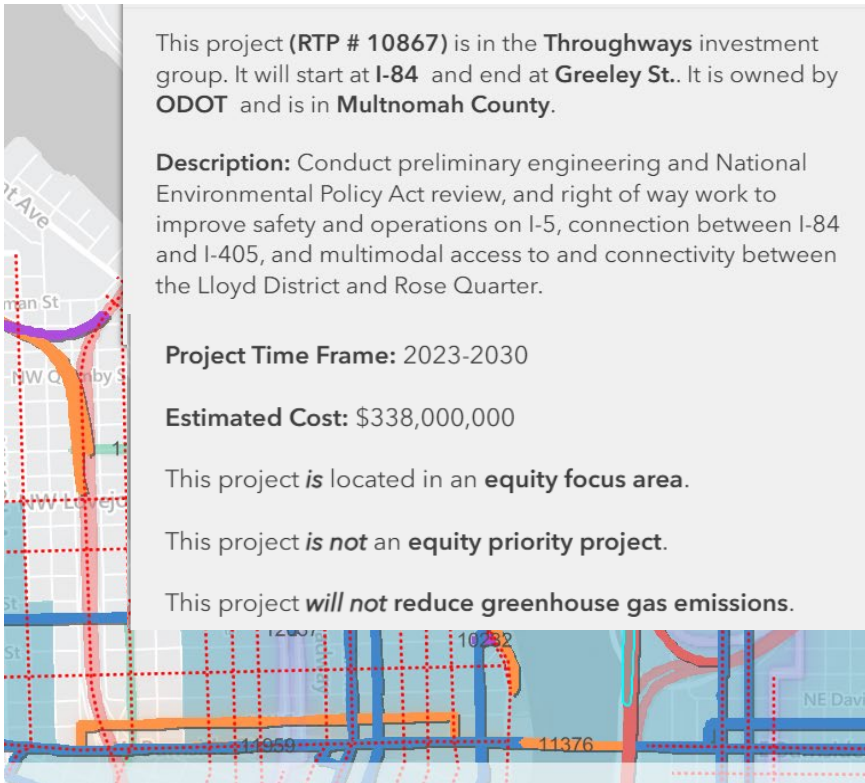
Modeling Network , NHS, and Performance Measure Designations

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**.

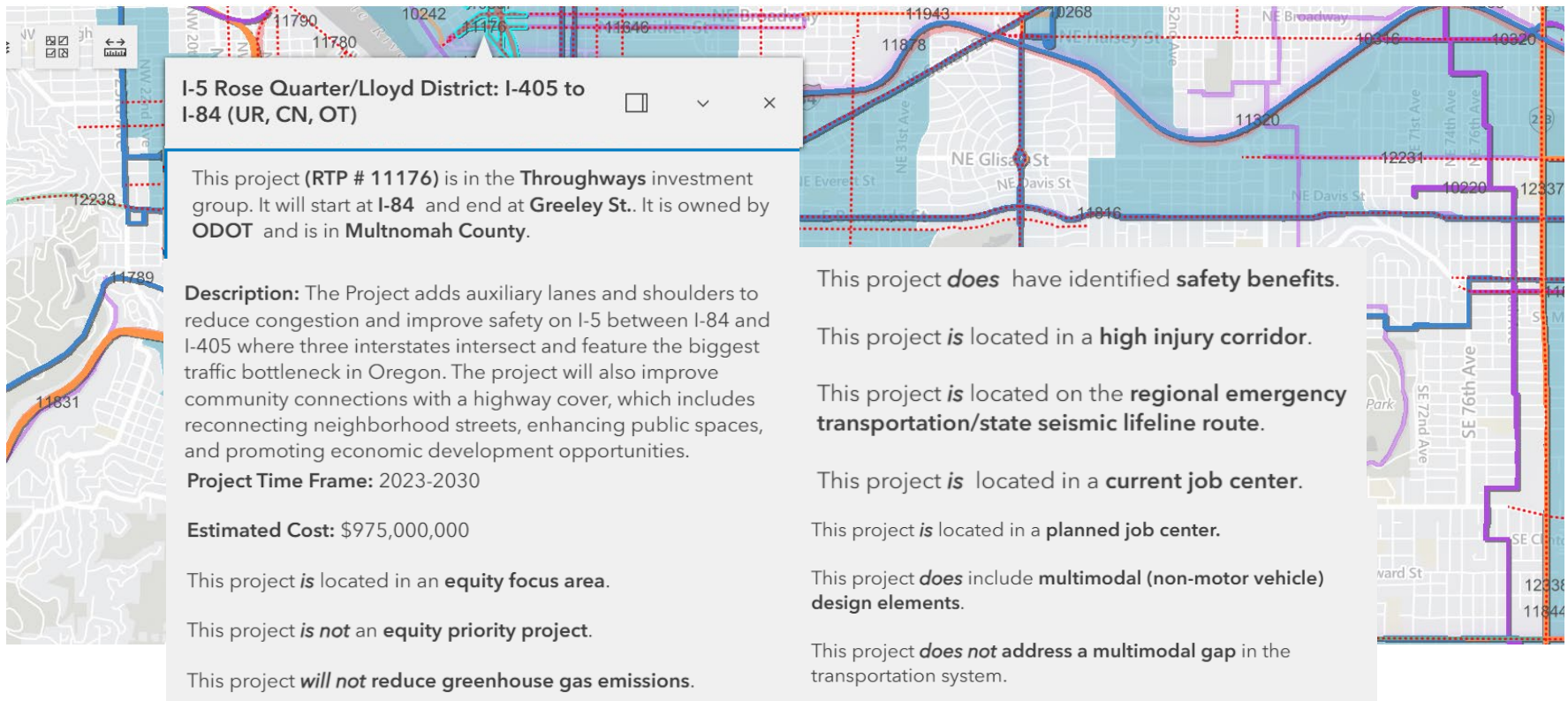
This project **is** located in a **current job center**.

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



Project Location Maps and Exhibits

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



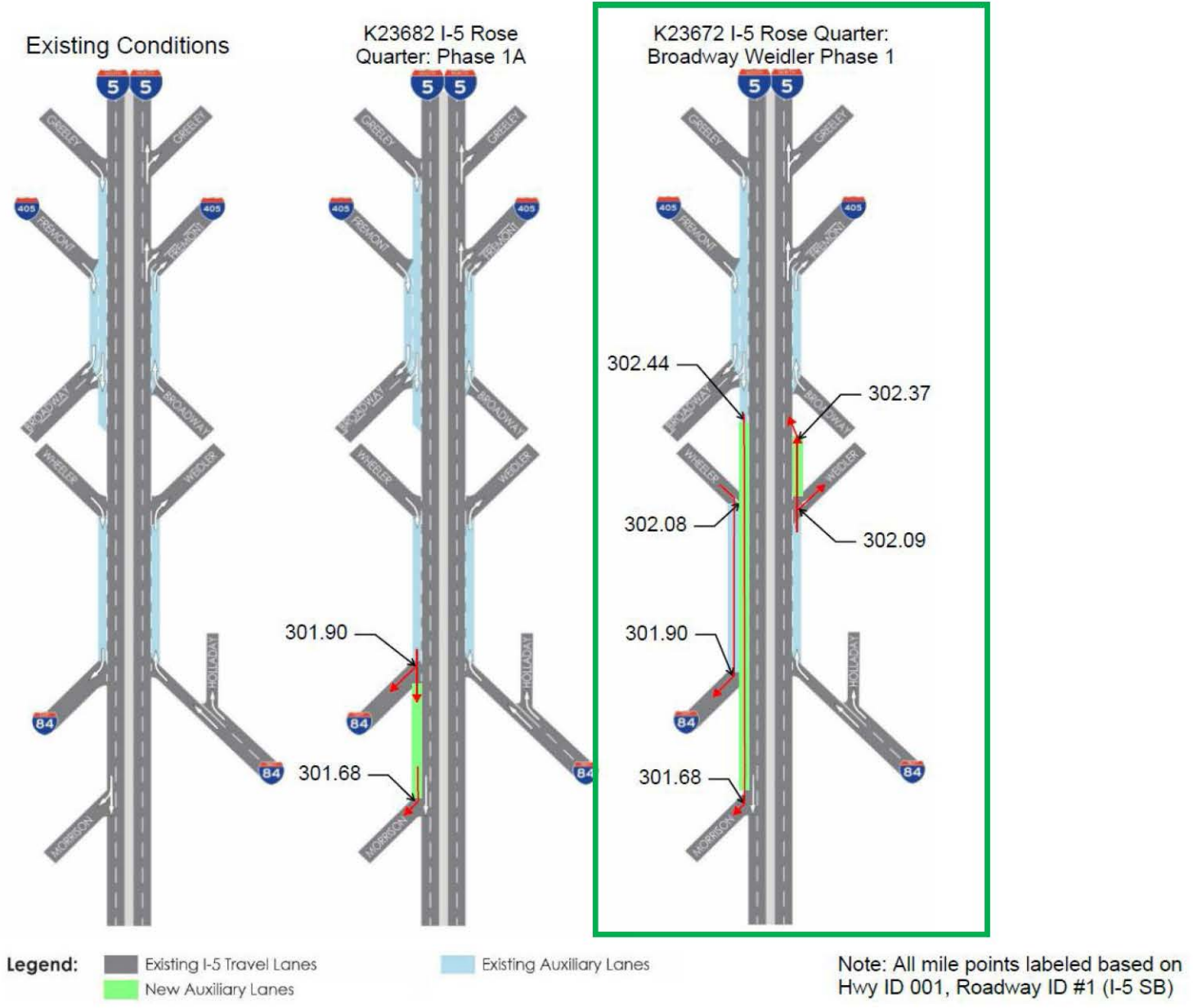
Summary of planned improvements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1

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.

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

ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	71443	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		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:	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

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
Federal Funds									
AC-HB2017	ACP0	2025					\$ 4,611,000		\$ 4,611,000
ADVCON	ACP0	2025					\$ 55,332,000		\$ 55,332,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	\$ 59,943,000
Federal fund code notes:									
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.									
State Funds									
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
State (RCADVCON)	Match	2025					\$ 4,668,000		\$ 4,668,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 65,000,000	\$ -	\$ 65,000,000
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? HB2017 authorized funding plus OTC approved funds.
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	301.40 301.20	303.20 303.40	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?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	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.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

<p>RTP Project Description:</p>	<p>ID 10867: Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
<p>Additional RTP Consistency Check Areas</p>	
<p>1. Is the project designated as a Transportation Control Measure? No.</p>	
<p>2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.</p>	
<p>3. Is the project included as part of the approved: UPWP? No. Not applicable.</p>	
<p>3a. If yes, is an amendment required to the UPWP? No.</p>	
<p>3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.</p>	
<p>3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable</p>	
<p>4. Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>	
<p>5. Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.</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

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-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.
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 DP)

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
	CN Totals		100.00%	65,000,000.00		59,943,000.00		5,057,000.00		0.00
	Grand Totals			65,000,000.00		59,943,000.00		5,057,000.00		0.00

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
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

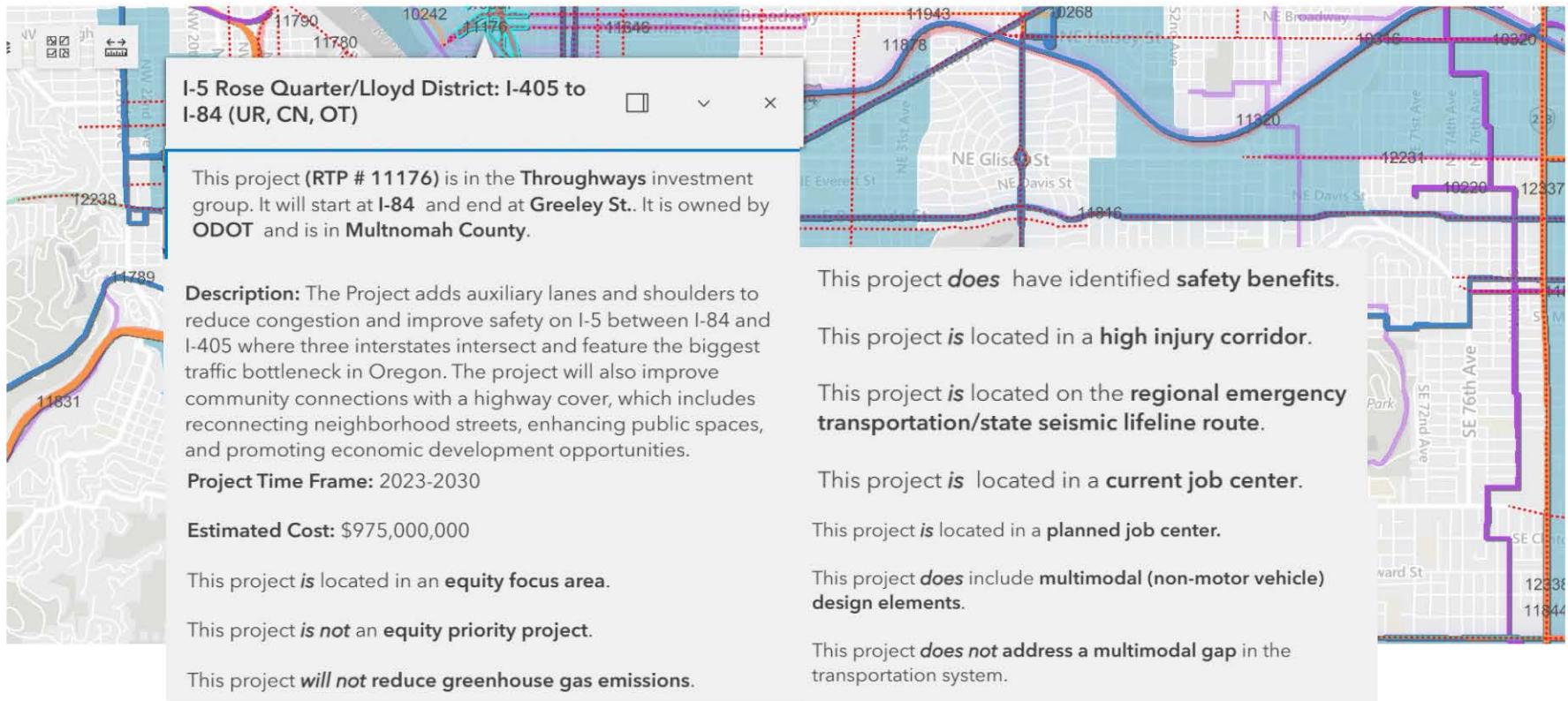
Key 23682 Rose Quarter Phase 1A

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
TOTAL		\$5,000,000	\$65,000,000

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. |



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

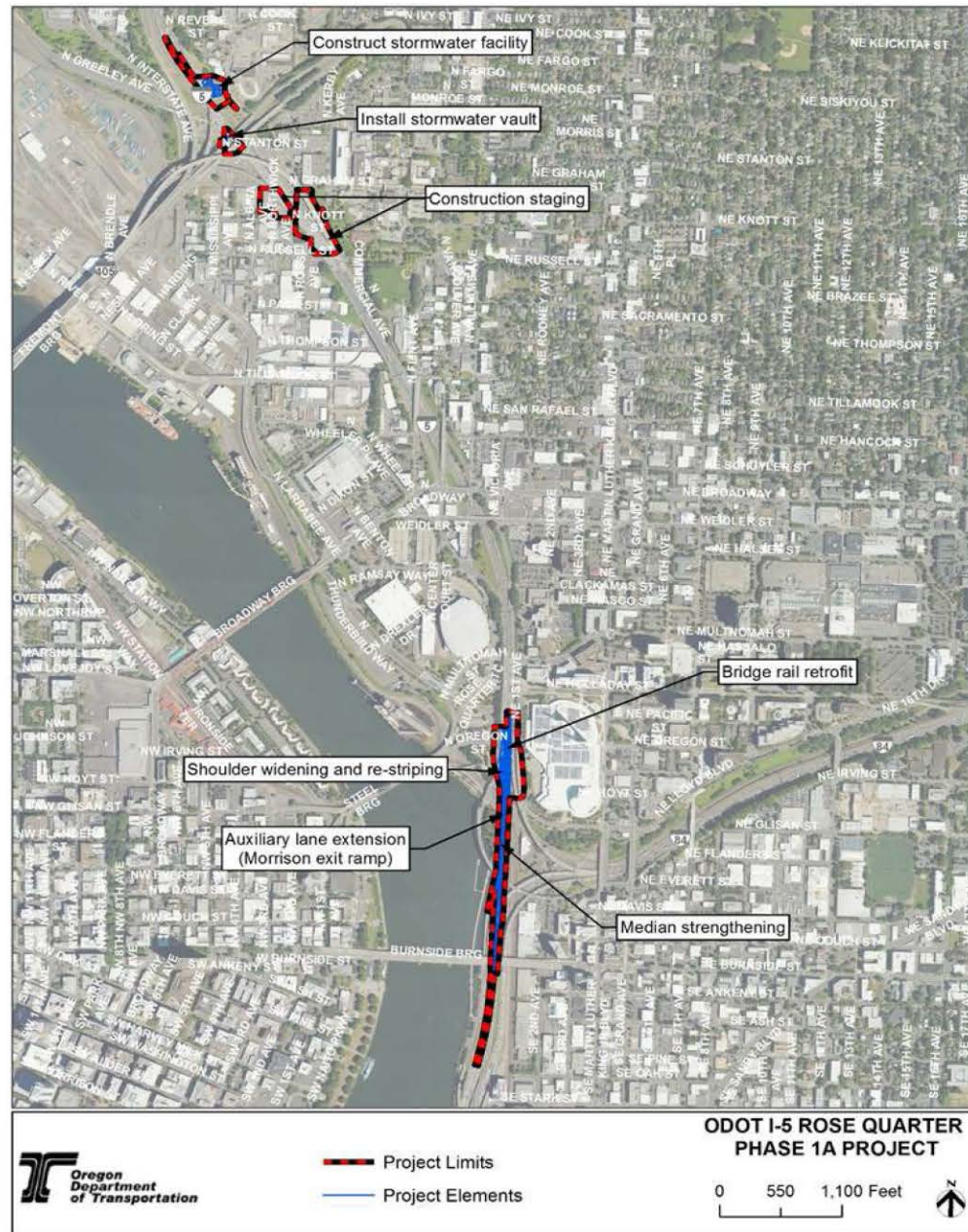


Summary of planned improvements - K23682 I-5 Rose Quarter: Phase 1A

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)

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.

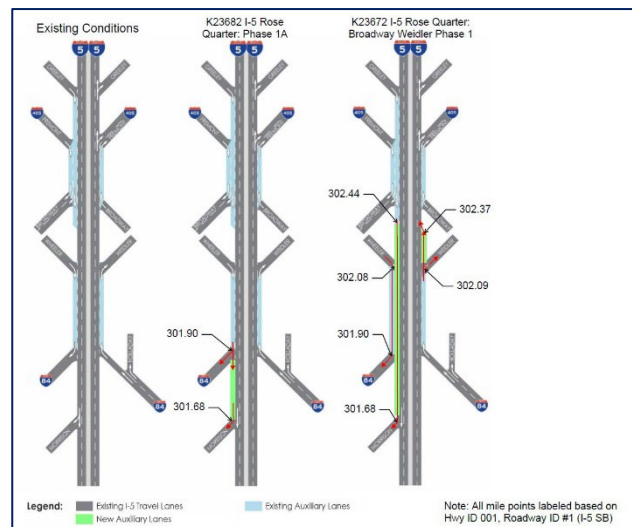
Consistency of the Proposed MTIP Amendment with RTP Project Scope Description:

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: Add Funds
Project Name:	I-5 Rose Quarter Improvement Project	
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.

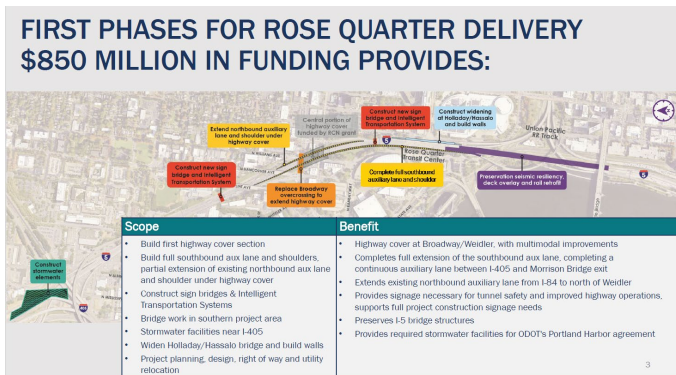
Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
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

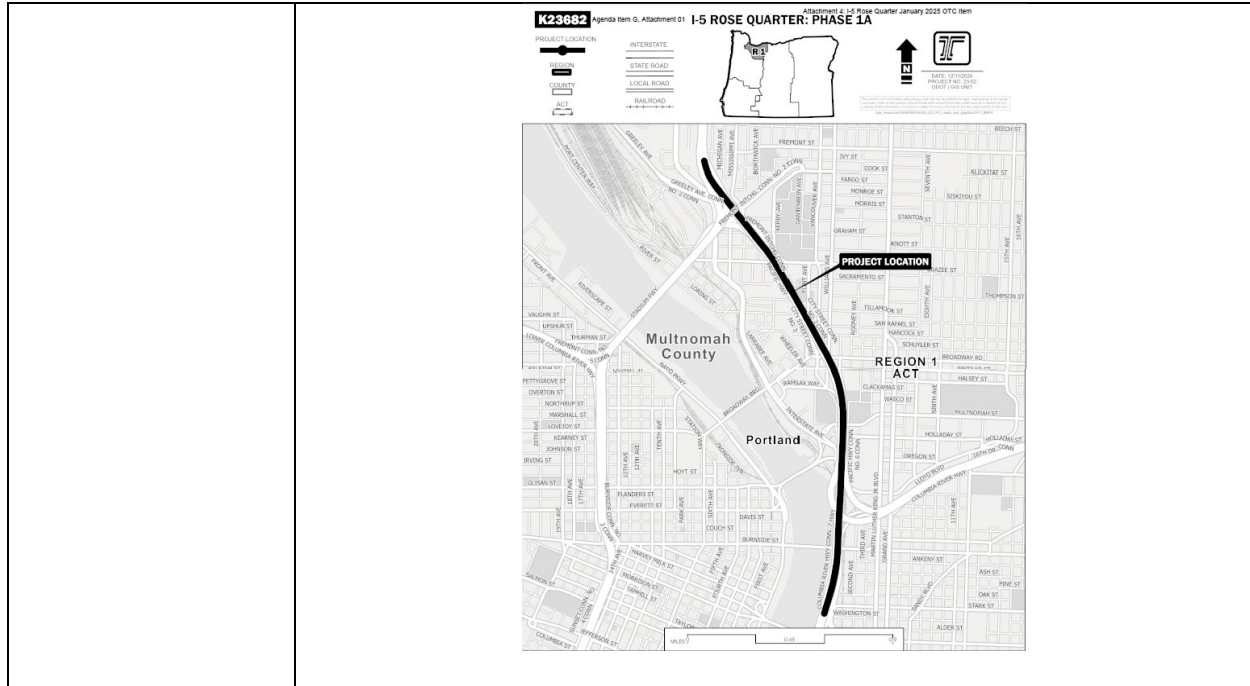
Amendment
Action:

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

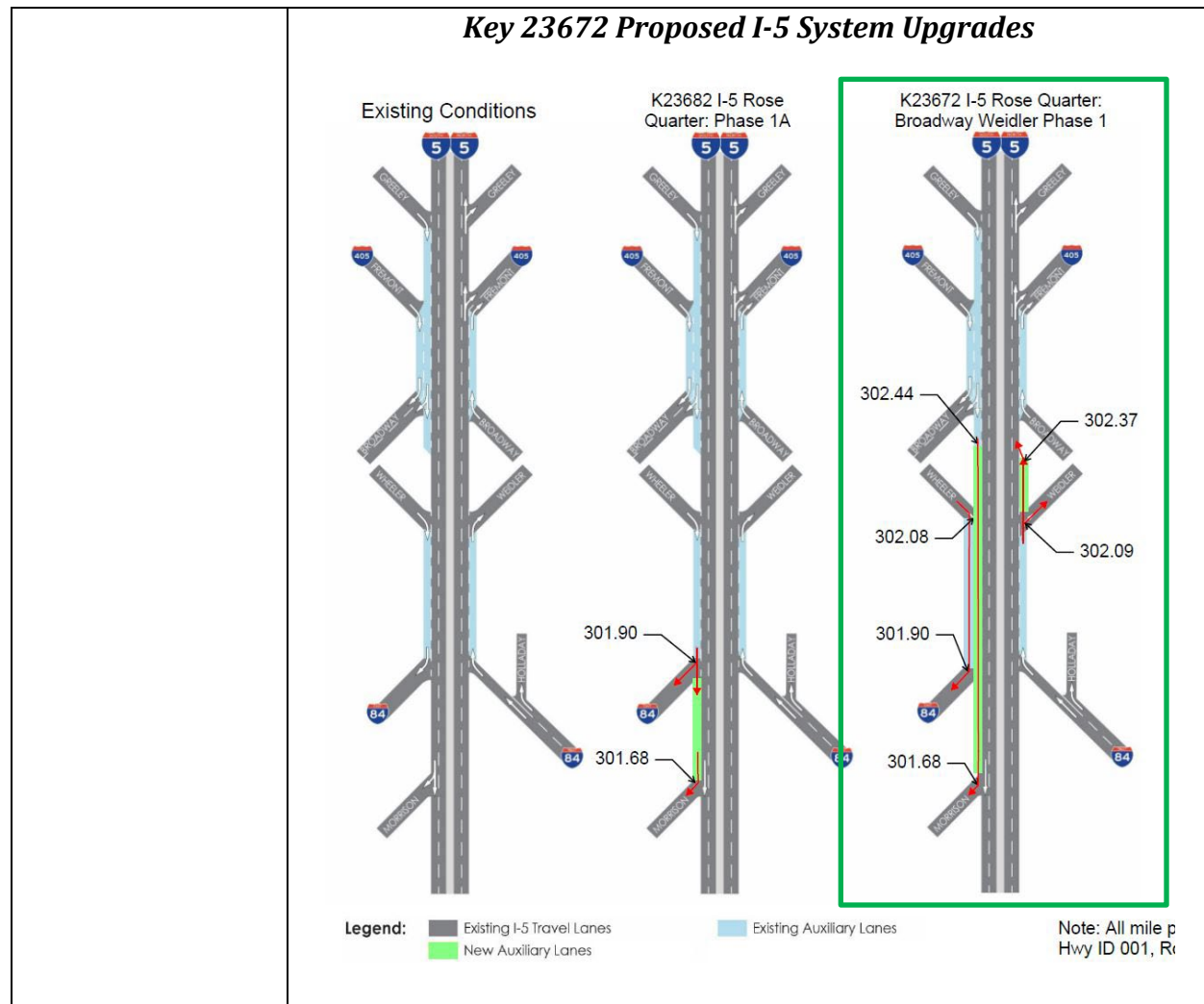
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- 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





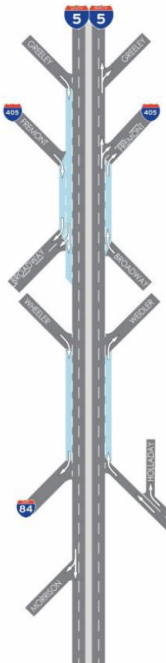
Project Number: 3	Key Number: 23682	Status: Add Funds/Scope
Project Name:	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A	
Lead Agency:	ODOT	
Description:	<p>Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.</p> <p>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</p>	
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	
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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><i>Summary of planned project elements - K23682</i></p> <p><i>I-5 Rose Quarter: Phase 1A</i></p> <p><i>Phase 1A</i> 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">• 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																																			

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



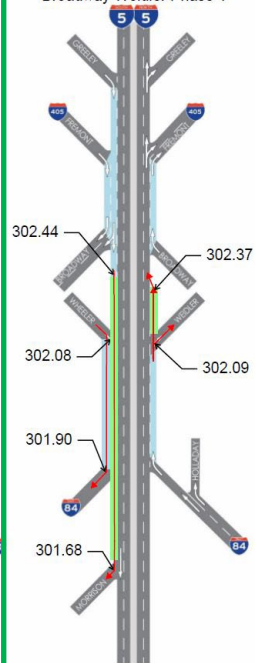
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



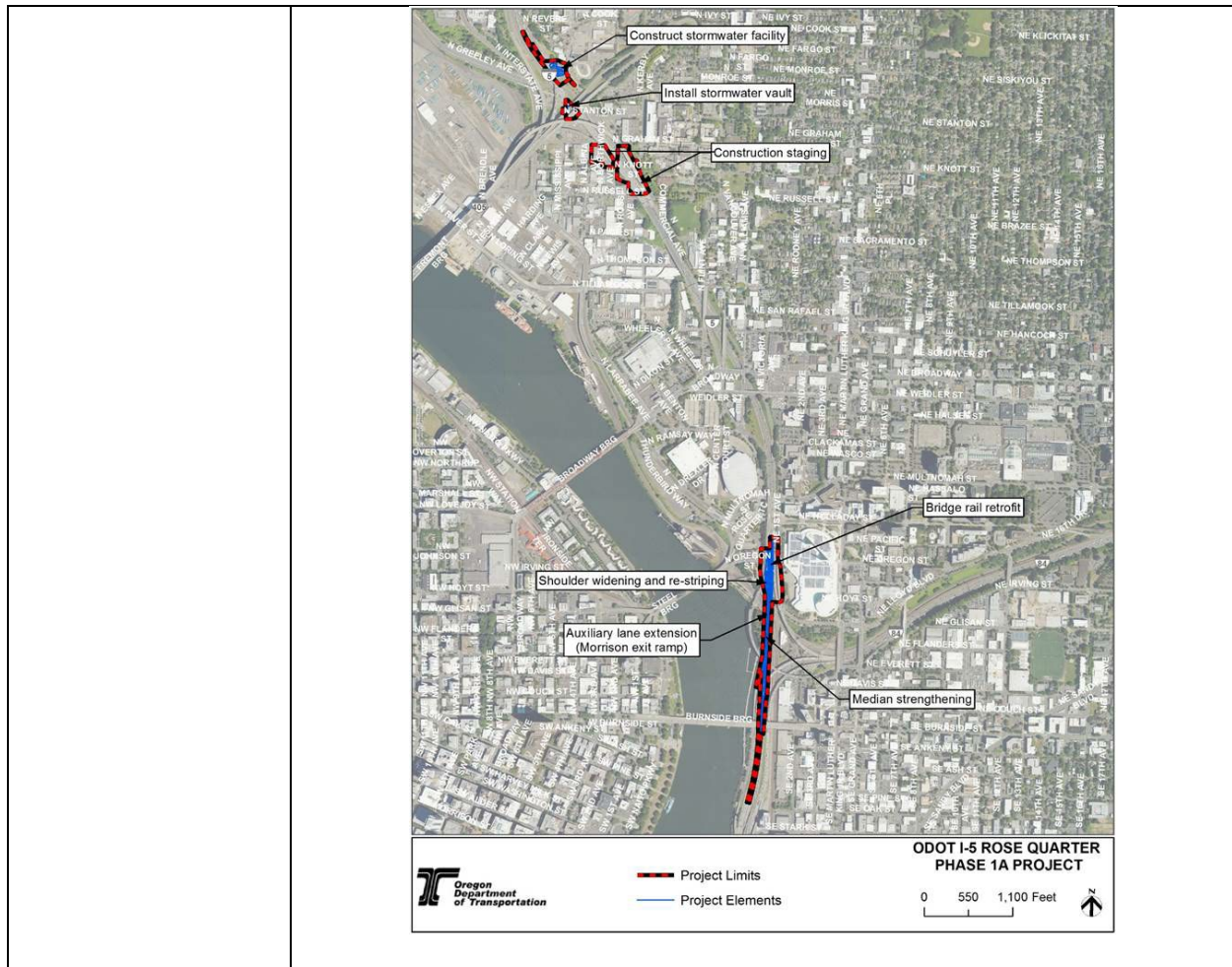
K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Legend: Existing I-5 Travel Lanes Existing Auxiliary Lanes
New 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
Metro Council approval request.....	March 27, 2025

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>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 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 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>Footnote: 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.

Name: Broadway Main Street and Supporting Connections						Key: 23646	
Description Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.							Region: 1
MPO: Portland Metro MPO				Work Type: BIKPED			
Applicant: CITY OF PORTLAND				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	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							
Footnote: \$38,394,000 in federal funds from Reconnection Communities and Neighborhoods Grant Program.							
Most Recent Approved Amendment							
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.

Name: I-5 Rose Quarter: Broadway to Weidler Phase 1						Key: 23672	
Description Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.							Region: 1
MPO: Portland Metro MPO				Work Type: MODERN			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
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	Other	Project Total
Year					2025		
Total					\$382,250,000.00		\$382,250,000.00
Fund 1					ACP0 \$382,250,000.0		
Match							
Footnote:							
Most Recent Approved Amendment							
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: I-405 and I-5 Stormwater Facilities					Key: 23682		
Description: Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.							Region: 1
MPO: Portland Metro MPO				Work Type: BRIDGE			
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION			
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	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		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-1279				Approval Date: 9/13/2024			
Requested Action: Add new project, moving funds from project key 21219.							

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 28th-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.

Value / action	Status	Staff comments
<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 ¹ 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

¹ 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>.

Value / action	Status	Staff comments
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. ² 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 ³ 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. ⁴
Establish a committee to oversee implementation of the DBE contracting process.	Complete	ODOT established the Community Oversight Advisory Committee ⁵ 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>Ongoing / 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. ⁶ 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

² https://www.i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf

³ https://www.i5rosequarter.org/media/izoepgnp/ch_2_reconciled_diversity_subcontracting_plan.pdf

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

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

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

Value / action	Status	Staff comments
needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.		(SEA), ⁷ 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. ⁸
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

⁷ https://www.i5rosequarter.org/media/kxjgs5tl/i5rq_rsea_appendixa_traffic_508.pdf

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

Value / action	Status	Staff comments
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	o	o	+/o
Climate	o	o	+/o
Safety	o	o	N/A
Mobility	o	o	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	o	o	+/o
Climate	o	o	+/o
Safety	o	o	N/A
Mobility	o	o	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 & 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 Metro's Economic Value Atlas , 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 Metro's Economic Value Atlas , 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

Oregon Transportation Commission
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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.

Oregon Transportation Commission

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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.
Total Resources	\$1,267	

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

Project	June 2024 Update	December 2024 Update Base	December 2024 + RQ Construction
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
Total Funds Needed	\$1,471	\$1,512	\$1,762
Total Resources	\$1,267	\$1,267	\$1,267
Funding Gap	\$(204)	\$(245)	\$(495)
Annual Debt Service	\$15	\$18	\$35

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

I-5 Rose Quarter Improvement Project (K19071)			
PHASE	YEAR	COST	
		Current	Proposed
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
TOTAL		\$236,141,997	\$248,641,997

I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672)			
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
TOTAL		\$382,250,000	\$559,750,000

I-405 and I-5 Stormwater Facilities Project (K23682) - 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
TOTAL		\$5,000,000	\$65,000,000

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/Weidler 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



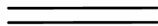
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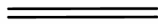
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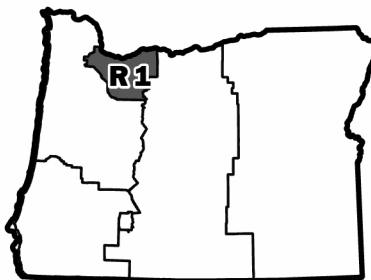
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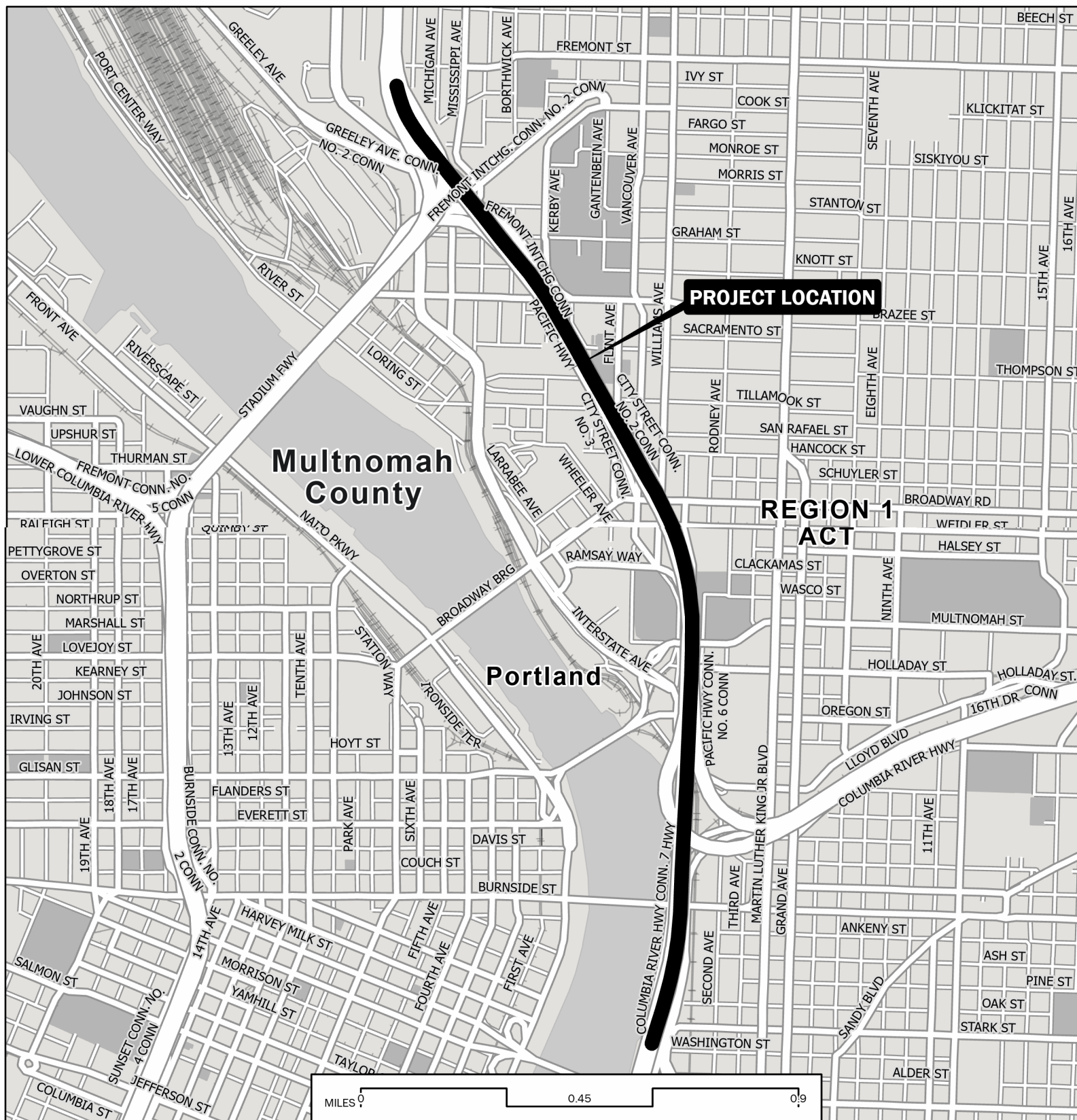
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MAPS PREPARED FOR THE OREGON TRANSPORTATION COMMISSION BY THE OREGON DEPARTMENT OF TRANSPORTATION GEOGRAPHIC INFORMATION SERVICES UNIT

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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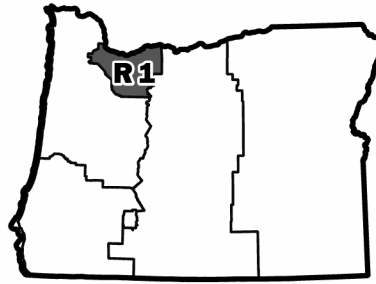


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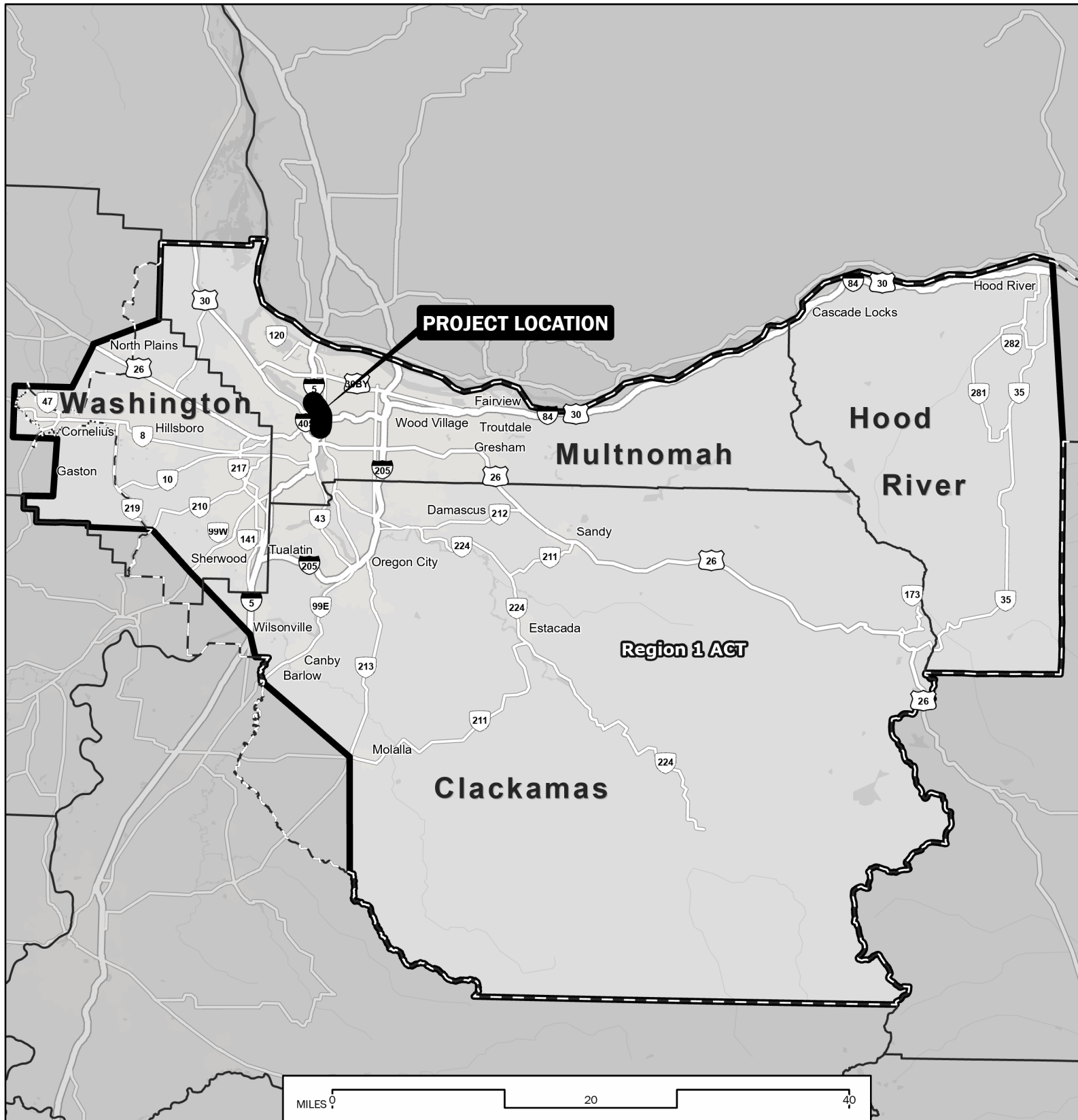
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STIP PROJECT LOCATION

K19071

I-5 ROSE QUARTER IMPROVEMENT PROJECT

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

Agenda Item G, Attachment 02

PROJECT LOCATION



REGION



COUNTY



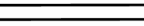
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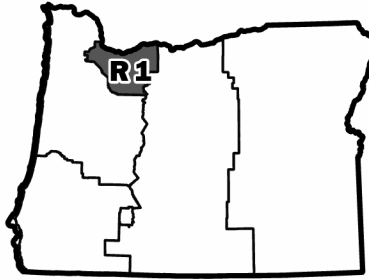
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STIP PROJECT VICINITY

K19071

da Item G, Attachment 02

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

I-5 ROSE QUARTER IMPROVEMENT PROJECT

PROJECT LOCATION



REGION



COUNTY



ACT

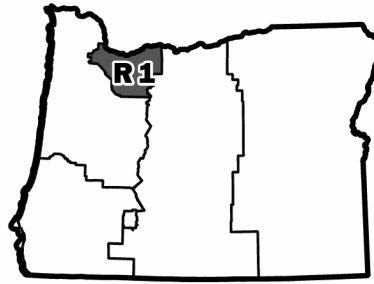


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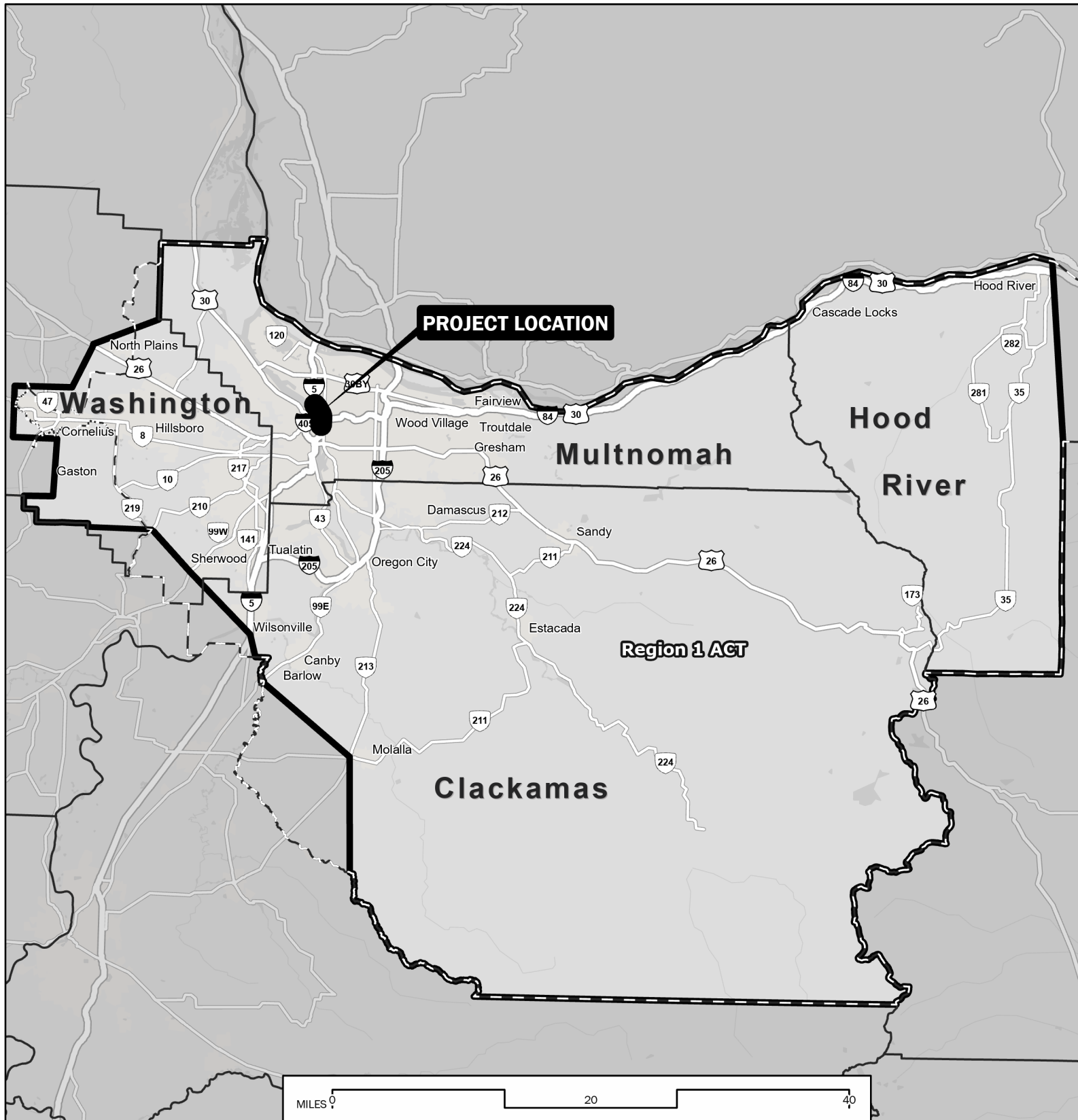
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Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment at the February 7, 2025, meeting in advance of an approval recommendation that will be presented to TPAC during the March 7, 2025, meeting. Several TPAC members raised 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
2019	1	4	5
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
2021	1	9	10
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
2022		4	4
Did not yield right-of-way		1	1
Failed to avoid vehicle ahead		2	2
Improper change of traffic lanes		1	1
Grand Total	2	17	19

*No reported crashes in 2018 & 2020

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

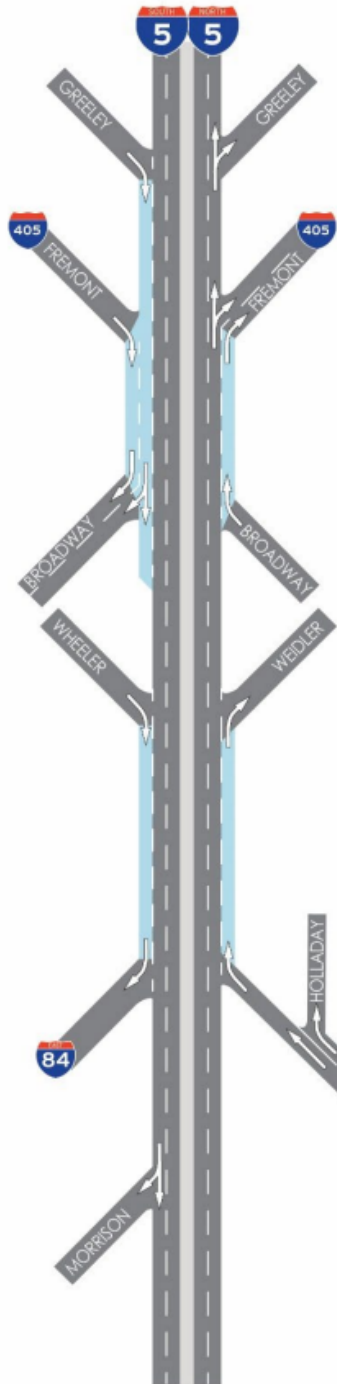
Response: Metro staff reached out to the ODOT team for additional information. Rose Quarter Project Director Megan Channell provided the response below:

“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.”

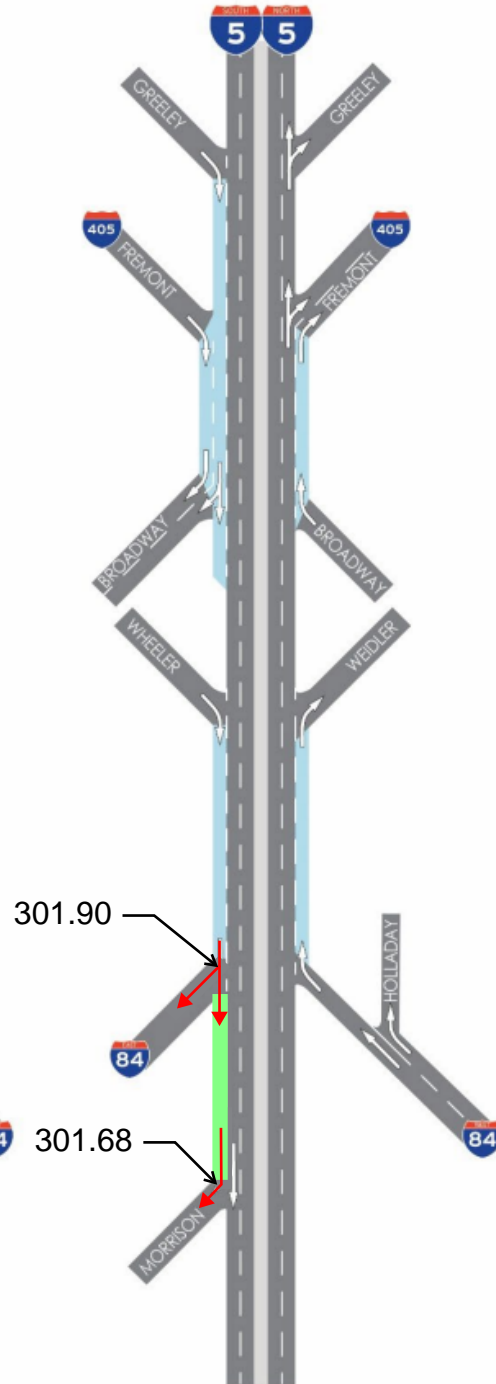
Topic 5: Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials.

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

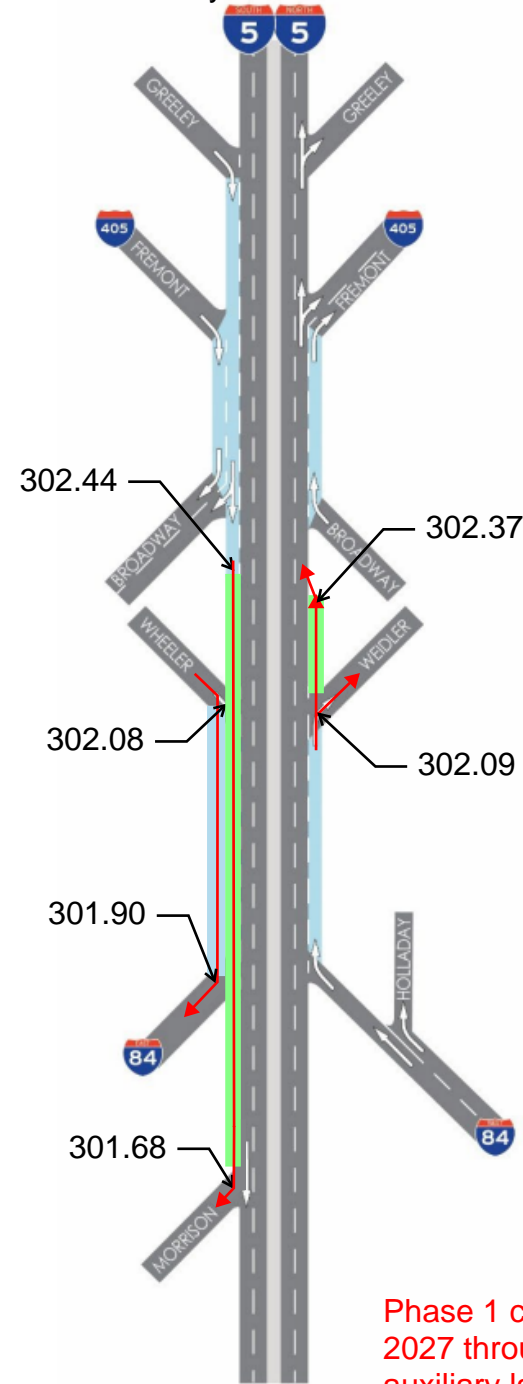
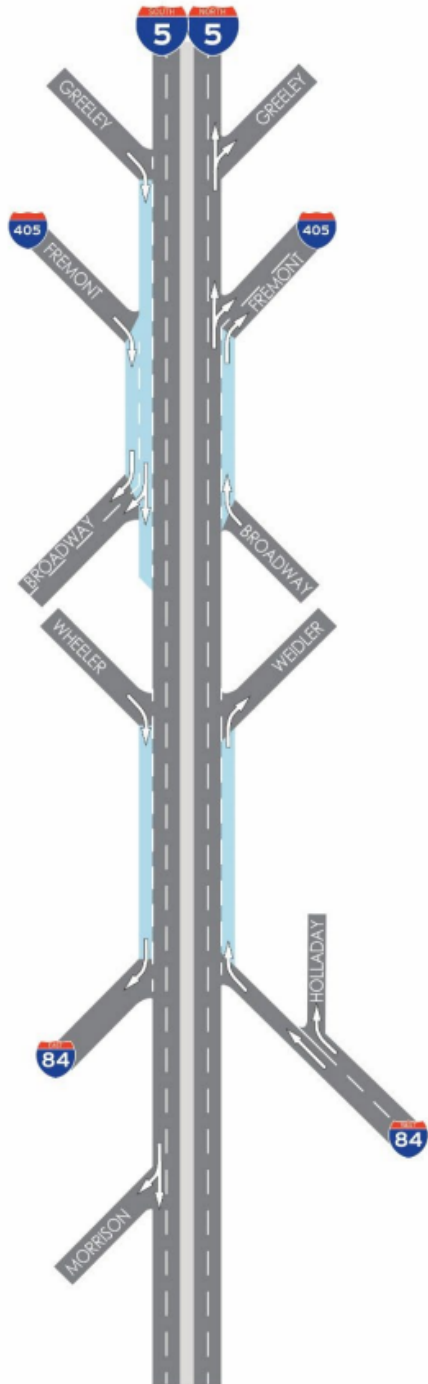
Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

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:

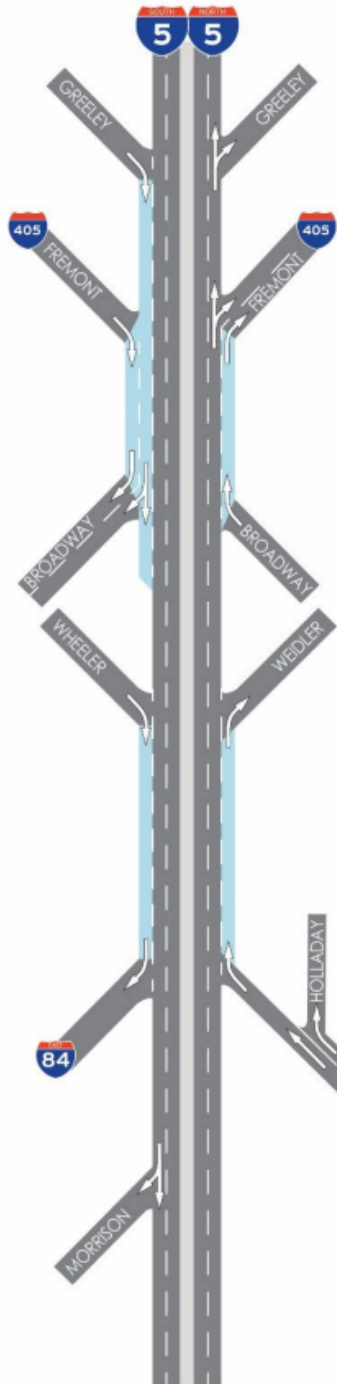
- Existing I-5 Travel Lanes
- New Auxiliary Lanes

Existing Auxiliary Lanes

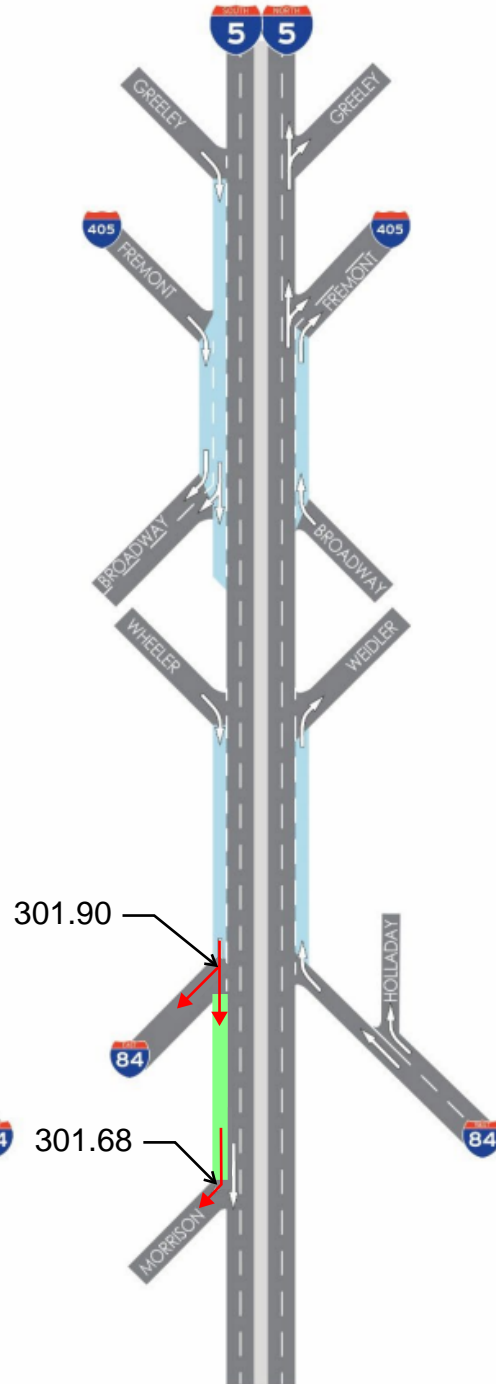
Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

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

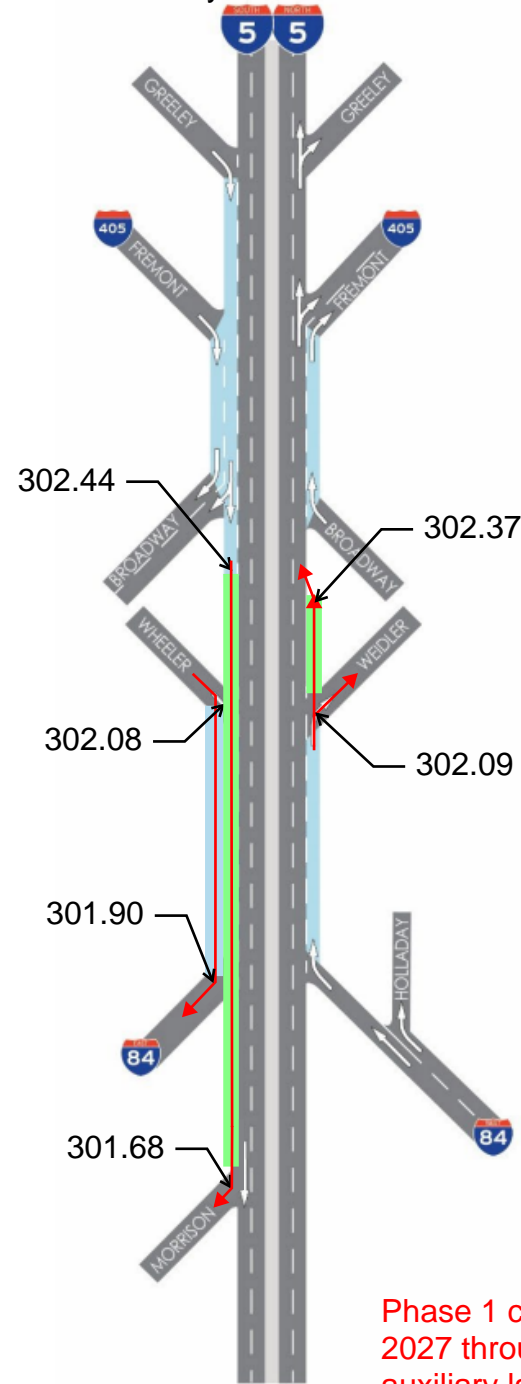
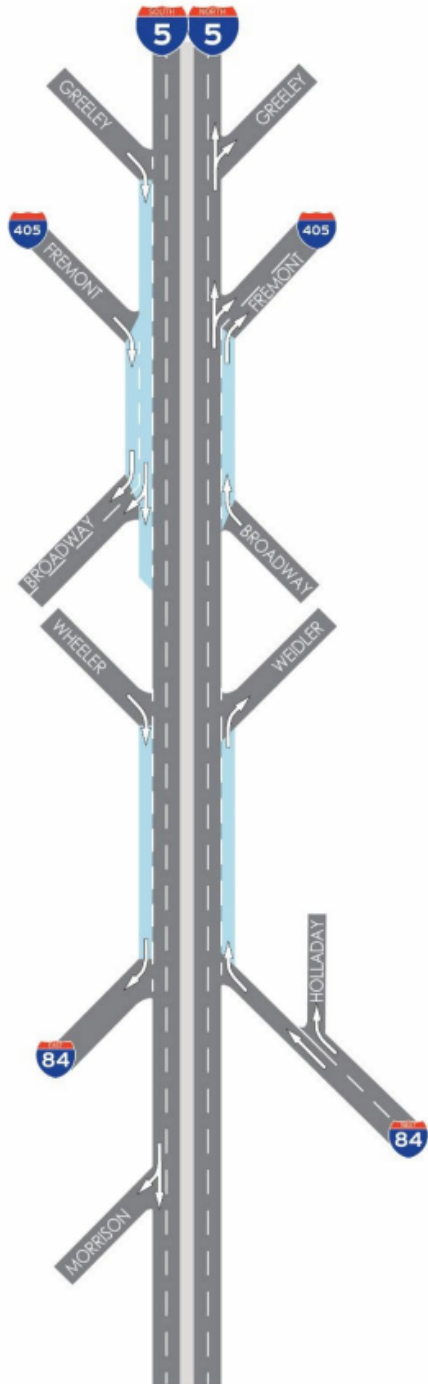
Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

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



Legend:

- Existing I-5 Travel Lanes
- New Auxiliary Lanes

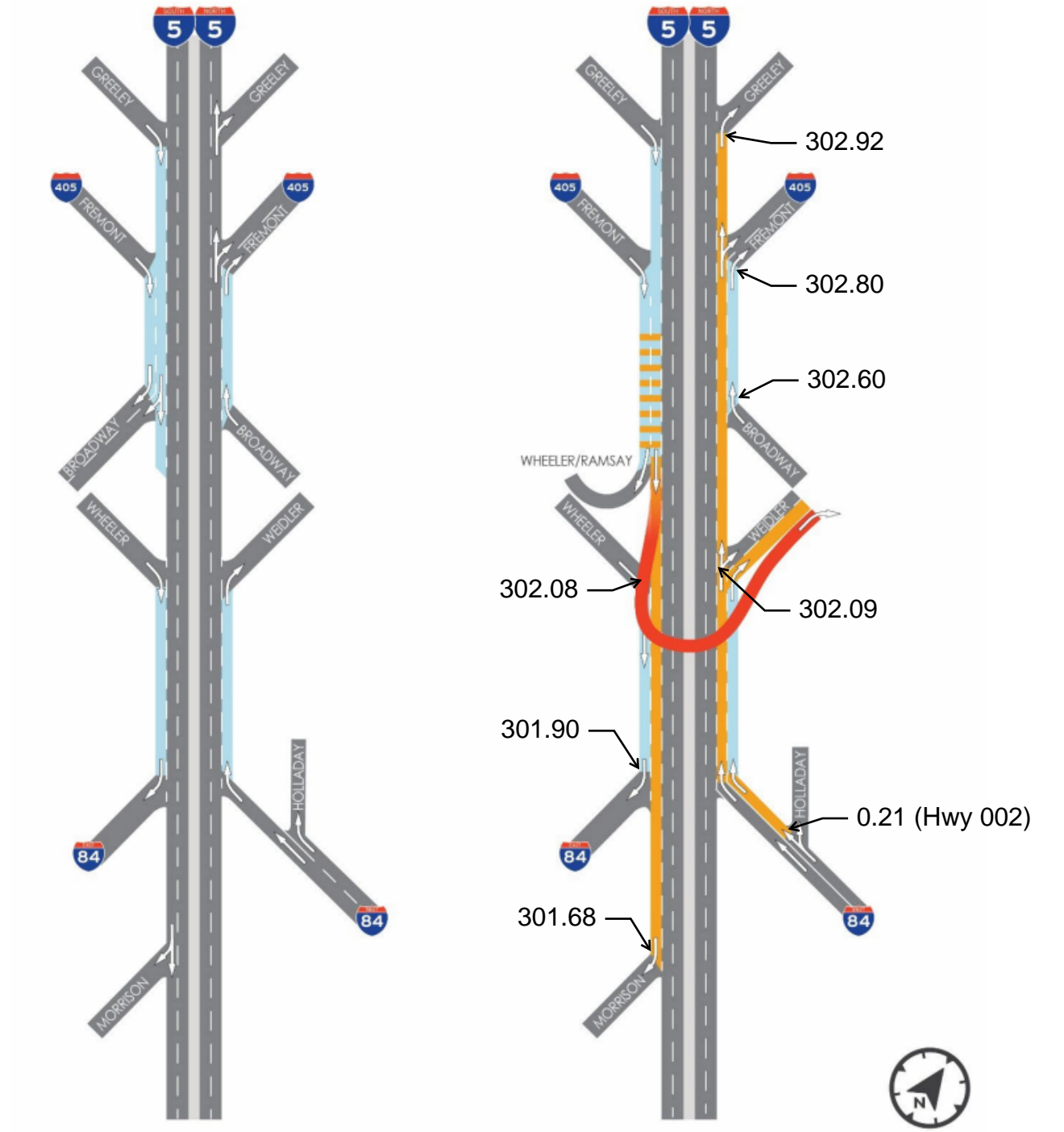
Existing Auxiliary Lanes

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

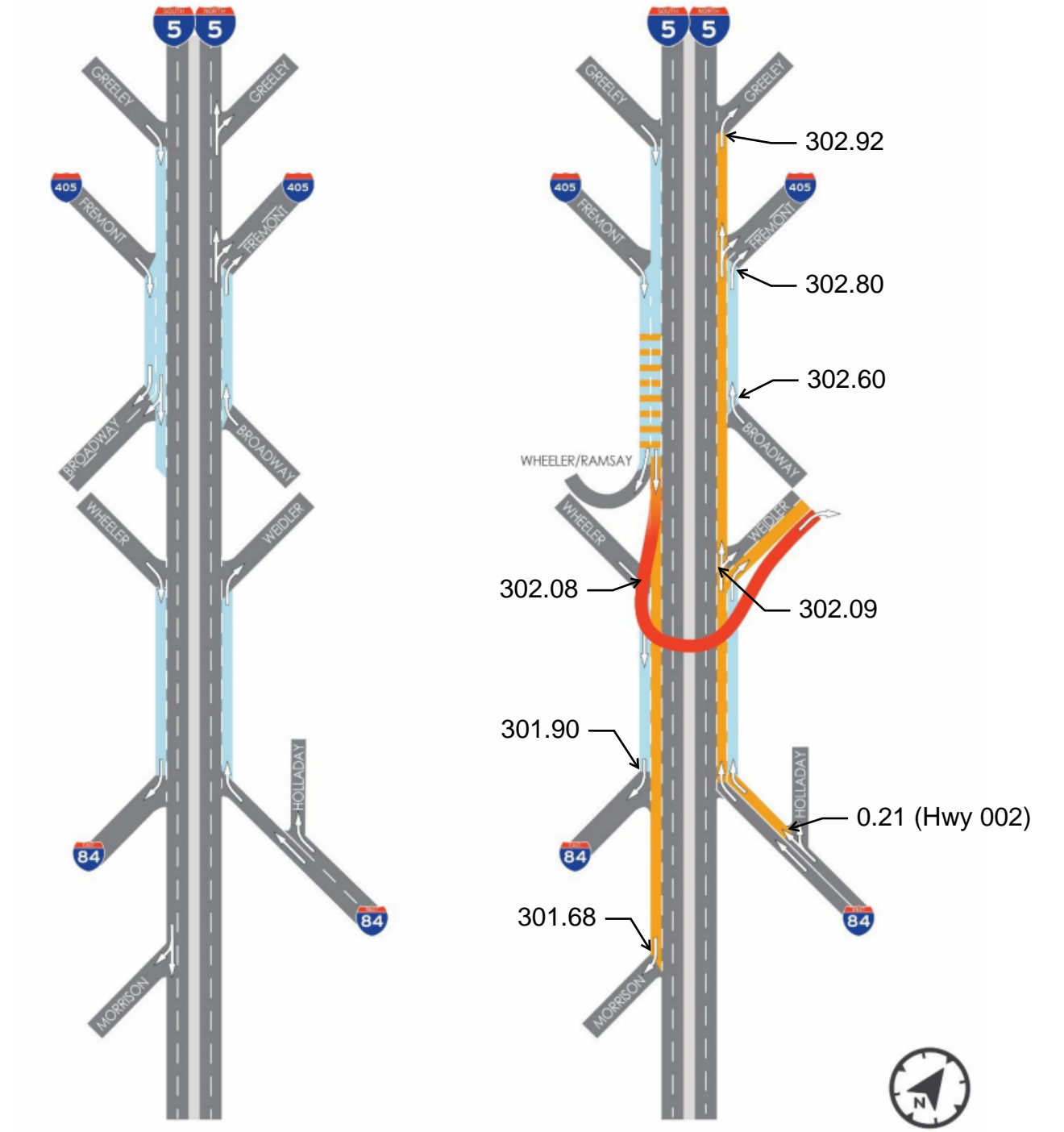
PROPOSED IMPROVEMENTS



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

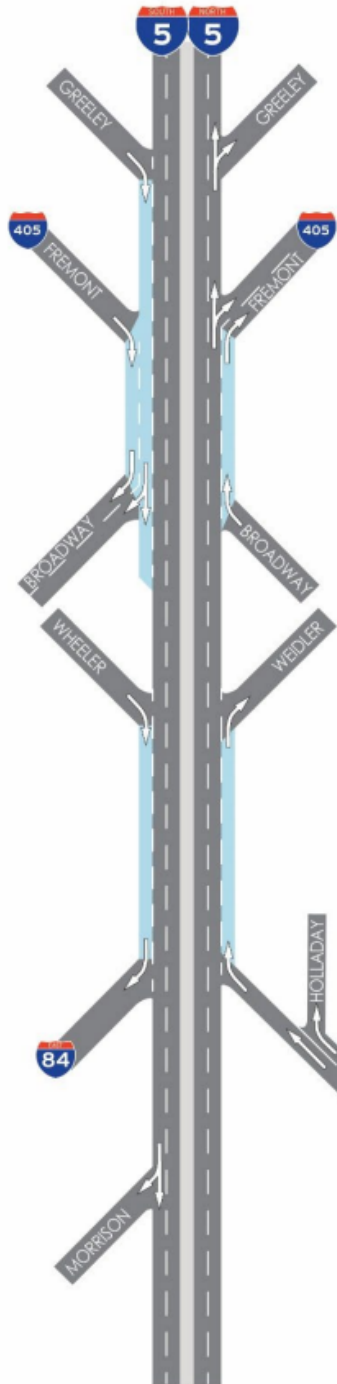
EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

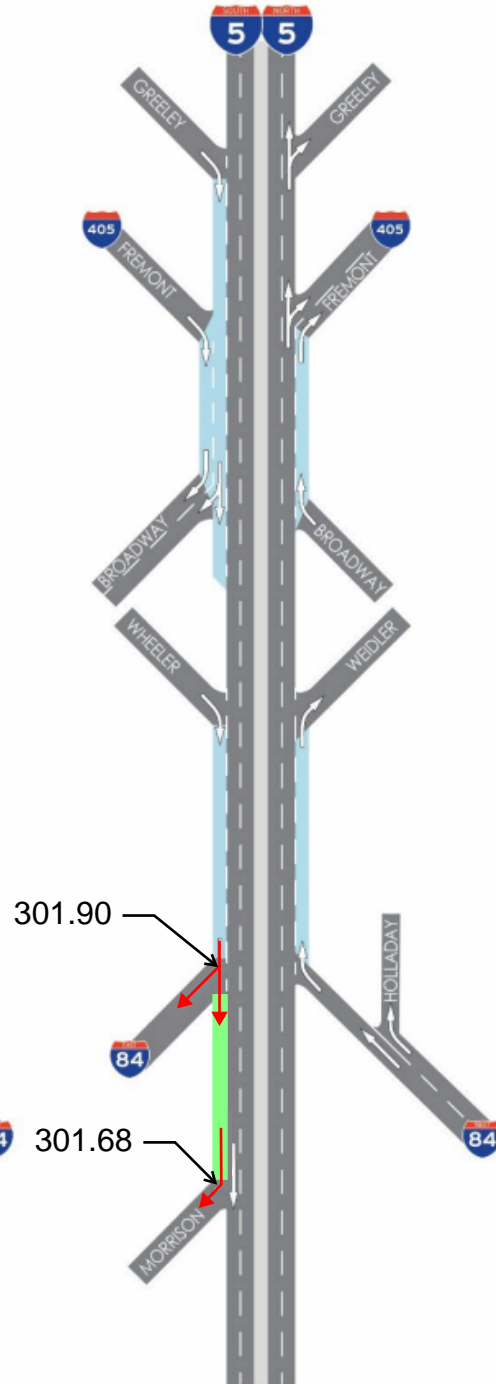


Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

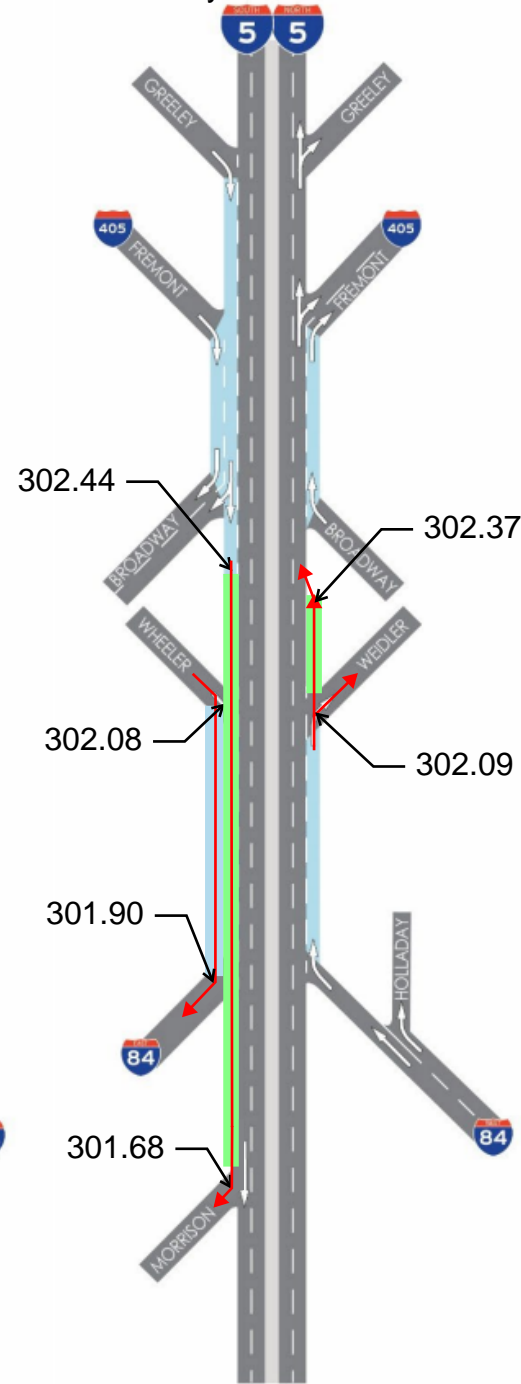
Existing Conditions



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.

From: [Jay Cosnett](#)
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
Date: Wednesday, March 26, 2025 5:56:32 PM

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

From: Jay Cosnett
Email: jaycosnett@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?

Widening freeways will only generate more traffic, more vehicle miles traveled, more pollution, and more carbon emissions, when we are REQUIRED (both by Oregon state law and by our duty to our fellow human beings and the planet) to REDUCE all of these. It will also take money away from things we need: both maintenance of our existing roads and other critical transportation infrastructure, but most importantly alternatives that support walking, biking, transit and other non-automotive ways of getting around. Around the world, forward-thinking communities are REPLACING freeways with parks, paths, rails, and other improvements. Widening freeways is a giant, unaffordable step in the wrong direction. Do NOT spend my tax dollars on CLIMATE SUICIDE!

--

This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>) - to contact the constituent who sent you this message, 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: [PHIL SANO](#)
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
Date: Wednesday, March 26, 2025 5:49:59 PM

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From: PHIL SANO
Email: revphil@gmail.com
Neighborhood/City: 5217 Northeast 14th Place

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?

Neither Portland nor Oregon can afford to continue to approve ODOT's wasteful spending. Billions to widen freeways?!? Really?

--

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From: [annie capestany](#)
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
Date: Wednesday, March 26, 2025 5:15:20 PM

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From: annie capestany
Email: cabeckstany@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?

I can't believe this proposal keeps advancing. We have to create more transit, bike and safe walking options, not more smoke-belching car options. CLIMATE CHANGE, people! it's real. it's happening NOW. we need to shift away from cars and highways. Even with the new language in the proposal, it is still a huge money sink that uses 20th century technology and ideas to worsen the problem, not make things better. Say NO to the Rose Quarter Freeway Expansion MTIP. Be fiscally responsible. Be environmentally responsible. Listen to the people.

--

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From: [James Cavin](#)
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
Date: Wednesday, March 26, 2025 5:09:35 PM

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From: James Cavin
Email: jameswcavin@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?

I am writing to my opposition to the MTIP amendment. The whole rose quarter expansion is guaranteed to worsen pollution, accelerate, climate change, and improve. Traffic flows for one to two years at best. It is a complete waste of money on highway expansion when our existing roads and bridges are in poor repair. When the federal government revokes funding for highway caps, it will be an excellent opportunity for metro to stop this outrageously over-budget and wasteful project.

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From: [Carver Akiteru Oblander](#)
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
Date: Thursday, March 27, 2025 12:12:49 AM

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From: Carver Akiteru Oblander
Email: carver@carveroblender.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?

Thank you for your willingness to reconsider support for this amendment, as it seems inevitable that with changing federal priorities, the Reconnecting Communities funding will not survive unscathed. I am deeply concerned about charging ahead with such a massive infrastructure investment when the federal funding for it is on such shaky ground, leaving our region vulnerable to either complete abandonment of or coercive conditions to federal support.

There are many competing priorities for our limited public dollars. Let's try to prioritize making our region a better place to live, rather than continuing to expand highways for nebulous benefits.

Thank you for your time.

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From: [Douglas Young](#)
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
Date: Wednesday, March 26, 2025 11:23:56 PM

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From: Douglas Young
Email: dmyfor-portland@yahoo.com
Neighborhood/City: University Park 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 this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways, Neighbors for Clesn Air, and Families for Safe Streets. In particular, the people of the Portland metropolitan region deserve to have funds directed to local transportation infrastructures rather than expanmsion of freeways. Widening highways lead to more noise and air pollution and further our increasing dependence on personal motor vehicles. Whether or not the federal funds become available, the priority should be on restoration of the liveable city damaged by decades of subsidized motor vehicle use, not on further subsidies.

--

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From: [Ilya Fridman](#)
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
Date: Wednesday, March 26, 2025 11:07:41 PM

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From: Ilya Fridman
Email: ifridm@gmail.com
Neighborhood/City: Woodstock/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 Metro Council should vote to reject the MTIP amendment. I don't believe that this is a project our city needs right now. It's 2025 and we face chaos in the federal government and climate crisis for which we are not prepared. We need to cut our losses with this project, refocus on maintaining and improving the transportation assets we have, and invest in a scalable and livable future for our local communities, transportation systems and infrastructure. ODOT can instead focus on addressing budget shortfalls, supporting other needs in the region, and maintaining existing highways.

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, and direct ODOT to conduct an Environmental Impact Statement that studies alternatives to freeway expansion while still building caps and remediating the neighborhood.

Thanks to the Metro Councilors for your willingness to reconsider support for this MTIP amendment, and I ask you to exert this right to revoke the MTIP amendment in the months ahead.

--

This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>) - to contact the constituent who sent you this message, 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: [Megan Stahl](#)
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
Date: Wednesday, March 26, 2025 11:07:23 PM

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From: Megan Stahl
Email: megankstahl@gmail.com
Neighborhood/City: Rose City Park

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 cyclist and occasional transit taker, I would love to see resources go to making our city less dependent on cars. As study after study shows, adding lanes only temporarily reduces traffic. The last thing Portland needs is more traffic, especially in the middle of the city and right along the water and next to the moda center. Speaking of which, I am in favor of capping the highway and using that space for bikes, transit, pedestrians, etc but not adding more lanes for high speed car travel. Capping the highway increases the amount of access to the moda center and would provide valuable third space. It would also allow more business opportunities and revenue for the city. Again, all great stuff if we could just not do the expanding the highway bit.

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From: [Peter Miller](#)
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
Date: Wednesday, March 26, 2025 11:03:24 PM

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

From: Peter Miller
Email: peteskitoo@gmail.com
Neighborhood/City: Richmond/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 this MTIP amendment, for the reasons outlined in the letter submitted by No More Freeways. Please reject the Rose Quarter Freeway Expansion MTIP amendments.

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From: [Eric Lindsay](#)
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
Date: Wednesday, March 26, 2025 10:18:55 PM

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From: Eric Lindsay
Email: lindsay.eric@gmail.com
Neighborhood/City: Boise 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?

Metro, please reject the MTIP amendment and any further expenditure or commitments that are aimed at expanding freeways in Portland's core. We have such an obvious and effective policy to reduce congestion AND to generate much needed revenue: congestion pricing. With the exception of building extensive caps over freeways (or removing them altogether) you should not commit to a single dollar of freeway expansion funding until congestion pricing is up and running so that we as a community might assess the true need for a 1.8 billion dollar expansion of a few miles of pavement.

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From: [Taylor Burgara](#)
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
Date: Wednesday, March 26, 2025 9:27:55 PM

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From: Taylor Burgara
Email: taylor.burgara@yahoo.com
Neighborhood/City: Reed / 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?

Widening highways and freeways does not reduce traffic, instead it creates more traffic and more emissions.

Instead we should be focusing these efforts and monies available to improve our streets that need repairing, street safety for everyone including cyclists, adding more lights to dark thoroughfares, pedestrians walking, etc and improving our transit system and keeping that safe as well.

Thank you

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From: [Lee Knightly](#)
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
Date: Wednesday, March 26, 2025 9:19:02 PM

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From: Lee Knightly
Email: ljknighly@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 oppose this MTIP amendment – and support dealing with freeway capacity by tolls. We need to prioritize street improvements.

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From: [Elsbeth Knott](#)
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
Date: Wednesday, March 26, 2025 9:13:41 PM

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From: Elsbeth Knott
Email: elsbethknott@msn.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?

Please vote NO! Increases in noise pollution along with traffic, trash, fumes, and longer times to get to destinations due to increased road use will actually decrease the enjoyment and livability of Portland.

I have watched traffic increase at astonishing rates. I see the dirt in the air I breath as it settles in my windowsills- both outside and inside. The amount of dirt is astonishing.

Additionally, Portland has many serious problems which need funding. Homelessness and drug addiction is making parts of our beautiful city unsafe and dangerous. There are not enough beds to serve the population which needs them. The mental health agencies do not have the funds to hire enough staff to serve the population. We have a crisis!

Please- vote NO for this idea! Cities which have increased roads never see a decrease in usage- in fact road use Always increases!

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From: [Scott Benjamin](#)
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
Date: Wednesday, March 26, 2025 7:37:14 PM

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From: Scott Benjamin
Email: scottrbenjamin@gmail.com
Neighborhood/City: Parkrose Heights / 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?

At some point, odot needs to face the reality that widening freeways doesn't reduce congestion, and odot doesn't have the money to fund repairs of current infrastructure. It's time to get their priorities in line with the needs of the state.

--

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From: [Betsy Reese](#)
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
Date: Wednesday, March 26, 2025 7:00:37 PM

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From: Betsy Reese
Email: betsy.w.reese@gmail.com
Neighborhood/City: 3221 SE 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?

All the surface street improvements along N/NE Broadway can be made independent of the freeway expansion. The N/NE Quadrant Land Use and Transportation Stakeholder Advisory Committee voted unanimously in 2012, after a 2-year painstaking process, to move forward on safety-related surface street changes, and to not have to wait for or be dependent on the adding-freeway-lanes project. Freeway capacity can be dealt with much more economically through tolling and other transportation demand management methods. The surface streets improvements are what will actually save lives, as well as drive economic development, abate climate change, and promote quality of life in this close-in neighborhood. It is wrong for freeway expansion to ride on the coattails of surface street improvements funded by the Reconnecting Communities grant. And, to then continue to proceed even when the availability of that grant money is now in jeopardy is doubly wrong. As a 25-year former business owner in the heart of this neighborhood, I am asking you to please vote against the RQ Freeway Expansion MTIP amendments. Thank you.

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From: [diane m cunningham](#)
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
Date: Wednesday, March 26, 2025 6:52:33 PM

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From: diane m cunningham
Email: dnecgrs@aol.com
Neighborhood/City: Sellwood/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 potholes, and repair to streets first- not another freeway- Vote no Metro council

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From: [Ava Williams](#)
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
Date: Wednesday, March 26, 2025 6:36:32 PM

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From: Ava Williams
Email: williamsava14@gmail.com
Neighborhood/City: Roseway , 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?

As a Portland resident and soon-to-be parent, I urge you to reject the Roseway Quarter Freeway Expansion MTIP amendments. We need to direct funds towards safer streets, transit improvements, walkability, and other long-term transportation improvements that will make life better for future generations.

We need to think and act differently. What has worked for us, or what we *thought* worked for us, isn't working anymore. My friends and I have decided to stop driving as much as possible, because we can't afford to choose our own individual convenience over a better Portland for everyone. But reducing our driving (and easing the pressure & demand on our freeways) relies on an accessible transit system, and streets that actually feel safe to bike and walk on.

Putting billions into a little extra freeway space is a dead end. No one I've spoken to wants this. Please, please don't waste that money when it's needed more than ever to make our streets safe and accessible.

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From: [David Levine](#)
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
Date: Thursday, March 27, 2025 11:03:58 AM

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From: David Levine
Email: iamstickboy@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?

Expanding freeways does not create long-term benefits for community, climate, health....or even traffic congestion. Please reject the Rose Quarter Freeway Expansion MTIP amendments. Thank you.

--

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From: [Joseph Van Kleeck](#)
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
Date: Thursday, March 27, 2025 10:47:24 AM

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From: Joseph Van Kleeck
Email: joevankleeck@gmail.com
Neighborhood/City: Hawthorne

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 are already having trouble maintaining the roads we have, with the funding we have, with no guarantee of additional federal funds with the new administration. A major expansion like this makes no sense from a budget and pragmatic standpoint. If the expansion goes through, the roads are going to incur congestion and even more traffic in the next few years. Your efforts, our tax dollars, are going to be in vain. Please stop the insanity. Invest in public transit and meaningful alternatives. Stop putting Oregon in the hole all to appease a small fraction of Portland area commuters that will find themselves in traffic one way or another.

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From: [Lorraine Vinograd](#)
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
Date: Thursday, March 27, 2025 10:38:39 AM

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From: Lorraine Vinograd
Email: lorrainevinograd@aol.com
Neighborhood/City: Sylvan/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?

This is an inordinately expensive plan that will not solve the traffic problem. I oppose the MTIP amendment for the reasons outlined in the letter submitted by No More Freeways. In addition, depending on federal funds makes no sense given the cuts by the present administration.

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From: [Rick Ray](#)
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
Date: Thursday, March 27, 2025 10:13:02 AM

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From: Rick Ray
Email: nomorefreewayspx@rickray.com
Neighborhood/City: Troutdale

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 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: [Elizabeth Normand](#)
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
Date: Thursday, March 27, 2025 9:42:23 AM

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From: Elizabeth Normand
Email: eanormand@gmail.com
Neighborhood/City: Multnomah 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 Rose Quarter freeway expansion is phenomenally expensive with a price tag of over \$1B per lane mile created. It will impose further impacts in the form of both air toxins and greenhouse gases. Any operational benefits will quickly be erased due to induced demand. The focus should be on expanding pedestrian, bike and mass transit capacity. ODOT's design for this project, which has been concealed throughout the environmental review process, is to build a roadway that is between 160 feet and 240 feet wide, easily enough to hold ten-lanes of traffic, just by re-striping. The project's Environmental Assessment doesn't analyze or disclose the reasonably foreseeable effects of this traffic on safety and air pollution.

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From: [Norma Crocker](#)
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
Date: Thursday, March 27, 2025 8:26:27 AM

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From: Norma Crocker
Email: njcrocker@comcast.net
Neighborhood/City: 1121 SE 225th

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 roads everywhere in the Portland area need to be replaced or redone. No on the Rose Quarter Freeway Expansion

--

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From: [Matthew C Morrissey](#)
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
Date: Thursday, March 27, 2025 12:28:49 PM

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From: Matthew C Morrissey
Email: morrissey.matt@ymail.com
Neighborhood/City: 2614 NE 32nd Place

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 land being used by cars – the climate is collapsing and cars are adding to the problem. Use transport money for public transport, cycling and walking – 100% winners. Thanks.

--

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From: [Anne-Louise Vernon](#)
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
Date: Thursday, March 27, 2025 12:20:52 PM

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From: Anne-Louise Vernon
Email: alvernon54@gmail.com
Neighborhood/City: Woodstock/Brentwood Darlington, 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?

Study suggest that widening roads does not actually improve traffic.

--

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From: [Rob Galanakis](#)
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
Date: Thursday, March 27, 2025 11:58:07 AM

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From: Rob Galanakis
Email: rob.galanakis@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 grew up with Robert Moses's Southern State Parkway in my backyard- literally. I no longer visit my mother on Long Island, New York, because of the traffic, despite the lack of anything interesting to do.

This tactic of getting shovels in the ground is a well-known Moses idea that makes stopping a project, whether it's illegal or unpopular, much more difficult and expensive.

It is a bad-faith and totally irresponsible choice for ODOT to start on this project without funding secured. It makes it much more likely that the unpopular and unnecessary part of this project – the freeway expansion – gets done while the freeway caps never get built, and get more and more expensive (especially with the underlying freeway expansion).

Metro must vote NO on this amendment, and prevent ODOT from crossing this freeway expansion Rubicon, lighting not just taxpayer money on fire (we know this will not reduce congestion), but heating the climate too with additional emissions.

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From: [David Goodyke](#)
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
Date: Friday, March 28, 2025 7:12:31 AM

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From: David Goodyke
Email: dgoodyke@gmail.com
Neighborhood/City: Overlook, 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?

This is an irresponsible use of money. The project does not added the original sin of ramming a freeway through the heart of our city, it in fact doubles down by widening! The safety needs could be met by closing a ramp. Every project that has removed or reduced a freeway is a success story, and every project that widens a freeway with promises of faster and safer traffic results in more traffic and more of the pollution and violence that comes it. The project is akin to putting a bandaid on a gangrenous arm. We cannot afford this- we cannot spend so much to get so little. Please do no fund highway widening. Invest in the community instead- transit, sidewalks, bike lanes. Build a cover over as much of the highway as possible if you have that much extra money (after our roads are fixed and safe) but don't widen the freeway and widen the ramps leading into or neighborhoods!!

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This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>) - to contact the constituent who sent you this message, 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: [Chris Smith](#)
To: [Legislative Coordinator](#); [Lynn Peterson](#); [Mary Nolan](#); [Duncan Hwang](#); [Ashton Simpson](#); [Christine Lewis](#); [Juan Carlos Gonzalez](#); [Gerritt Rosenthal](#); [Ted Leybold](#); [Jean Senechal Biggs](#)
Subject: [External sender]Supplemental testimony on Rose Quarter MTIP amendments
Date: Thursday, March 27, 2025 4:59:01 PM

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Members of Metro Council,

Thank you for your hearing today. I wanted to follow up on some of the questions that arose in discussion.

1) I appreciate Councilor Lewis following up on my suggestion about North-to-South phasing. While I don't dispute the content of ODOT's response, I believe it omitted the most significant consideration. Rebuilding the Broadway and Weidler structures allows the creation of the full southbound auxiliary lane. If the Flint and Vancouver structures were done instead, only portions of each auxiliary lane could be constructed in Phase 1. This underscores my assertion that Phase 1 is essentially a freeway-centric project, to the detriment of other elements of the larger project.

2) President Peterson asked about the costs of the covers as a component of the overall project cost. As part of our lawsuits against ODOT and USDOT over the project, we have received documents that suggest FHWA asked ODOT for the costs of the covers and ODOT's response was \$670M. If that is accurate the \$450M RCN grant should be able to build about 2/3rds of the covers, not the less than 20% in Phase 1 (Phase 1 will consume all the RCN money that has not already been spent on PE).

We believe that the (possibly intentional) confusion is around the cost of the Broadway and Weidler structures. We suspect that a lot of the RCN money (\$382M) going into Phase 1 construction will be used to build these structures on the theory that they hold up the covers. But of course those structures were always going to have to be built for the freeway project. They may be beefier to support the covers but they were always going to be there. I hope you will dig into this confusion.

Thank you.

Chris Smith
No More Freeways

From: [Trevor Newhart](#)
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
Date: Thursday, March 27, 2025 4:16:47 PM

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From: Trevor Newhart
Email: trevornewhart@gmail.com
Neighborhood/City: Brooklyn Neighborhood of 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 expansion is a Sisyphean task that does nothing to move our community to long term prosperity the way that investments in transit, pedestrian, and bicycle infrastructure ultimately do.

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From: [Mary A. Vignoles](#)
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
Date: Friday, March 28, 2025 2:50:44 PM

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From: Mary A. Vignoles
Email: marylommori@hotmail.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?

All I keep reading is how broke the city is, the state, where is this money coming from?

--

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From: [Lynnette Diller](#)
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
Date: Saturday, March 29, 2025 3:59:00 PM

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From: Lynnette Diller
Email: lddiller@yahoo.com
Neighborhood/City: Inner Southeast 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?

You have removed parking in inner Portland so that people would use alternative means of travel. Freeway money should be invested in more efficient public transportation and live up to this city's original environmental goals. We do not need any more pollution in this valley nor should we displace people and green spaces for asphalt.

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From: [Lori L Walker](#)
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
Date: Saturday, March 29, 2025 9:54:22 AM

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From: Lori L Walker
Email: lmacbeth.lori@gmail.com
Neighborhood/City: 6625 SE 67th 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?

6625 SE 67th Ave

Expensive and unnecessary. Portland has so many issues, no affordable housing, middle class falling fast. A freeway is the least of our issues to spend money on.
Use funds to help with housing and food, lower property taxes on poverty level aged people so they don't lose the homes they have.

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From: [Jessica Mostad](#)
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
Date: Saturday, March 29, 2025 9:25:42 AM

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From: Jessica Mostad
Email: jessica.mostad@gmail.com
Neighborhood/City: Hosford/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 and maintaining car infrastructure is expensive and doesn't deliver on its promises. Beyond that, it costs us lives. Our health suffers from car dependency. Our public spaces are polluted and noisy and dangerous for those outside of cars.

Driving should be inconvenient especially in a city that is walkable, bikeable, and has transit options. We need to reframe our thinking around city planning and invest in solutions we'd want to see in our front yards.

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March 26, 2025

Dear Metro Council,

We write as transportation, land use, and environmental justice organizations in the Portland Metro region to express our support for Councilor Simpson's amendment to Resolution 25-5463, which strengthens accountability and financial oversight beyond this one vote. We remain deeply concerned about the timing of funding decisions and **urge Metro Council not to approve the MTIP amendment until a clearer picture of the project's funding is established**, including a plan to fully fund the reconnection of the Albina neighborhood and the non-motorized elements of the project.

Likely you are all aware, but it bears repeating, just how dire our financial situation is. **Currently, there is no substantial secured funding for completing the Rose Quarter project beyond this \$250 million reallocated from other projects.** The \$450 million Reconnecting Communities Grant, the largest funding source so far, is under attack from the Trump Administration. Even if awarded, the caps and overall project will be incomplete with a funding gap of more than \$1 billion. Taken alone this is a significant number, but this shortfall is especially grave in the context of the multiple underfunded billion dollar Metro-area megaprojects.

The \$250 million reallocated to this project has come at a cost: pulling funds from the I-205 Abernethy Bridge and cancelling the Fremont Bridge preservation project. It also means fewer state dollars available for other projects such as Powell Boulevard, TV Highway, 82nd Ave, and Hall Boulevard, where people are being seriously injured and killed every year. ODOT is also seeking bonding authority that could further drain resources from essential infrastructure projects statewide. If bonding fails, both the Rose Quarter and Abernethy projects could be in jeopardy, creating even greater financial strain and untenable tradeoffs. **The consequence of committing ourselves to unfunded freeway projects is that climate, safety, and repair projects are left to wither on the vine.**

The Oregon Transportation Commission and ODOT are bound by the state legislature's direction to proceed with this project despite extenuating circumstances, until such a time that direction is changed. **Metro Council and our regional leaders are not.** You have a powerful and vital role in stewarding this region's transportation system and aligning investments with our goals. We deeply appreciate Councilor Simpson's amendment to this resolution to offer Metro a chance to re-evaluate the project should this project's federal funding award fail to materialize. This project

cannot proceed in our region without a full and funded commitment to reconnecting the Albina neighborhood and completing the non-motorized elements of the scope.

Furthermore, we urge you, as leaders of our region, not to limit yourselves to evaluating this point alone. As the Performance Assessment Evaluation (Attachment 2) makes clear: **there are significant uncertainties about the ability of this project to deliver on four out of five of the RTP's identified investment priorities of Equity, Climate, Safety, Mobility, and Economy.** The same is true of the Values, Outcomes, and Actions Metro Council adopted for the Rose Quarter project in 2020, particularly with the pricing-related actions now indefinitely on hold. **Without those elements, it is unclear how this project plans to achieve key outcomes of GHG reductions and long-term congestion relief.**

The costs of implementing this project, both for our region and the state, are quite clear: committing billions of dollars that we don't yet have will kick critical safety, climate, and maintenance projects even further down the road. **It is this way of operating that has delivered us the reality we face today: record traffic fatalities, transportation as the largest GHG emissions sector, and a maintenance backlog measured in the many billions of dollars.**

We recognize this amendment can feel inevitable, but it's irresponsible to accept that framing. If we do not have the money to pay for it and it does not meet our regional goals, then the responsible action to take is to pause. Please hold the line by both requiring that the project secure full funding for the caps and waiting to approve the MTIP amendment until a clearer and more secure funding picture comes into play.

In closing, we see that this decision is downstream from a broader conversation about accountability in Oregon's transportation sector that is currently taking place in the state legislature. **Local leaders must be offered more and better opportunities than this to ensure that state projects are carried out transparently, collaboratively, and in full compliance with local goals.** We hope to work with Metro and the legislature to ensure that the package and policies passed this session will expand those opportunities in future, giving our region the resources and the options we'll need to achieve our goals.

Sincerely,

Zachary Lauritzen
Executive Director, Oregon Walks

Indi Namkoong
Transportation Justice Coordinator, Verde

Cassie Wilson
Transportation Policy Manager, 1000 Friends of Oregon

From: [Allan Rudwick](#)
To: [Legislative Coordinator](#); [Lynn Peterson](#); [Mary Nolan](#); [Duncan Hwang](#); [Ashton Simpson](#); [Christine Lewis](#); [Juan Carlos Gonzalez](#); [Gerritt Rosenthal](#); [Ted Leybold](#); [Jean Senechal Biggs](#)
Subject: [External sender]Supplemental testimony on Rose Quarter MTIP amendments
Date: Monday, March 31, 2025 12:00:48 PM

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Members of Metro Council,

Thank you for your hearing Thursday. I wanted to follow up on some of the questions that arose in discussion.

While my testimony focused on what the worst aspects of the project are (mainly the width, cost and phasing plan), I want to reiterate that Eliot Neighbors will face the biggest impacts from construction and traffic diversion throughout the process and this is a big part of why we have been focused on this project. We also face the worst air quality impacts from I-5 running through our neighborhood with the truck volumes on this section being the highest in the state.

There was a question about why congestion tolling has not happened up to this point. From my perspective it seems like ODOT never took this project seriously. As you know, the government moves slowly but this idea has been around since at least 2017. From what we can tell no serious plans for congestion tolling developed from that time. They focused all of their tolling efforts on tolling roads that they wanted to widen instead of tolling to manage congestion for the region.

We heard for the first time at the hearing that ODOT 'needs to build the highway extra wide so that they can keep I-5 flowing during construction. This should not be allowed to be taken at face value. The Burnside Bridge is scheduled to be closed for 5 years during the rebuild. The idea that I-5 couldn't be closed for a few weeks to get this project done in a more cost-conscious and environmentally friendly manner to build a narrower roadway is ludicrous on its face. ODOT has a history of over-building projects and using construction impacts as a justification - this bridge near Eugene is an example: <https://maps.app.goo.gl/7Qd92F1RYA9p2m5B8>

As I mentioned in my testimony, the wider the highway is under the cap, the weaker the bridge will be and the harder it will be to put structures on top. It is essential that they get this right and no one is asking the hard questions to get us there. a 250 foot wide bridge / lid will be roughly 3x as wide as we have now, this is simply not needed to accomplish the goals of this project. We want ODOT thinking about how they can build the skinniest (and therefore strongest and cheapest) structure over the highway and it does not appear that this is their priority on this project based on their current plans.

As I mentioned, thank you for your consideration and we hope that a NO vote will help ODOT see a better way forward on this project.

Thank you
Allan Rudwick
Eliot NA LUTC Chair

--

Allan Rudwick
(503) 703-3910