

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.
-------	----------	---	---

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.

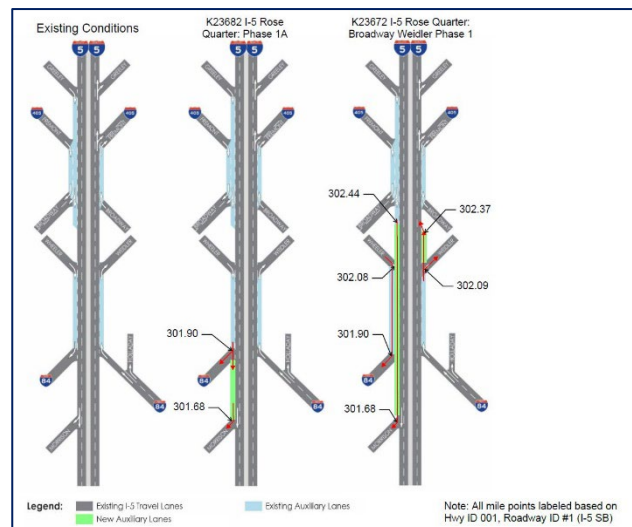
Consistency of the Proposed MTIP Amendment with RTP Project Scope Description:

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.

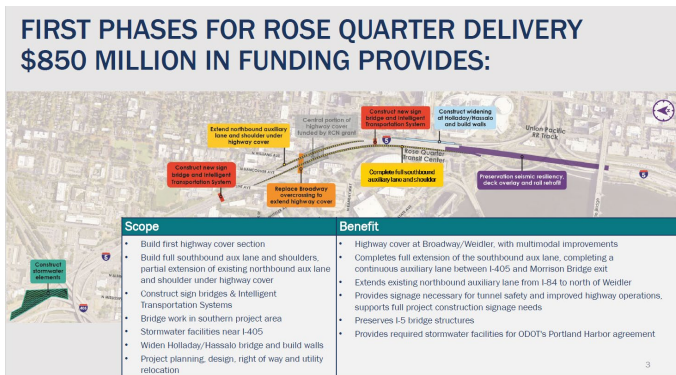
Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000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

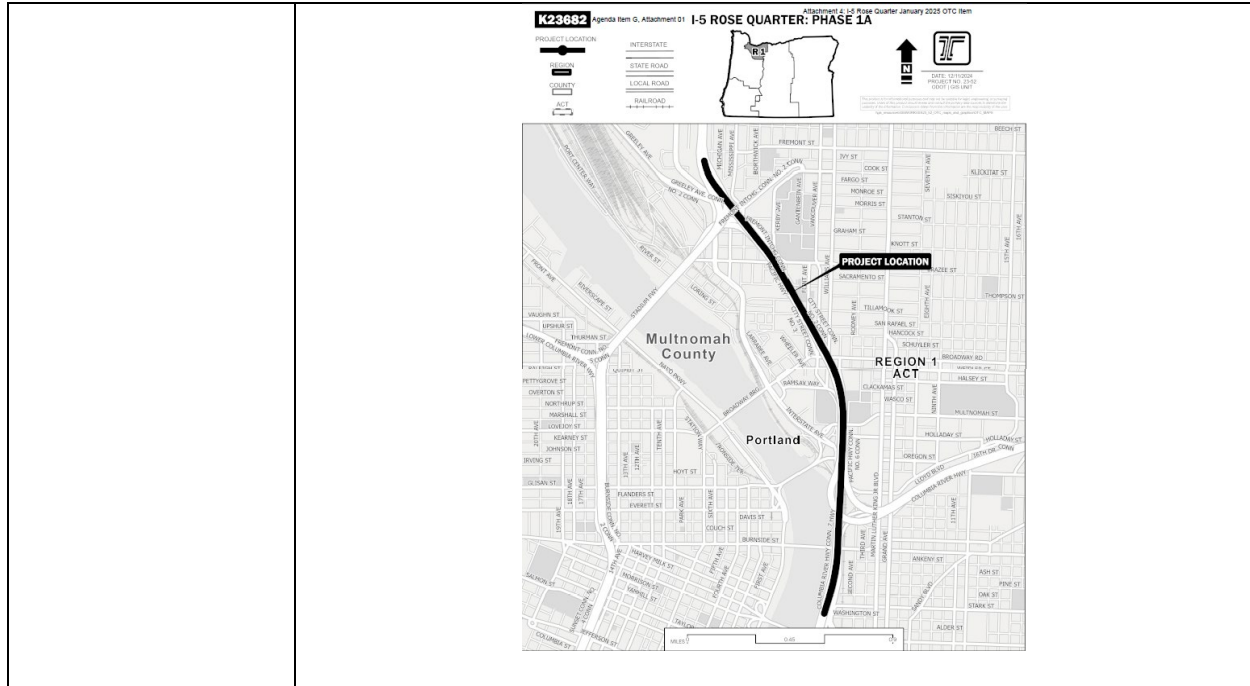
Amendment
Action:

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	
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																																			
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

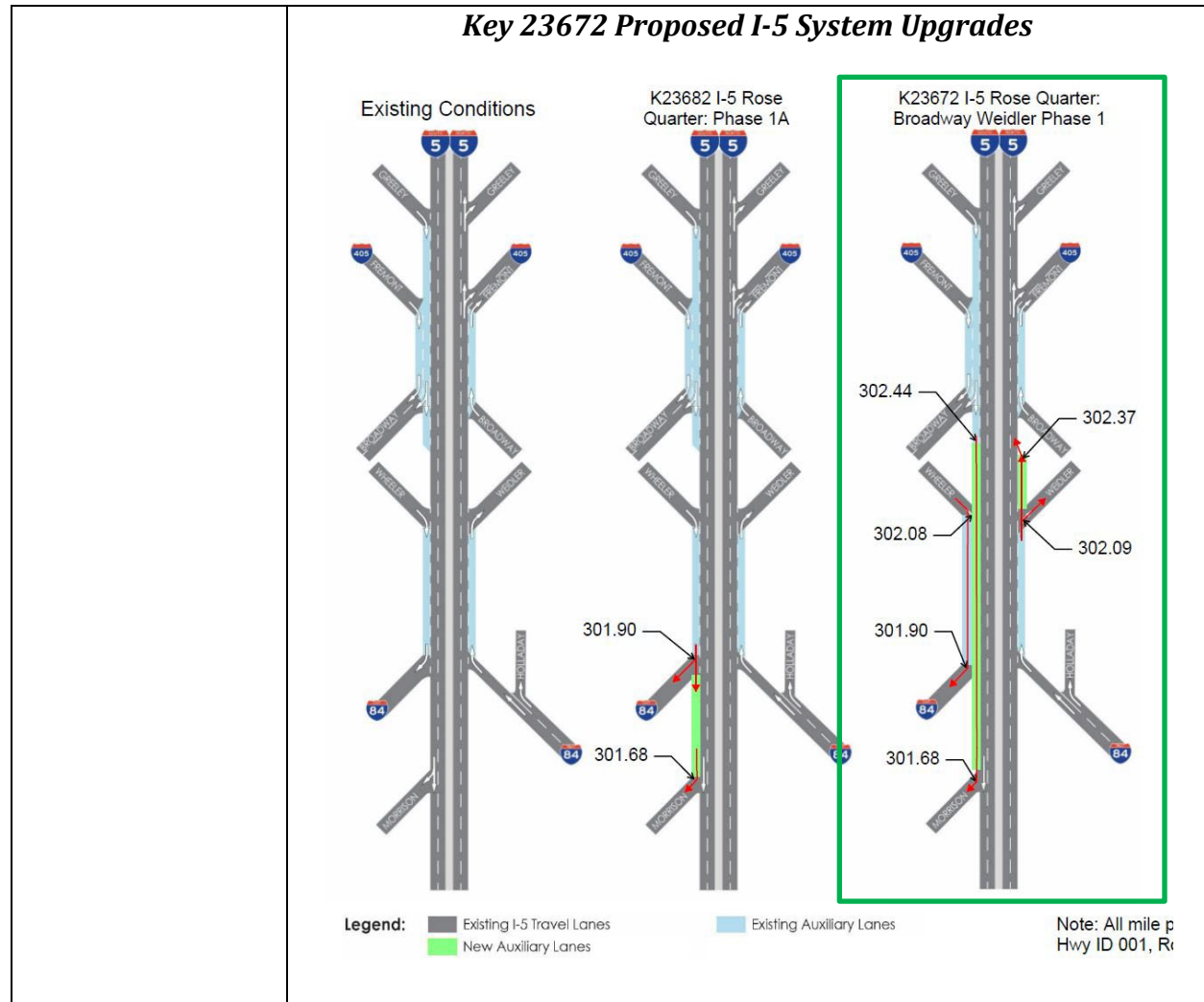
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- 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:

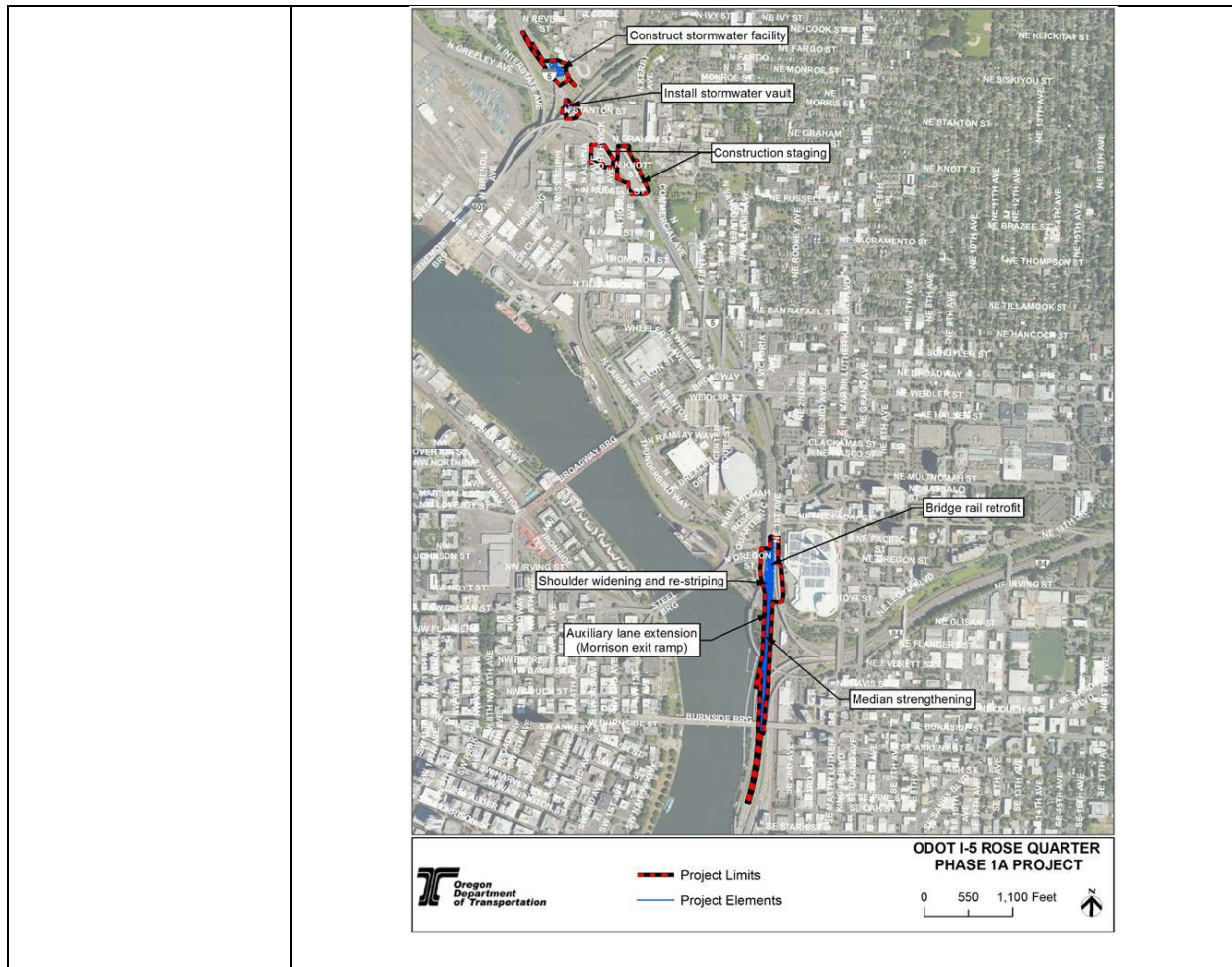
Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements





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	
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																															
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-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																																			



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