

## Joint Policy Advisory Committee on Transportation (JPACT) agenda

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Thursday, July 16, 2026

7:30 AM

Metro Regional Center, Council chamber;  
<https://zoom.us/j/91720995437> Webinar  
ID: 917 2099 5437 or +1 507 473 4847 (toll  
free)

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**1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**

**2. Public Communication on Agenda Items (7:31 AM)**

Written comments should be submitted electronically by emailing  
[legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the day  
before the meeting will be provided to the committee 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 item on which you  
wish to testify; or (b) registering by email by sending your name and the item on which you wish to  
testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in  
Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals  
will have two minutes to testify unless otherwise stated at the meeting.

**3. JPACT Chair Updates (8:01 AM)**

- |     |                                                                                         |                                                |
|-----|-----------------------------------------------------------------------------------------|------------------------------------------------|
| 3.1 | Fatal Crash Report                                                                      | <a href="#">COM</a><br><a href="#">25-1001</a> |
| 3.2 | Transit Minute                                                                          | <a href="#">COM</a><br><a href="#">25-1002</a> |
|     | Attachments: <a href="#">Transit Minute</a>                                             |                                                |
| 3.3 | TSMO Funding Awards Update: 2028-30 TSMO<br>Recommended Projects                        | <a href="#">COM</a><br><a href="#">26-1135</a> |
|     | Attachments: <a href="#">TSMO Memo</a>                                                  |                                                |
| 3.4 | Vanpool Action Plan Update                                                              | <a href="#">COM</a><br><a href="#">26-1136</a> |
| 3.5 | Future Vision Updates: Engagement and Regional Values                                   | <a href="#">COM</a><br><a href="#">26-1137</a> |
|     | Attachments: <a href="#">Future Vision Updates: Engagement and Regional Values Memo</a> |                                                |
-

**4. Consent Agenda (8:03 AM)**

- 4.1 Consideration of the June 18, 2026 JPACT Meeting Minutes [COM](#)  
[26-1132](#)  
Attachments: [June 18, 2026 JPACT Minutes](#)
- 4.2 Resolution no. 26-5619 For the Purpose of Amending or Adding Six Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements [COM](#)  
[26-1134](#)  
Attachments: [JPACT Worksheet](#)  
[Draft Resolution no. 26-5619](#)  
[Exhibit A: Project Detail Report](#)  
[Exhibit B: Public Comment Report](#)  
[Staff Report](#)

**5. Action Items (8:05 AM)**

- 5.1 Resolution no. 26-5600 For the Purpose of Amending Three I-5 Rose Quarter Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements [COM](#)  
[26-1115](#)  
Presenter(s): Gabriela Lopez, Senior Transportation Planner, Metro  
David Kim, ODOT  
Monica Blanchard, ODOT  
Attachments: [JPACT Worksheet](#)  
[Draft Resolution no. 26-5600](#)  
[Exhibit A: Project Detail Report](#)  
[Exhibit B: Public Comment Report](#)  
[Staff Report](#)  
[Attachment 1: Phases Fact Sheet](#)  
[Attachment 2: RQ MPA Staff Memo](#)

**6. Information/Discussion Items (8:45 AM)**

- 6.1 2026 Federal Advocacy Priorities Consideration [COM](#)  
[26-1113](#)  
Presenter(s): Betsy Emery, Federal Affairs Advisor, Metro  
Attachments: [JPACT Worksheet](#)  
[JPACT Federal Advocacy Priorities 2026](#)

**9:00 AM**

- 6.2      2028 Regional Transportation Plan Work Plan and Engagement Plan [COM 26-1133](#)

Presenter(s):    André Lightsey-Walker, Senior Transportation Planner, Metro  
                         Alfredo Haro, Senior Regional Planner, Metro  
                         Kim Ellis, Principal Transportation Planner, Metro  
                         Ted Leybold, Program Director, Metro

Attachments:    [JPACT Worksheet](#)  
                         [RTP 2028 Engagement Schedule](#)  
                         [2028 RTP Work Plan Overview](#)  
                         [2028 RTP Engagement Plan Overview](#)  
                         [2028 RTP Engagement and Consultation Plan \(June Draft\)](#)  
                         [2028 RTP Work Plan \(June draft\)](#)

7.      **Committee Member Communication (9:29 AM)**
8.      **Adjourn (9:30 AM)**

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបង្កើនវិស័យអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ)។  
ថ្ងៃច័ន្ទ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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## 2026 JPACT Work Program

**As of 7/9/26**

*Items in italics are tentative*

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><u>July 16, 2026 -online</u></b></p> <ul style="list-style-type: none"> <li>• Public Comment (<b>2 min/pp total 30 min</b>)</li> <li>• TSMO funding awards update (<b>comment from the chair</b>)</li> <li>• <b>Regional Vanpool Action Plan public comment period (comment from the chair)</b>Future Vision engagement results update (Jess Zdeb, Metro; <b>Comment from chair</b>)</li> <li>• Resolution no. 26-5619: July Formal MTIP Amendment Action (<b>consent</b>)</li> <li>• Consideration of the June 18, 2026 JPACT Meeting Minutes (<b>Consent</b>)</li> <li>• Rose Quarter MTIP Amendment <b>Resolution no. 26-5600 (action; Gabriela Lopez, ODOT staff, (cc Jean); 40 min)</b></li> <li>• 2026 JPACT trip Advocacy Priorities Consideration I/D (Betsy Emery, Metro; <b>15 min</b>)</li> <li>• 2028 Regional Transportation Plan Work Plan I/D (André Lightsey-Walker and Alfredo HaroMetro; <b>30 min</b>)</li> </ul> | <p><b><u>August- cancelled</u></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p><b><u>September 17, 2026 - online</u></b></p> <ul style="list-style-type: none"> <li>• Consideration of the July 16, 2026 JPACT Meeting Minutes (<b>Consent</b>)</li> <li>• RTO award (comment the chair)</li> <li>• 2028 Regional Transportation Plan Work Plan: Adoption (<b>30 min action</b>)</li> <li>• Community Connector Transit Study: Recommendations (Ally Holmqvist, Metro; 30 min)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b><u>October 15, 2026 – online</u></b></p> <ul style="list-style-type: none"> <li>• Community Connector Transit Study: Report Acceptance (<b>action</b>) (Ally Holmqvist, Metro; 30 min)</li> <li>• Regional Vanpool Action Plan (Marne Duke, Metro; 15 min) (<b>action</b>)</li> <li>• Cascadia HSR: Route Options Update (Program staff; Ally Holmqvist; 30 min)</li> <li>• Institute of Metropolitan Studies Transportation Funding Report (Tyler Frisbee, Jennifer Dill, Earl Blumenauer) IMS) (30 min)</li> </ul> |

|                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• JPACT Facilitated Transit Discussion report out and recommendations (Ted Leybold and Allison Brown; 30 min) (Moved from June)</li> <li>• Regional Vanpool Action Plan (Marne Duke, Metro; 15 min)</li> </ul> <p><i>JPACT DC trip September 21<sup>st</sup> -24<sup>th</sup></i></p> | <ul style="list-style-type: none"> <li>• Coordinate with Tyler on gov's task force</li> <li>• 2028 RTP update: system performance (André Lightsey-Walker and Eliot Rose; 30 min)</li> <li>• TriMet Service Cuts and Budget shortfalls (TriMet; <b>30 min</b>) (I/D item)</li> </ul>                      |
| <p><b><u>October 28, 2026 – In person (MPAC JPACT Joint Meeting) 4-7pm</u></b></p>                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>• <b><u>November 19, 2026- in person</u></b></li> <li>• HOLD for Future Vision update</li> <li>• 2028 RTP update: Funding and call for projects (André Lightsey-Walker, Metro; 30 min)</li> <li>• 2040 Look Back (Ted Reid, Metro; 20 min)</li> <li>• </li> </ul> |
| <p><b><u>December 17, 2026</u></b></p> <ul style="list-style-type: none"> <li>• Annual Safe streets update</li> <li>• </li> </ul>                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                          |

## Holding Tank

Expected Items with unknown timelines:

- OTS initial survey findings
- Possible items:
- Fx Plan update?
- RFFA Bond update
- Climate action work update
- Clack Co work update
- EMCTC alignment
- PSU Institute of Metropolitan Studies transportation funding work
- Safety strategy discussions



Metro

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Portland, OR 97232-2736  
oregonmetro.gov

Agenda #: 3.2

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**File #:** COM 25-1002

**Agenda Date:** 5/21/2026

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Transit Minute



# Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
[oregonmetro.gov](http://oregonmetro.gov)

Agenda #: 3.3

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**File #:** COM 26-1135

**Agenda Date:** 7/16/2026

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**TSMO Funding Awards Update: 2028-30 TSMO Recommended Projects**

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Thursday, July 11, 2026  
To: Joint Policy Advisory Committee on Transportation (JPACT)  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
Bikram Raghubansh, TransPort Vice Chair, City of Portland Engineering Supervisor  
Caleb Winter, TSMO Program Manager, Metro Principal Transportation Planner  
Subject: Comment from the Chair: 2028-30 TSMO Recommended Projects

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## Purpose

To inform JPACT of project funding recommendations for the Transportation System Management & Operations (TSMO) Program, made possible by 2028-30 Regional Flexible Funds Allocation (RFFA) through Step 1B: Region-wide Program Investments, Planning. TransPort, a subcommittee of the Transportation Policy Alternatives Committee (TPAC), made a recommendation to allocate \$7.3 million in program funds to six projects, consistent with the regionally adopted [2021 TSMO Strategy](#) that helps coordinate technology deployment and operations to achieve regional policy.

**No action is requested at this time.** TPAC, JPACT and the Metro Council will take action on TransPort's recommendation in fall 2026 through a Metropolitan Transportation Improvement Program (MTIP) amendment request to program funding for the six projects.

## TSMO Recommended Projects

Projects are listed below with title, lead agency and TSMO Program funds (federal portion). The TSMO program funds require a minimum 10.27% local match.

- **Cornell Road Safe & Smart Corridor**, Washington County, \$1,751,258 (funding for design and construction)
- **Beaverton Multimodal Safety and Traffic Signal Management**, City of Beaverton \$1,845,746 (funding for design and construction)
- **Inner SE Powell Blvd. (Hwy 26) Safer Signals and Transit Signal Priority: Milwaukie Ave - 82nd Ave**, City of Portland, \$2,453,881 (funding for design and construction)
- **Smart 185th Ave.**, Washington County, \$567,850 (funding for design only)
- **Gresham/Multnomah County Intelligent Transportation Systems Plan**, City of Gresham & Multnomah County, \$340,974 (funding for planning)
- **Regional Pedestrian Estimated Volumes Using Signals Data**, Portland State University, \$356,615 (funding for Intergovernmental Agreement supporting research and data analytics)

## TSMO Call for Projects Timeline

Metro staff engaged TransPort throughout the Call for Projects process. The key milestones included:

|                     |                                       |
|---------------------|---------------------------------------|
| Fall 2025           | Developed project evaluation criteria |
| Dec. 2025-Feb. 2026 | Conducted Call for Projects           |

|            |                                                                                                                                                                            |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| March 2026 | Convened reviewer team to score TSMO projects. Reviewer team was composed of three public agency technical experts and three community-based organization representatives. |
| April 2026 | Shared project scores and preliminary funding scenarios with TransPort                                                                                                     |
| May 2026   | Refined the funding scenarios and TransPort action                                                                                                                         |

**About TransPort**

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects, including making recommendations to fund projects. TransPort's core membership comprises seven agencies: Oregon Department of Transportation (ODOT), TriMet, Metro, Clackamas County, Multnomah County, Washington County and the City of Portland, represented by their lead transportation systems engineers and planners. Attendance from other TPAC and JPACT-member agencies is encouraged and meetings are open to all. For more information, please visit [TransPort | Metro](#).

**Next Steps**

Following TransPort's action and recommendation, Metro staff are working with the lead agencies and ODOT to reach milestones ahead:

|                 |                                                                |
|-----------------|----------------------------------------------------------------|
| June – Dec 2026 | Award letters sent and action on MTIP/STIP amendments          |
| October 2027    | Funds start to become available in Federal Fiscal Year (FFY28) |

TSMO staff thanks regional partners for engaging over the past eight months, contributing to the successful outcome of the TSMO Call for Projects process.

Please email any questions you have for TSMO staff to [tsmo@oregonmetro.gov](mailto:tsmo@oregonmetro.gov).

cc: Ted Leybold, Metro Transportation Policy Director  
Jean Senechal Biggs, Metro Resource Development Manager



Metro

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oregonmetro.gov

Agenda #: 3.5

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**File #:** COM 26-1137

**Agenda Date:** 7/16/2026

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**Future Vision Updates: Engagement and Regional Values**

# JPACT Worksheet

**Agenda Item Title:** Future Vision Updates: Engagement and Regional Values

**Date:** July 16, 2026

**Presenters:** N/A, memo only

**Contact for this worksheet/presentation:** Jess Zdeb, [jessica.zdeb@oregonmetro.gov](mailto:jessica.zdeb@oregonmetro.gov)

## **Purpose/Objective**

Metro's charter requires a 50-year Future Vision for the region, to be updated every 15 years. This updated Future Vision will guide Metro policies, projects and programs and Metro Council has also directed staff to approach this effort in a way that can galvanize public, non-profit and private sector partners to work together toward our region's potential future.

Staff anticipates bringing an updated Future Vision to Council for consideration in Spring 2027. The Vision will be developed and recommended by the Future Vision Commission, whom Council appointed last June. Two JPACT members are also members of the Commission: Mayor Anne McEnerny-Ogle and Councilor Christine Lewis who serves as a non-voting Commission member. MPAC will also be asked to provide a recommendation to the Metro Council.

JPACT members will be invited to two fall events to help shape the Future Vision:

- Vision Summit: a half-day cross-sector convening to start drafting aspirations for the region that will form the core of the Future Vision. Attendees will draft aspirations with the context of outcomes from Future Fest (youth summit), Commission development of guiding principles, and findings from research on drivers of change that will shape the region in the next 50 years.
- Vision Table: a joint MPAC/JPACT workshop to refine aspiration statements drafted at the Vision Summit for transmission to the Future Vision Commission.

## ***Regional values engagement***

This round of engagement in March through May sought to identify a core set of regional values that residents of greater Portland want to inform decisions about the region's future. These values will serve as the foundation of the vision, ensuring that the interests of the region's people are reflected in the vision.

The key tool for seeking input on values was a low-barrier online survey available in English, Spanish, Chinese, Russian and Vietnamese. This survey was open from March 12 to May 31. Metro promoted the survey through numerous means including:

- Metro social media channels, newsletters and publications (e.g., Our Big Backyard)
- Metro staff promotion: holding and visiting department all-staff meetings; Metro Together
- Paid online and social media advertising

- Government partner promotion (e.g., TriMet's *Rider Insider* newsletter, Wilsonville's "Boones Ferry Messenger" paper)
- Non-government partner promotion (e.g., Metro staff attend Intertwine Alliance event, community-based organizations include link in newsletters)
- Physical collateral in public spaces (e.g., flyers, bookmarks and postcards in public libraries)

In addition, Metro also contracted with Community Engagement Liaison Services to do targeted outreach in less represented areas of the region and in languages other than English later in the survey window.

Findings from the online survey reflect sentiments often heard in Metro public engagement and in statistically sampled polling by Metro and others. When asked to describe the region today, respondents' most frequently cited descriptors had to do with nature and green space. They also pointed to community/belonging and walkability, and a little over 60% of descriptors were generally positive. When asked about the future, either to describe it or what they would like preserved for future generations, respondents also pointed to a green and natural region, as well as one that is welcoming, diverse and equitable.

The survey also asked respondents about topics that are concerns today that they hope are no longer concerns in 2077. Again, these responses largely reflected concerns expressed by the region's residents in other settings, with homelessness and cost/affordability being the top two categories of answers. One interesting finding regarding concerns is that economic decline was less prevalent in respondents' thinking about the future than today, possibly indicating a tendency to believe that this current issue is cyclical and is less likely to be a persistent issue in 50 years.

Metro also developed a conversation kit that provides an opportunity for open, thoughtful dialogue about what we value, what we hope for and what we want to pass on to future generations. Responses from these kits surfaced similar sentiment to the survey with some more detail in their descriptions, for instance hoping for gathering, joy and connection within the idea of belonging.

### ***Summer tabling***

In the summer season when more community events occur (e.g., farmers markets, festivals), project staff will table around the region to raise awareness of the project and continue to get participation and spark conversation through activities such as writing a Postcard to the Future. This effort will keep the project in the public eye, help promote the [Future Fest](#) (a youth-focused summit), and provide an opportunity for public review of the summary of regional values resulting from the first engagement phase.

### ***Draft regional values***

Values are the enduring core beliefs about what matters most to a community, the philosophical anchor that the broader vision must align with and reinforce. They are grounded in input, actionable, distinct from one another, and they are not goals.

The project team has developed draft regional values based on spring engagement as well as review of recent visions, long-range and strategic plans from governments and

organizations from throughout the region. This review of others' documents allows Future 50 to bring prior engagement with the region's residents into this process. Input from the Future Vision Youth Committee also helped shape the draft values.

As of writing this worksheet, the draft values are still being refined for presentation to the Future Vision Commission at their July 9 meeting (recording available [here](#) after the meeting). Commission feedback will be incorporated into a revised set of values presented at their August 13 meeting where they will vote on approving the values for use at the fall Vision Summit.

### **Outcomes**

JPACT members are updated on the outcomes of spring engagement, plans for summer tabling, and the process for developing regional values based on spring engagement and other inputs.

### **What has changed since JPACT last considered this issue/item?**

Since the last JPACT update in February 2026, the Future Vision Commission has continued to meet monthly. The project team conducted a large round of public engagement in the spring. Three expert panels on topics and themes important to Future Vision have been held, and recordings are available online:

- [2040 Growth Concept lookahead: Perspectives on equitable outcomes](#)
- [Human networks: Laying a foundation for regional resilience](#)
- [Metro Climate Lab: Powering resilience with bold vision and smart investment](#)

### **What packet material do you plan to include?**

None



Metro

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Agenda #: 4.1

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**File #:** COM 26-1132

**Agenda Date:** 7/16/2026

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**Consideration of the June 18, 2026 JPACT Meeting Minutes**



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[oregonmetro.gov](http://oregonmetro.gov)

## JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

### Meeting Minutes

June 18, 2026

#### **MEMBERS PRESENT**

Councilor Christine Lewis (chair)  
Commissioner Shannon Singleton  
Commissioner Nafisa Fai  
Commissioner Paul Savas  
Mayor Keith Wilson  
Mayor Travis Stovall  
Mayor Joe Buck  
Rian Windsheimer  
Sam Desue  
Councilor Gerritt Rosenthal  
Councilor Ashton Simpson  
Devin Reck  
Mayor Anne McEnery-Ogle  
Leann Caver

#### **AFFILIATION**

Metro Council  
Multnomah County  
Washington County  
Clackamas County  
City of Portland  
Cities of Multnomah County  
Cities of Clackamas County  
Oregon Department of Transportation  
TriMet  
Metro Council  
Metro Council  
Washington Department of Transportation  
City of Vancouver  
C-Tran

#### **ALTERNATES PRESENT**

Mayor Frank Bubenik  
Dan Eisenbeis  
Michael Orman

#### **AFFILIATION**

Cities of Washington County  
Port of Portland  
Oregon Department of Environmental Quality

### **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Christine Lewis called the meeting to order at 7:32 am.

### **2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

Sam Kim expressed support for the Interstate Bridge Replacement (IBR) Program and urged approval of Resolution no. 26-5599.

Chris Smith expressed concerns regarding the Rose Quarter Phase 1B project.

Berk Nelson expressed strong support for the Interstate Bridge Replacement Program and the future Columbia River Bridge project.

Khanh Tran expressed support for the Interstate Bridge Replacement Program.

Zachary Lauritzen expressed concern for traffic diversion onto the Glenn Jackson Bridge and surrounding roadways. They urged the committee to identify potential mitigation strategies, evaluate their advantages and disadvantages, and return those options to JPACT for consideration.

Indi Namkoong expressed concerns regarding traffic diversion resulting from IBR tolling. They urged the committee to develop a comprehensive mitigation plan and identify alternatives to better protect impacted communities.

Rene Gonzalez expressed support for the IBR amendment and encouraged the committee to continue moving the project forward.

Sharon Nasset expressed concerns regarding the Rose Quarter project, stating that an Environmental Impact Statement should be completed for the project. She also advocated for direct on- and off-ramps serving the Rose Quarter to better accommodate visitors. Additionally, she expressed concern that citizen comments previously included in the Community Involvement Summary appeared to have been removed and requested that those comments be addressed.

### **3. JPACT CHAIR UPDATES**

Chair Lewis shared that due to time constraints they would share the Transit minute and Fatal Crash presentation links in the chat.

#### **4. CONSENT AGENDA**

##### **4.1 Consideration of the May 21, 2026 JPACT Meeting Minutes**

##### **4.2 June FFY 2026 MTIP Formal Amendment #2 Approval Request: Resolution No. 26-5607 For The Purpose of Amending One Project of the 2024-27 MTIP to Meet Federal Project Delivery Requirements**

Chair Lewis called for a motion on the consent agenda.

**MOTION:** Councilor Ashton Simpson moved to approve the item, seconded by Commissioner Nafisa Fai

**ACTION:** With all in favor, the consent agenda was approved.

#### **5. ACTION ITEMS**

##### **5.1 June FFY 2026 MTIP Interstate Bridge Replacement Program Formal Amendment: Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements**

Carley Francis, Gabriela Lopez, and Malu Wilkinson presented on the agenda item. They explained what the I-5 MTIP amendment is, discussed the delivery timeline, and addressed concerns they have heard regarding workforce, diversion, independent utility, LRT terminus, and low-income roll program implementation. Program Director Ted Leybold shared the types of amendments JPACT can legally take for the MTIP project. Metro staff shared the TPAC recommendation and asked members for questions or comments.

Commissioner Paul Savas stated that he and Clackamas County want to see the bridge built, but shared concerns for JPACTs inability to make certain amendments to the MTIP amendment. He noted that for 20 years, they have been trying to bring attention to diversion. He noted that it has been getting worse. He expressed his reservations with voting either yes or no today. He noted that it is sad that they cannot change the vote. He noted that he wants the project to move forward, but he is concerned about capacity and cost. He shared a concern for toll and diversion impacts, noting that it is disappointing that there are no solutions on the table.

Chair Lewis shared that they could vote on amendments, but the amendments need to meet legal requirements.

Commissioner Singleton asked if they could direct staff to go back to TPAC and come back in the fall or summer with a proposal for diversion work regarding potential mitigations.

Chair Lewis responded that they could ask TPAC to come back and bring something actionable in the future.

JPACT members gave head nods to move forward with that request.

Ted Leybold shared that they can come back with a report on options for how the program and this region could advance options for dealing with diversion issues if tolling is put in place.

Commissioner Singleton shared that it would be helpful for making an intentional decision. She also shared that she has an amendment that she will request later in the meeting.

Chair Lewis told Commissioner Singleton that she can describe the amendment now, but they will be formally introducing amendments later in the meeting.

Commissioner Singleton shared that she would like to add a clause in the resolution to have language that includes both implementing community benefits, as well as assuming that they are getting dollars to their DBEs in the community.

Mayor Anne McEnerny-Ogle explained that the City of Vancouver would like to propose an amendment to the main amendment as well. Mayor Anne McEnerny-Ogle stated that the City of Vancouver was disappointed that the current proposal would end light rail at the bridgehead instead of extending it to Library Square. She stated that requiring riders to disembark at the bridge would reduce ridership and that transit should be integrated into the community. She noted that while \$50 million was proposed for transit design, IBR estimated actual design costs at \$25–30 million, and she suggested using some of the remaining funds to design the final six-and-a-half blocks of light rail into Vancouver without delaying the project timeline. Mayor McEnerny-Ogle also thanked the governor for her recent letter and stated that the proposal would form the basis of a forthcoming motion.

Carley Francis responded that the approximately \$50 million allocation reflected the full scope of work associated with the transit design contract and related project activities, not just the direct design costs presented at the June 4 industry briefing. She explained that the remaining funds supported work by WSDOT and ODOT, including efforts to secure federal funding, project management oversight, procurement development, and contract administration. Francis stated that these activities represented a significant

body of work that had yet to be substantially undertaken and concluded that there were no surplus funds available within the allocation to support the additional light rail design extension to Library Square as requested by Vancouver.

Rian Windsheimer added that the Regional Transportation Council (RTC) had already passed a resolution strongly encouraging the light rail project to continue to Evergreen Station and to pursue funding for that extension. He noted that the governor's recent letter directed the Interstate Bridge Replacement program to work with regional partners later in the year to identify available funding, evaluate the most cost-effective way to reach Evergreen Station, and support future design efforts. Windsheimer stated that there was already clear direction to continue exploring and seeking funding for the extension. While he personally supported extending light rail farther into Vancouver, he stated that amending the current proposal could delay the overall project. Instead, he suggested that the extension be pursued through continued collaboration and future funding opportunities.

Mayor Wilson requested that they take a motion on this item due to a time commitment.

Attorney Michelle Belia further explained that, when considering any amendments, she and MPO staff would evaluate whether the MPO had the legal authority to require the proposed action and whether the sponsoring agency had the authority to implement it. To ensure any action taken was legally sound, she asked that members refrain from seconding amendment motions until she had an opportunity to review them for legal sufficiency, noting that she may request a short recess after amendments are brought forward.

Mayor Joe Buck asked what kind of oversight Oregonians will have through their elected officials as the program goes forward, specifically in regards to the toll program, annual escalations, and WASHDOT.

Carley Francis responded that toll rates are governed through the Oregon-Washington transportation framework, which may include inflation-based adjustments, and that tolling costs are reported transparently to support cost-effective operations. She emphasized that current toll revenues are dedicated solely to the replacement bridge project, and there are no plans to increase rates to fund other activities at this time.

Mayor Buck asked if the bi-state committee is going to exist into perpetuity.

Francis responded that it is the best framework they have at this time for offering and providing bystate authorizing space for toll rates and policies, adding that they have an agreement about how to work together to do that in support of the program.

Mayor Buck asked where the buck stops between the OTCs and the bystate committee.

Francis responded that there are four members of that bystate committee, two from Oregon and two from Washington State. She explained that those are the folks that set the toll rates and policies. She added that the framework is to make sure they satisfy lending requirements and make sure that the funds they are generating meet repayment requirements.

Mayor Frank Bubenik shared that Washington County Mayors are in support of bridge replacement. Mayor Bubenik shared concerns about the lack of increased capacity, the absence of light rail delivery, and the lack of urgency in implementing a low-income tolling program. He discussed that he will propose an amendment to require a low-income tolling program to be implemented within six months of a preconstruction order.

Chair Lewis called for a motion for Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

**MOTION:** Mayor McEnerny-Ogle moved adoption of Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Commissioner Nafisa Fai.

During discussion on the main motion, several amendments were proposed.

Mayor Anne McEnerny-Ogle made a motion to amend Resolution no. 26-5599 to remove the words “north and south” from Exhibit A, page 9. The proposed amendment was as follows: “Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements ~~north and south~~ of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570”.

Ted Leybold asked Carley Francis to describe whether this amendment is consistent with the project scope.

Francis shared that it is inconsistent with how OTC and RTC have adopted comparable language. She noted that it is inconsistent with the other adopted MTIP and STIP activities that have already occurred.

Michelle Belia asked about the concerns of changing language in the project description.

Malu Wilkinson responded that as this project is moving through the federal process, it is important that the local actions are consistent with each other.

Mayor Wilson shared that he and Mayor McEnerny-Ogle had worked closely together on the project and appreciated the effort that had gone into it. He expressed concern that the bridge project was not fully embracing a multimodal transportation vision and argued that the region was missing an opportunity to prioritize walking, biking, transit, and other modern transportation options instead of focusing primarily on driving. He also raised concerns about traffic diversion effects. Mayor Wilson supported Mayor McEnerny-Ogle's proposed amendment and indicated that he would second it but said he would ultimately abstain because he believed the larger bridge project needed to move forward. He emphasized the importance of securing scarce funding now so the region could deliver a resilient bridge rather than delaying the project for future generations.

**Amendment motioned by Mayor Anne McEnerny-Ogle:**

**MOTION:** Mayor Anne McEnerny-Ogle moved to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Mayor Wilson.

Mayor Anne McEnerny-Ogle moved to amend Resolution no. 26-5599 to clarify the location of light rail transit elements. She moved to amend Exhibit A as follows:

“Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements ~~north and south~~ of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.”

After providing a second to Mayor Anne McEnerny-Ogle's motion to amend, Mayor Wilson left the meeting at 8:45am.

Michelle Belia shared that given the change to the scope and concerns about consistencies for the underlying document, this is not an amendment that the MPO is able to consider as a matter of law.

Mayor Anne McEnerny-Ogle noted that this could indicate a flaw in the description of the project because it directs transit for elements north and south of the bridge, but not on the bridge. She noted that TriMet should be working on the bridge, but this bridge is just described as north and south.

Carley Francis responded that the bridge replacement project already included the transit component on the bridge itself, including the transit guideway and related infrastructure. She explained that the light rail track and systems work was accounted for as part of the broader light rail project, while the connections to the bridge and stations were addressed through separate, existing project elements. She emphasized that the transit design was comprehensively covered within the overall project, even though some components were funded and authorized under different line items.

Chair Lewis asked to take a vote on the amendment.

After discussing with the Metro Attorney, Michelle Belia noted that JPACT members can take the vote, but due to the legal insufficiency of the motion, they will not be able to implement it.

Commissioner Fai thanked the Metro and IBR staff for their presentations and work. She noted that her board voted to recommend the resolution, as is, without any further amendments. She shared concern that any delay in this process could cost them their federal funding. Commissioner Fai stated that she will not vote yes on any amendment, but rather she will vote yes on the original amendment only.

Dan Eisenbeis shared that it is important to move forward with this now. He noted that they support the City of Vancouver's desire to see the light rail go to Evergreen, noting the importance of continuing to pursue that. He noted that Port of Portland also shares concerns about diversion, appreciating Carly Francis' note about working with contractors to address concerns about diversion during the construction period. He asked if there is an opportunity to coordinate examining management options for diversion that might occur during the construction period.

Chair Lewis responded that yes, there is an opportunity to do that.

Sam Desue shared that TriMet is committed to working together to get to Evergreen. He noted that they have money on the table, and they cannot lose this money. He noted that JPACT has approved the MLPA, which is to Evergreen. He noted that they have money on the table, and they cannot lose this money.

Rian Windshiemer agreed with Sam Desue, adding that they all want the light rail to get to Evergreen, but he will be voting no to this amendment to Resolution no. 26-5599 to maintain consistency with the language approved by the RTC and OTC.

Commissioner Shannon Singleton noted that this is in the modified LPA and incorporated in the community benefits work. She affirmed Multnomah County's support for this transit work.

Commissioner Paul Savas asked for solutions to diversion, noting that he wants this information.

Councilor Rosenthal asked for clarification that they will take a vote on this amendment to the resolution, but that if passed, it will not be able to be implemented.

Chair Lewis confirmed this, noting that they will take a vote, but because it is out of the bounds of their authority, they will not be able to implement it if it passes.

**Vote on Amendment motioned by Mayor Anne McEnerny-Ogle:**

**MOTION:** Mayor Anne McEnerny-Ogle made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Mayor Keith Wilson.

**Aye:** 4 – Commissioner Savas, Mayor Bubenik, Mayor Anne McEnerny-Ogle, Leann Caver

**Nay:** 11- Commissioner Singleton, Commissioner Fai, Mayor Stovall, Mayor Buck, Rian Windsheimer, Sam Desue, Dan Eisenbeis, Michael Orman, Councilor Rosnethal, Councilor Simpson, Devin Reck

**ACTION:** With 4 yes votes and 11 no votes, the motion failed.

**Amendment motioned by Commissioner Shannon Singleton:**

Commissioner Shannon Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

Commissioner Shannon Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements to add the following recitals to Resolution no. 26-5599:

“WHEREAS, the development of SBE contractors is essential to the local economy, we acknowledge the importance of SBE participation goals and targets with contract packaging and quarterly reporting; tracking available data tied to consistent equity outcomes, and consistent application of an accountability reporting framework when possible for SBEs; and

WHEREAS, we seek shared prosperity for adjacent communities, and support this region's commitment to implementing a Community Benefits plan, and a plan for preventing displacement and mitigating construction impacts with measurable outcomes; and”

Ted Leybold requested a recess to analyze the legality of this amendment.

Recess from 9:05am-9:08am

Ted Leybold shared that this amendment is legally actionable. He noted that this does not require the project to do anything in defiance of the scope of the work, but rather this is JPACT as a body saying that they are working to support and address the topics that are put in the resolution’s recitals. He emphasized that this amendment does not require the project to change their scope or budget.

Belia clarified that this language would be potentially added to the resolution itself in the recitals. She noted that it is by Metro’s authority and actionable.

Mayor Anne McEnerny-Ogle stated that the rationale for the previous amendment to the resolution was that it was inconsistent with other agencies. She asked if this language is in the adopted languages of the other agencies.

Francis clarified the difference between amending the recitals in the resolution versus amending the project scope in Exhibit A.

Mayor Anne McEnerny-Ogle shared that while she supports Commissioner Singleton’s amendment of Resolution no. 26-5599, it is not an appropriate amendment if one were to use the same rationale that was just used with her proposed amendment.

Commissioner Nafisa asked Francis for clarity on what SBEs are.

Francis clarified that SBE is small business enterprise program. She added that they received approval from the federal government to include an SBE goal in the contract.

Commissioner Nafisa Fai thanked Commissioner Singleton for bringing this forward but shared that she will not vote in support of any amendments.

Chair Lewis asked for a second on the motion moved by Commissioner Shannon Singleton.

**MOTION:** Commissioner Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Councilor Rosenthal.

Commissioner Savas noted that while he supports the principal of the motion, the amendment's language of "preventing displacement and mitigating construction impacts with measurable outcomes" has a cost to it. He noted that they seem to be mixing financial requirements with legal requirements. He asked if they are consistent with how they are determining what is legal.

Michelle Belia responded that it is acceptable as a matter of law.

Commissioner Savas asked for the financial impact of Commissioner Singleton's proposed amendment.

Carley shared that there is wiggly space in the resolution about preventing displacement, as there will be displacement. She noted that there is a community benefits plan that is alive and well, but that the resolution does have a few prescriptive elements.

Commissioner Shannon Singleton shared that the amendment is consistent with what JPACT has discussed.

Rian Windshiemer noted that the recitals are simply acknowledging and supporting something, rather than amending Exhibit A, which needs to stay consistent.

Mayor Travis Stovall left the meeting at 9:18am.

Chair Lewis called for a vote on Shannon Singleton's amendment to Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement

Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

**Vote on Amendment motioned by Commissioner Shannon Singleton:**

**MOTION:** Commissioner Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Councilor Rosenthal.

**Aye:** 10- Commissioner Singleton, Commissioner Savas, Mayor Bubenik, Mayor Buck, Rian Windsheimer, Dan Eisenbeis, Michael Orman, Councilor Rosenthal, Councilor Simpson, Devin Reck,

**Nay:** 4- Commissioner Fai, Sam Desue, Mayor McEnerny-Ogle, Leann Caver

**ACTION:** With 10 yes votes and 4 no votes, the motion passed.

**Amendment motioned by Mayor Frank Bubenik**

Mayor Frank Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

Mayor Frank Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements to add the following language to Resolution no. 26-5599:

“BE IT FURTHER RESOLVED that JPACT and the Metro Council support and encourage the Bi-State Tolling Subcommittee to develop and implement a low-income toll program at the start of the program’s pre-completion tolling program.”

Michelle Belia confirmed that it is an actionable amendment.

**MOTION:** Mayor Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Commissioner Nafisa Fai.

Commissioner Paul Savas asked what the cost implications of this amendment would be.

Carley Francis responded that the current tolling cost estimates already included funding for a low-income tolling program. She explained that the main constraint was establishing the program's policy details—such as eligibility requirements—before the necessary technology could be programmed. While the program itself was generally accounted for financially, accelerating implementation before tolling begins could create additional costs that are not currently included in the estimate.

Mayor Anne McEnerny-Ogle noted that the city of Vancouver supports this, but due to the previous statements about consistency for documentation, they will be voting against this.

Rian Windshiemer noted that supporting the OTC and bistate commission to do this is something he can support, but that most of the people in the room have already stated that they are in favor of this.

**Vote on Amendment motioned by Mayor Frank Bubenik:**

**MOTION:** Mayor Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Commissioner Nafisa Fai.

**Aye:** 3 – Commissioner Savas, Mayor Bubenik, Councilor Rosenthal

**Nay:** 8- Commissioner Singleton, Commissioner Fai, Mayor Buck, Sam Desue, Dan Eisenbeis, Councilor Simpson, Mayor Anne McEnerny-Ogle, Leann Caver,

**Abstain:** 3- Rian Windsheimer, Michael Orman, Devin Reck

**ACTION:** With 3 yes votes, 8 no votes, and 3 abstentions, the motion failed.

**Vote on Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, as amended by Commissioner Shannon Singleton's approved amendment:**

Chair Lewis asked for the vote on the final resolution, with Commissioner Shannon Singleton's approved amendment included.

**Aye\*:** 9- Commissioner Singleton, Commissioner Fai, Rian Windsheimer, Michael Orman, Devin Reck, Mayor Buck, Sam Desue, Dan Eisenbeis, Councilor Simpson,

**Nay:** 0

**Abstain:** 4- Commissioner Savas, Mayor Bubenik, Councilor Rosenthal, Mayor Anne McEnerny-Ogle, Leann Caver

**ACTION:** With 9 yes votes and 4 abstentions, Resolution no. 26-5599 was approved.

\*During the roll call, Mayor Buck, who was participating via zoom, voted no. Immediately after the vote, Mayor Buck asked to correct his vote to yes and explained that he thought he was voting on a proposed amendment to the resolution rather than the MTIP resolution itself. There were no objections to the correction of the vote.

**5.2 2027-2030 Metropolitan Transportation Improvement Program (MTIP): Resolution no. 26-5587 For the Purpose of Adopting the 2027-2030 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area**

Gabriela Lopez and Blake Perez presented the topic, briefly describing the MTIP vote due to time constraints and asking folks if they had any questions.

**MOTION:** Sam Desue moved to approve the item, seconded by Commissioner Fai

**ACTION:** With all in favor, the motion passed.

**6. INFORMATION/DISCUSSION ITEMS**

**6.1 2026 JPACT Trip Advocacy Priorities Review**

Due to time constraints, this agenda item was not presented on.

**6.2 Rose Quarter MTIP Amendment: Discussion**

Due to time constraints, this agenda item was not presented on.

**7. COMMITTEE MEMBER COMMUNICATION**

Rian Windshiemer mentioned that the comment period for the Transportation Safety Plan is open through July 31<sup>st</sup>.

**8. ADJOURN**

Chair Lewis adjourned the meeting at 9:39am.

Respectfully submitted,

*Georgia Langer*

Georgia Langer, Legislative Coordinator



Metro

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Agenda #: 4.2

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**File #:** COM 26-1134

**Agenda Date:** 7/16/2026

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**Resolution no. 26-5619 For the Purpose of Amending or Adding Six Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements**

# JPACT Worksheet

**Agenda Item Title: July FFY 2026 MTIP Formal Amendment Approval Request – Resolution 26-5619**

**Presenters: Not Applicable.** The item is on the consent agenda

**Contact for this worksheet/presentation:** Gabriela Lopez, Senior Transportation Planner, [gabriela.lopez@oregonmetro.gov](mailto:gabriela.lopez@oregonmetro.gov)

**Purpose/Objective:**

**FOR THE PURPOSE OF AMENDING OR ADDING SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

**Action Requested:**

**Recommend approval of Resolution 26-5619 to Metro Council to amend or add six projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.**

**Outcome:**

JPACT action to recommend approval to Metro Council. Final action allows the proposed programming changes to six projects in the 2024-2027 MTIP:

- Amends the 181st Ave Safety Upgrades: SE Stark St to E Burnside St project
- Amends the NE Columbia Blvd: Cully Blvd & Alderwood Rd project
- Amends the Stark/Washington St Signal ATC Upgrades: 76th Ave - 257th Ave project
- Amends the TriMet Preventive Maintenance Support (2027) project
- Amends the TriMet bus purchase (2027) project
- Adds the Tualatin River Wayfaring Project

**What has changed since JPACT last considered this issue/item?**

None. This is the first time the amendment will be presented to JPACT.

**What packet material do you plan to include?**

1. **Draft Resolution 26-5619** with requested changes to amend five projects and add one new project.
2. **Exhibit A to Resolution 26-5619** (MTIP Project Detail Report) showing the specific changes to the projects.
3. **Exhibit B to Resolution 26-5619** (Public Comment Period Summary)
4. **Metro Staff Report** in support of the formal amendment's action to amend or add the six projects. The report provides a summary of the project changes, review processes, and required approval steps.

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING OR  
ADDING SIX PROJECTS TO THE 2024-27  
MTIP TO MEET FEDERAL PROJECT  
DELIVERY REQUIREMENTS**

) RESOLUTION NO. 26-5619  
)  
)

) Introduced by: Chief Operating  
) Officer Marissa Madrigal with  
) concurrence of Council President Juan  
) Carlos González

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 formal amendment amends the 181st Ave Safety Upgrades: SE Stark St to E Burnside St project to add \$1,912,000 local funds to the Construction phase; and

WHEREAS, the formal amendment amends the NE Columbia: Cully Blvd & Alderwood Rd project to change the project description, increase the Utility Relocation phase by \$200,000 of local funds, increase the Construction phase by \$6,050,261 of local funds and Rail Highway Crossing Hazard funds, and change the Construction phase to FFY 2027; and

WHEREAS, the formal amendment amends the Stark/Washington St Signal ATC Upgrades: 76th Ave - 257th Ave project to reduce project location mileposts resulting in a change in project name and project description; and

WHEREAS, the project's Construction phase will be moved to FFY 2027 and reduced by \$218,350 to move \$156,235 to the Other phase and \$62,295 to the preliminary engineering phase; and

WHEREAS, the formal amendment amends the TriMet Preventive Maintenance Support Program (2027) and TriMet Bus Purchase (2027) projects to complete programming changes needed to ensure consistency with TriMet's Federal Transit Administration (FTA) Grant; and

WHEREAS, the projects will be amended to change the project names and descriptions, as well as move the projects to FFY 2028 in the unconstrained funding years of the MTIP; and

WHEREAS, the formal amendment adds the Tualatin River Wayfaring Project with \$22,282 of Recreation Trails Program funds with a local match of \$5,570 and overmatch of \$858 in the Other phase for FFY 2026; and

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

WHEREAS, on June 5, 2026, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 1, 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

WHEREAS, on July 16, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add six projects, as stated within Exhibit A, to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2026.

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Juan Carlos González, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 71397 - 181st Ave Safety Upgrades: SE Stark St to E Burnside St**

|                   |                 |              |                        |
|-------------------|-----------------|--------------|------------------------|
| ODOT Key<br>23555 | RTP ID<br>10454 | RFFA ID<br>- | Lead Agency<br>Gresham |
|-------------------|-----------------|--------------|------------------------|

|                                       |                                           |                           |
|---------------------------------------|-------------------------------------------|---------------------------|
| Project Type<br>Active Transportation | System Investment Type<br>Capital Project | Total Cost<br>\$5,454,501 |
|---------------------------------------|-------------------------------------------|---------------------------|

**Project Description**

Complete safety upgrades and enhancements between Stark St and Burnside St including: new traffic signals, adding and rehabbing sidewalks, a buffered bike lane, street lighting improvements and street utility upgrades for greater pedestrian safety.

| PHASE                         | FUND SOURCE                                                      | PRIOR      | FY2024           | FY2025           | FY2026             | FY2027     | FUTURE     | TOTAL              |
|-------------------------------|------------------------------------------------------------------|------------|------------------|------------------|--------------------|------------|------------|--------------------|
| Preliminary Engineering       | Community Project Funding /<br>Congressionally Directed Spending | \$0        | \$758,219        | \$0              | \$0                | \$0        | \$0        | \$758,219          |
| Preliminary Engineering       | Local Match                                                      | \$0        | \$86,782         | \$0              | \$0                | \$0        | \$0        | \$86,782           |
| Total Preliminary Engineering |                                                                  | \$0        | \$845,001        | \$0              | \$0                | \$0        | \$0        | \$845,001          |
| Right of Way                  | Community Project Funding /<br>Congressionally Directed Spending | \$0        | \$0              | \$390,325        | \$0                | \$0        | \$0        | \$390,325          |
| Right of Way                  | Local Match                                                      | \$0        | \$0              | \$44,675         | \$0                | \$0        | \$0        | \$44,675           |
| Total Right of Way            |                                                                  | \$0        | \$0              | \$435,000        | \$0                | \$0        | \$0        | \$435,000          |
| Construction                  | Community Project Funding /<br>Congressionally Directed Spending | \$0        | \$0              | \$0              | \$2,030,141        | \$0        | \$0        | \$2,030,141        |
| Construction                  | Local Match                                                      | \$0        | \$0              | \$0              | \$232,359          | \$0        | \$0        | \$232,359          |
| Construction                  | Overmatch                                                        | \$0        | \$0              | \$0              | \$1,912,000        | \$0        | \$0        | \$1,912,000        |
| Total Construction            |                                                                  | \$0        | \$0              | \$0              | \$4,174,500        | \$0        | \$0        | \$4,174,500        |
| <b>Total Programmed</b>       |                                                                  | <b>\$0</b> | <b>\$845,001</b> | <b>\$435,000</b> | <b>\$4,174,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,454,501</b> |

**Previously Approved Amendment 71397 - 181st Ave Safety Upgrades: SE Stark St to E Burnside St**

|                   |                 |              |                        |
|-------------------|-----------------|--------------|------------------------|
| ODOT Key<br>23555 | RTP ID<br>10454 | RFFA ID<br>- | Lead Agency<br>Gresham |
|-------------------|-----------------|--------------|------------------------|

|                                       |                                           |                           |
|---------------------------------------|-------------------------------------------|---------------------------|
| Project Type<br>Active Transportation | System Investment Type<br>Capital Project | Total Cost<br>\$3,542,501 |
|---------------------------------------|-------------------------------------------|---------------------------|

**Project Description**

Complete safety upgrades and enhancements between Stark St and Burnside St including: new traffic signals, adding and rehabbing sidewalks, a buffered bike lane, street lighting improvements and street utility upgrades for greater pedestrian safety.

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



| PHASE                         | FUND SOURCE                                                      | PRIOR      | FY2024           | FY2025           | FY2026             | FY2027     | FUTURE     | TOTAL              |
|-------------------------------|------------------------------------------------------------------|------------|------------------|------------------|--------------------|------------|------------|--------------------|
| Preliminary Engineering       | Community Project Funding /<br>Congressionally Directed Spending | \$0        | \$758,219        | \$0              | \$0                | \$0        | \$0        | \$758,219          |
| Preliminary Engineering       | Local Match                                                      | \$0        | \$86,782         | \$0              | \$0                | \$0        | \$0        | \$86,782           |
| Total Preliminary Engineering |                                                                  | \$0        | \$845,001        | \$0              | \$0                | \$0        | \$0        | \$845,001          |
| Right of Way                  | Community Project Funding /<br>Congressionally Directed Spending | \$0        | \$0              | \$390,325        | \$0                | \$0        | \$0        | \$390,325          |
| Right of Way                  | Local Match                                                      | \$0        | \$0              | \$44,675         | \$0                | \$0        | \$0        | \$44,675           |
| Total Right of Way            |                                                                  | \$0        | \$0              | \$435,000        | \$0                | \$0        | \$0        | \$435,000          |
| Construction                  | Community Project Funding /<br>Congressionally Directed Spending | \$0        | \$0              | \$0              | \$2,030,141        | \$0        | \$0        | \$2,030,141        |
| Construction                  | Local Match                                                      | \$0        | \$0              | \$0              | \$232,359          | \$0        | \$0        | \$232,359          |
| Total Construction            |                                                                  | \$0        | \$0              | \$0              | \$2,262,500        | \$0        | \$0        | \$2,262,500        |
| <b>Total Programmed</b>       |                                                                  | <b>\$0</b> | <b>\$845,001</b> | <b>\$435,000</b> | <b>\$2,262,500</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,542,501</b> |

|                              |                                                                               |
|------------------------------|-------------------------------------------------------------------------------|
| <b>CURRENT CHANGE REASON</b> | Schedule / Funding / Scope- Update Cost and Funding Increase - Major          |
| <b>PROJECT CHANGES</b>       | Plan Revision Name changed from "AM26-07-APR" to "FFY26-NO.9-JUL"             |
| <b>FUNDING CHANGES</b>       | <b>Overmatch</b><br>+ Increase funds in FY 2026 in CN from \$0 to \$1,912,000 |
| <b>FEDERAL PROJECT COST</b>  | Stays the same \$3,178,685                                                    |
| <b>TOTAL PROJECT COST</b>    | Increased from \$3,542,501 to \$5,454,501 (53.97%)                            |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 70778 - NE Columbia Blvd: Cully Blvd & Alderwood Rd**

|                   |                 |              |                         |
|-------------------|-----------------|--------------|-------------------------|
| ODOT Key<br>18837 | RTP ID<br>10336 | RFFA ID<br>- | Lead Agency<br>Portland |
|-------------------|-----------------|--------------|-------------------------|

|                         |                                           |                            |
|-------------------------|-------------------------------------------|----------------------------|
| Project Type<br>Roadway | System Investment Type<br>Capital Project | Total Cost<br>\$15,578,960 |
|-------------------------|-------------------------------------------|----------------------------|

**Project Description**

Reconstruct the intersections of NE Columbia Blvd/Alderwood Rd and NE Columbia Blvd/Cully Blvd including the installation of new traffic signals at both locations, side-by-side left turn lanes between the intersections, roadway tapers east and west of the intersections, exclusive left and right turn lanes on Alderwood approaching Columbia, and pedestrian/bicycle facilities.

| PHASE                         | FUND SOURCE           | PRIOR              | FY2024     | FY2025             | FY2026           | FY2027              | FUTURE     | TOTAL               |
|-------------------------------|-----------------------|--------------------|------------|--------------------|------------------|---------------------|------------|---------------------|
| Preliminary Engineering       | Local Match           | \$213,616          | \$0        | \$0                | \$0              | \$0                 | \$0        | \$213,616           |
| Preliminary Engineering       | STBG - Flex           | \$1,686,488        | \$0        | \$0                | \$0              | \$0                 | \$0        | \$1,686,488         |
| Preliminary Engineering       | STBG-RD25             | \$179,896          | \$0        | \$0                | \$0              | \$0                 | \$0        | \$179,896           |
| Total Preliminary Engineering |                       | \$2,080,000        | \$0        | \$0                | \$0              | \$0                 | \$0        | \$2,080,000         |
| Right of Way                  | Local Match           | \$0                | \$0        | \$291,734          | \$0              | \$0                 | \$0        | \$291,734           |
| Right of Way                  | STBG - Flex           | \$0                | \$0        | \$2,548,906        | \$0              | \$0                 | \$0        | \$2,548,906         |
| Total Right of Way            |                       | \$0                | \$0        | \$2,840,640        | \$0              | \$0                 | \$0        | \$2,840,640         |
| Construction                  | Local Match           | \$0                | \$0        | \$0                | \$0              | \$455,788           | \$0        | \$455,788           |
| Construction                  | Other                 | \$0                | \$0        | \$0                | \$0              | \$5,920,261         | \$0        | \$5,920,261         |
| Construction                  | Rail HWY Cross Hazard | \$0                | \$0        | \$0                | \$0              | \$134,595           | \$0        | \$134,595           |
| Construction                  | STBG - Flex           | \$0                | \$0        | \$0                | \$0              | \$1,468,078         | \$0        | \$1,468,078         |
| Construction                  | STBG - Urban          | \$0                | \$0        | \$0                | \$0              | \$2,179,847         | \$0        | \$2,179,847         |
| Construction                  | STBG-RD25             | \$0                | \$0        | \$0                | \$0              | \$199,751           | \$0        | \$199,751           |
| Total Construction            |                       | \$0                | \$0        | \$0                | \$0              | \$10,358,320        | \$0        | \$10,358,320        |
| Utilities                     | Local Match           | \$10,270           | \$0        | \$0                | \$0              | \$0                 | \$0        | \$10,270            |
| Utilities                     | Overmatch             | \$0                | \$0        | \$0                | \$200,000        | \$0                 | \$0        | \$200,000           |
| Utilities                     | STBG - Flex           | \$89,730           | \$0        | \$0                | \$0              | \$0                 | \$0        | \$89,730            |
| Total Utilities               |                       | \$100,000          | \$0        | \$0                | \$200,000        | \$0                 | \$0        | \$300,000           |
| <b>Total Prior Costs</b>      |                       | <b>\$2,180,000</b> | <b>\$0</b> | <b>\$0</b>         | <b>\$0</b>       | <b>\$0</b>          | <b>\$0</b> | <b>\$2,180,000</b>  |
| <b>Total Programmed</b>       |                       | <b>\$2,180,000</b> | <b>\$0</b> | <b>\$2,840,640</b> | <b>\$200,000</b> | <b>\$10,358,320</b> | <b>\$0</b> | <b>\$15,578,960</b> |

**Previously Approved Amendment 70778 - NE Columbia Blvd: Cully Blvd & Alderwood Rd**

|                   |                 |              |                         |
|-------------------|-----------------|--------------|-------------------------|
| ODOT Key<br>18837 | RTP ID<br>10336 | RFFA ID<br>- | Lead Agency<br>Portland |
|-------------------|-----------------|--------------|-------------------------|

|                         |                                           |                           |
|-------------------------|-------------------------------------------|---------------------------|
| Project Type<br>Roadway | System Investment Type<br>Capital Project | Total Cost<br>\$9,328,700 |
|-------------------------|-------------------------------------------|---------------------------|

**Project Description**

Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.



| PHASE                         | FUND SOURCE  | PRIOR       | FY2024 | FY2025      | FY2026      | FY2027 | FUTURE | TOTAL       |
|-------------------------------|--------------|-------------|--------|-------------|-------------|--------|--------|-------------|
| Preliminary Engineering       | Local Match  | \$213,616   | \$0    | \$0         | \$0         | \$0    | \$0    | \$213,616   |
| Preliminary Engineering       | STBG - Flex  | \$1,686,488 | \$0    | \$0         | \$0         | \$0    | \$0    | \$1,686,488 |
| Preliminary Engineering       | STBG-RD25    | \$179,896   | \$0    | \$0         | \$0         | \$0    | \$0    | \$179,896   |
| Total Preliminary Engineering |              | \$2,080,000 | \$0    | \$0         | \$0         | \$0    | \$0    | \$2,080,000 |
| Right of Way                  | Local Match  | \$0         | \$0    | \$291,734   | \$0         | \$0    | \$0    | \$291,734   |
| Right of Way                  | STBG - Flex  | \$0         | \$0    | \$2,548,906 | \$0         | \$0    | \$0    | \$2,548,906 |
| Total Right of Way            |              | \$0         | \$0    | \$2,840,640 | \$0         | \$0    | \$0    | \$2,840,640 |
| Construction                  | Local Match  | \$0         | \$0    | \$0         | \$440,384   | \$0    | \$0    | \$440,384   |
| Construction                  | Other        | \$0         | \$0    | \$0         | \$20,000    | \$0    | \$0    | \$20,000    |
| Construction                  | STBG - Flex  | \$0         | \$0    | \$0         | \$1,468,078 | \$0    | \$0    | \$1,468,078 |
| Construction                  | STBG - Urban | \$0         | \$0    | \$0         | \$2,179,847 | \$0    | \$0    | \$2,179,847 |
| Construction                  | STBG-RD25    | \$0         | \$0    | \$0         | \$199,751   | \$0    | \$0    | \$199,751   |
| Total Construction            |              | \$0         | \$0    | \$0         | \$4,308,060 | \$0    | \$0    | \$4,308,060 |
| Utilities                     | Local Match  | \$10,270    | \$0    | \$0         | \$0         | \$0    | \$0    | \$10,270    |
| Utilities                     | STBG - Flex  | \$89,730    | \$0    | \$0         | \$0         | \$0    | \$0    | \$89,730    |
| Total Utilities               |              | \$100,000   | \$0    | \$0         | \$0         | \$0    | \$0    | \$100,000   |
| Total Prior Costs             |              | \$2,180,000 | \$0    | \$0         | \$0         | \$0    | \$0    | \$2,180,000 |
| Total Programmed              |              | \$2,180,000 | \$0    | \$2,840,640 | \$4,308,060 | \$0    | \$0    | \$9,328,700 |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CURRENT<br/>CHANGE<br/>REASON</b> | Schedule / Funding / Scope- Update Slip Phase (FA) - Cost and Funding Increase - Major                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>PROJECT<br/>CHANGES</b>           | <p>Description changed from "Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety." to "Reconstruct the intersections of NE Columbia Blvd/Alderwood Rd and NE Columbia Blvd/Cully Blvd including the installation of new traffic signals at both locations, side-by-side left turn lanes between the intersections, roadway tapers east and west of the intersections, exclusive left and right turn lanes on Alderwood approaching Columbia, and pedestrian/bicycle facilities."</p> <p>Plan Revision Name changed from "FB25-07-FEB3" to "FFY26-NO.9-JUL"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> |
| <b>FUNDING<br/>CHANGES</b>           | <p><b>Local Match</b></p> <p>+ Increase funds in FY 2027 in CN from \$0 to \$15,404</p> <p><b>Other</b></p> <p>+ Increase funds in FY 2027 in CN from \$20,000 to \$5,920,261</p> <p><b>Overmatch</b></p> <p>+ Increase funds in FY 2026 in UR from \$0 to \$200,000</p> <p><b>Rail HWY Cross Hazard</b></p> <p>+ Increase funds in FY 2027 in CN from \$0 to \$134,595</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>FEDERAL<br/>PROJECT<br/>COST</b>  | Increased from \$8,352,696 to \$8,487,291 (1.61%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>TOTAL<br/>PROJECT<br/>COST</b>    | Increased from \$9,328,700 to \$15,578,960 (67.00%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 71408 - Stark/Washington St Signal ATC Upgrades:76th Ave - 181st Ave**

|                   |                 |              |                         |
|-------------------|-----------------|--------------|-------------------------|
| ODOT Key<br>23585 | RTP ID<br>11104 | RFFA ID<br>- | Lead Agency<br>Portland |
|-------------------|-----------------|--------------|-------------------------|

|                       |                                                   |                           |
|-----------------------|---------------------------------------------------|---------------------------|
| Project Type<br>Other | System Investment Type<br>System Management & ITS | Total Cost<br>\$1,859,289 |
|-----------------------|---------------------------------------------------|---------------------------|

**Project Description**

Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.

| PHASE                         | FUND SOURCE  | PRIOR      | FY2024     | FY2025           | FY2026           | FY2027             | FUTURE     | TOTAL              |
|-------------------------------|--------------|------------|------------|------------------|------------------|--------------------|------------|--------------------|
| Preliminary Engineering       | Local Match  | \$0        | \$0        | \$30,707         | \$6,398          | \$0                | \$0        | \$37,105           |
| Preliminary Engineering       | STBG - Urban | \$0        | \$0        | \$268,293        | \$55,897         | \$0                | \$0        | \$324,190          |
| Total Preliminary Engineering |              | \$0        | \$0        | \$299,000        | \$62,295         | \$0                | \$0        | \$361,295          |
| Construction                  | Local Match  | \$0        | \$0        | \$0              | \$0              | \$130,066          | \$0        | \$130,066          |
| Construction                  | STBG - Urban | \$0        | \$0        | \$0              | \$0              | \$1,136,404        | \$0        | \$1,136,404        |
| Total Construction            |              | \$0        | \$0        | \$0              | \$0              | \$1,266,470        | \$0        | \$1,266,470        |
| Other                         | Local Match  | \$0        | \$0        | \$7,732          | \$16,045         | \$0                | \$0        | \$23,777           |
| Other                         | STBG - Urban | \$0        | \$0        | \$67,557         | \$140,190        | \$0                | \$0        | \$207,747          |
| Total Other                   |              | \$0        | \$0        | \$75,289         | \$156,235        | \$0                | \$0        | \$231,524          |
| <b>Total Programmed</b>       |              | <b>\$0</b> | <b>\$0</b> | <b>\$374,289</b> | <b>\$218,530</b> | <b>\$1,266,470</b> | <b>\$0</b> | <b>\$1,859,289</b> |

**Previously Approved Amendment 71408 - Stark/Washington St Signal ATC Upgrades:76th Ave - 257th Ave**

|                   |                 |              |                         |
|-------------------|-----------------|--------------|-------------------------|
| ODOT Key<br>23585 | RTP ID<br>11104 | RFFA ID<br>- | Lead Agency<br>Portland |
|-------------------|-----------------|--------------|-------------------------|

|                       |                                                   |                           |
|-----------------------|---------------------------------------------------|---------------------------|
| Project Type<br>Other | System Investment Type<br>System Management & ITS | Total Cost<br>\$1,859,289 |
|-----------------------|---------------------------------------------------|---------------------------|

**Project Description**

Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.



| PHASE                         | FUND SOURCE  | PRIOR | FY2024 | FY2025    | FY2026      | FY2027 | FUTURE | TOTAL       |
|-------------------------------|--------------|-------|--------|-----------|-------------|--------|--------|-------------|
| Preliminary Engineering       | Local Match  | \$0   | \$0    | \$30,707  | \$0         | \$0    | \$0    | \$30,707    |
| Preliminary Engineering       | STBG - Urban | \$0   | \$0    | \$268,293 | \$0         | \$0    | \$0    | \$268,293   |
| Total Preliminary Engineering |              | \$0   | \$0    | \$299,000 | \$0         | \$0    | \$0    | \$299,000   |
| Construction                  | Local Match  | \$0   | \$0    | \$0       | \$152,510   | \$0    | \$0    | \$152,510   |
| Construction                  | STBG - Urban | \$0   | \$0    | \$0       | \$1,332,490 | \$0    | \$0    | \$1,332,490 |
| Total Construction            |              | \$0   | \$0    | \$0       | \$1,485,000 | \$0    | \$0    | \$1,485,000 |
| Other                         | Local Match  | \$0   | \$0    | \$7,732   | \$0         | \$0    | \$0    | \$7,732     |
| Other                         | STBG - Urban | \$0   | \$0    | \$67,557  | \$0         | \$0    | \$0    | \$67,557    |
| Total Other                   |              | \$0   | \$0    | \$75,289  | \$0         | \$0    | \$0    | \$75,289    |
| Total Programmed              |              | \$0   | \$0    | \$374,289 | \$1,485,000 | \$0    | \$0    | \$1,859,289 |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CURRENT CHANGE REASON</b> | Schedule / Funding / Scope- Update Adjust funds (FA) - Project Name Change (FA) - Project limits change - Major                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>PROJECT CHANGES</b>       | <p>Title changed from "Stark/Washington St Signal ATC Upgrades:76th Ave - 257th Ave" to "Stark/Washington St Signal ATC Upgrades:76th Ave - 181st Ave"</p> <p>Plan Revision Name changed from "End of Year 24" to "FFY26-NO.9-JUL"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p> <p>RTP Performance Measures changed from "None" to "Safety"</p> <p>ODOT Project Type changed from "None" to "OP-ITS"</p> <p>Project Status changed from "None" to "Project Scheduled For Construction"</p> <p>Safety Project changed from "None" to "Yes"</p> <p>ODOT Work Class changed from "None" to "Safety &amp; Traffic Control"</p> <p>Federal Performance Measures changed from "None" to "Roadway Safety"</p> <p>Federal Functional Class changed from "None" to "Minor Arterial"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p>                                                                                                                                                       |
| <b>FUNDING CHANGES</b>       | <p><b>STBG - Urban</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$0 to \$55,897</li> <li>- Decrease funds in FY 2026 in OT from \$67,557 to \$0</li> <li>- Decrease funds in FY 2025 in CN from \$1,332,490 to \$0 (TRANSLATION NEEDED)</li> <li>+ Increase funds in FY 2025 in OT from \$0 to \$67,557 (TRANSLATION NEEDED)</li> <li>+ Increase funds in FY 2026 in OT from \$0 to \$140,190</li> <li>+ Increase funds in FY 2027 in CN from \$0 to \$1,136,404 (TRANSLATION NEEDED)</li> </ul> <p><b>Local Match</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in PE from \$0 to \$6,398</li> <li>- Decrease funds in FY 2026 in OT from \$7,732 to \$0</li> <li>- Decrease funds in FY 2025 in CN from \$152,510 to \$0</li> <li>+ Increase funds in FY 2025 in OT from \$0 to \$7,732</li> <li>+ Increase funds in FY 2026 in OT from \$0 to \$16,045</li> <li>+ Increase funds in FY 2027 in CN from \$0 to \$130,066</li> </ul> |
| <b>FEDERAL PROJECT COST</b>  | Increased from \$1,668,340 to \$1,668,341 (0.00%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>TOTAL PROJECT COST</b>    | Stays the same \$1,859,289                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Exhibit A to Resolution 26-5619  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)



**Proposed Amendment: MTIP ID 71292 - TriMet Bus/Rail Preventative Maintenance program (2028)**

|                   |                        |                  |                       |
|-------------------|------------------------|------------------|-----------------------|
| ODOT Key<br>23184 | RTP ID<br>10855, 10928 | RFFA ID<br>50431 | Lead Agency<br>TriMet |
|-------------------|------------------------|------------------|-----------------------|

|                         |                                           |                           |
|-------------------------|-------------------------------------------|---------------------------|
| Project Type<br>Transit | System Investment Type<br>Capital Project | Total Cost<br>\$4,516,049 |
|-------------------------|-------------------------------------------|---------------------------|

Project Description

Metro's STBG funds are exchanged with TriMet local funds under the Metro-TriMet Transit Oriented Development (TOD) exchange program. The STBG contributes to TriMet's annual Bus/Rail Preventative Maintenance program (2028).

| PHASE              | FUND SOURCE  | PRIOR | FY2024 | FY2025 | FY2026 | FY2027 | FUTURE      | TOTAL       |
|--------------------|--------------|-------|--------|--------|--------|--------|-------------|-------------|
| Other              | Local Match  | \$0   | \$0    | \$0    | \$0    | \$0    | \$463,798   | \$463,798   |
| Other              | STBG - Urban | \$0   | \$0    | \$0    | \$0    | \$0    | \$4,052,251 | \$4,052,251 |
| Total Other        |              | \$0   | \$0    | \$0    | \$0    | \$0    | \$4,516,049 | \$4,516,049 |
| Total Future Costs |              | \$0   | \$0    | \$0    | \$0    | \$0    | \$4,516,049 | \$4,516,049 |
| Total Programmed   |              | \$0   | \$0    | \$0    | \$0    | \$0    | \$4,516,049 | \$4,516,049 |

**Previously Approved Amendment 71292 - TriMet Preventative Maintenance Support (2027)**

|                   |                        |                  |                       |
|-------------------|------------------------|------------------|-----------------------|
| ODOT Key<br>23184 | RTP ID<br>10855, 10928 | RFFA ID<br>50431 | Lead Agency<br>TriMet |
|-------------------|------------------------|------------------|-----------------------|

|                         |                                           |                           |
|-------------------------|-------------------------------------------|---------------------------|
| Project Type<br>Transit | System Investment Type<br>Capital Project | Total Cost<br>\$4,516,049 |
|-------------------------|-------------------------------------------|---------------------------|

Project Description

The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2027 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)

| PHASE            | FUND SOURCE  | PRIOR | FY2024 | FY2025 | FY2026 | FY2027      | FUTURE | TOTAL       |
|------------------|--------------|-------|--------|--------|--------|-------------|--------|-------------|
| Other            | Local Match  | \$0   | \$0    | \$0    | \$0    | \$463,798   | \$0    | \$463,798   |
| Other            | STBG - Urban | \$0   | \$0    | \$0    | \$0    | \$4,052,251 | \$0    | \$4,052,251 |
| Total Other      |              | \$0   | \$0    | \$0    | \$0    | \$4,516,049 | \$0    | \$4,516,049 |
| Total Programmed |              | \$0   | \$0    | \$0    | \$0    | \$4,516,049 | \$0    | \$4,516,049 |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CURRENT<br/>CHANGE<br/>REASON</b> | Schedule / Funding / Scope- Update Slip Phase (FA) - Project Name Change (AM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>PROJECT<br/>CHANGES</b>           | <p>Title changed from "TriMet Preventive Maintenance Support (2027)" to "TriMet Bus/Rail Preventative Maintenance program (2028)"</p> <p>Description changed from "The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2027 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)" to "Metro's STBG funds are exchanged with TriMet local funds under the Metro-TriMet Transit Oriented Development (TOD) exchange program. The STBG contributes to TriMet's annual Bus/Rail Preventive Maintenance program (2028)."</p> <p>Plan Revision Name changed from "24-Adoption" to "FFY26-NO.9-JUL"</p> <p>Project Features changed from "None" to "Preservation or Maintenance"</p> <p>Flex Transfer to FTA changed from "None" to "Yes"</p> <p>RTP Performance Measures changed from "None" to "Climate, Economic Prosperity, Mobility"</p> <p>Project Status changed from "None" to "Non-Construction Project"</p> <p>Oversight Agency changed from "None" to "FHWA, FTA"</p> <p>Federal Performance Measures changed from "None" to "Transit Asset Management"</p> <p>ODOT Project Type changed from "None" to "TRANST"</p> <p>Applicant/Awardee Agency Status changed from "None" to "N/A"</p> <p>Facility Design Classification changed from "None" to "N/A"</p> <p>Regional Network Classifications changed from "None" to "Transit"</p> <p>Facility Owner Agency changed from "None" to "TriMet"</p> <p>Federal Funding Agency changed from "None" to "FHWA, FTA"</p> <p>FTA Conversion Code changed from "None" to "5307"</p> <p>Applicant/Awardee Agency changed from "None" to "TriMet"</p> <p>Federal Functional Class changed from "None" to "Minor Collector"</p> <p>Awarding Agency changed from "None" to "Metro"</p> <p>Long Description changed from "TriMet's Metro STBG portion in exchange for their local funds. The STBG is from the RFFA Step 1 RFFA TOD allocation. The STBG is committed to TriMet's annual Preventative Maintenance program needs. Metro receives TriMet's local funds and applies them in support of TOD program needs." to "Metro's federal fund exchange contribution to the annual Metro-TriMet Transit Oriented Development (TOD) program. The STBG contributes to TriMet's annual Preventive Maintenance program supporting the overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware/software, associated transit improvements, and workforce development for more efficient transit service delivery. Metro receives TriMet local to complete TOD activities (2025-27 Metro RFFA TOD Allocation)"</p> <p>ODOT Work Class changed from "None" to "Unique"</p> |
| <b>FUNDING<br/>CHANGES</b>           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>FEDERAL<br/>PROJECT<br/>COST</b>  | Stays the same \$4,052,251                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>TOTAL<br/>PROJECT<br/>COST</b>    | Stays the same \$4,516,049                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIPI ID 71329 - TriMet bus purchase (2028)**

|                   |                 |              |                       |
|-------------------|-----------------|--------------|-----------------------|
| ODOT Key<br>23178 | RTP ID<br>10928 | RFFA ID<br>- | Lead Agency<br>TriMet |
|-------------------|-----------------|--------------|-----------------------|

|                         |                                                      |                           |
|-------------------------|------------------------------------------------------|---------------------------|
| Project Type<br>Transit | System Investment Type<br>Maintenance & Preservation | Total Cost<br>\$4,418,099 |
|-------------------------|------------------------------------------------------|---------------------------|

**Project Description**

Funding to support the purchase of approximately five (5) full-sized 40-foot electric replacement buses planned for FFY2028 to be used on existing fixed routes across TriMet's 3-county service region

| PHASE                   | FUND SOURCE                                          | PRIOR      | FY2024     | FY2025     | FY2026     | FY2027             | FUTURE     | TOTAL              |
|-------------------------|------------------------------------------------------|------------|------------|------------|------------|--------------------|------------|--------------------|
| Other                   | 5339(a) Bus and Bus Facilities Formula Grant Program | \$0        | \$0        | \$0        | \$0        | \$3,534,479        | \$0        | \$3,534,479        |
| Other                   | Local Match                                          | \$0        | \$0        | \$0        | \$0        | \$883,620          | \$0        | \$883,620          |
| Total Other             |                                                      | \$0        | \$0        | \$0        | \$0        | \$4,418,099        | \$0        | \$4,418,099        |
| <b>Total Programmed</b> |                                                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,418,099</b> | <b>\$0</b> | <b>\$4,418,099</b> |

**Previously Approved Amendment 71329 - TriMet bus purchase (2027)**

|                   |                 |              |                       |
|-------------------|-----------------|--------------|-----------------------|
| ODOT Key<br>23178 | RTP ID<br>10928 | RFFA ID<br>- | Lead Agency<br>TriMet |
|-------------------|-----------------|--------------|-----------------------|

|                         |                                                      |                           |
|-------------------------|------------------------------------------------------|---------------------------|
| Project Type<br>Transit | System Investment Type<br>Maintenance & Preservation | Total Cost<br>\$4,418,099 |
|-------------------------|------------------------------------------------------|---------------------------|

**Project Description**

Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.

| PHASE                   | FUND SOURCE                                          | PRIOR      | FY2024     | FY2025     | FY2026     | FY2027             | FUTURE     | TOTAL              |
|-------------------------|------------------------------------------------------|------------|------------|------------|------------|--------------------|------------|--------------------|
| Other                   | 5339(a) Bus and Bus Facilities Formula Grant Program | \$0        | \$0        | \$0        | \$0        | \$3,534,479        | \$0        | \$3,534,479        |
| Other                   | Local Match                                          | \$0        | \$0        | \$0        | \$0        | \$883,620          | \$0        | \$883,620          |
| Total Other             |                                                      | \$0        | \$0        | \$0        | \$0        | \$4,418,099        | \$0        | \$4,418,099        |
| <b>Total Programmed</b> |                                                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,418,099</b> | <b>\$0</b> | <b>\$4,418,099</b> |

**Exhibit A to Resolution 26-5619**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CURRENT<br/>CHANGE<br/>REASON</b> | Schedule / Funding / Scope- Update Slip Phase (FA) - Technical Correction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>PROJECT<br/>CHANGES</b>           | <p>Title changed from "TriMet bus purchase (2027)" to "TriMet bus purchase (2028)"</p> <p>Description changed from "Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region." to "Funding to support the purchase of approximately five (5) full-sized 40-foot electric replacement buses planned for FFY2028 to be used on existing fixed routes across TriMet's 3-county service region"</p> <p>Plan Revision Name changed from "End of Year 24" to "FFY26-NO.9-JUL"</p> <p>Federal Performance Measures changed from "None" to "Congestion Mitigation and Air Quality, Transit Asset Management, Transit Safety"</p> <p>Facility Owner Agency changed from "None" to "TriMet"</p> <p>RTP Performance Measures changed from "None" to "Climate, Economic Prosperity, System Preservation and Maintenance"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Federal Funding Agency changed from "None" to "FTA"</p> <p>Project Status changed from "None" to "Non-Construction Project"</p> <p>Awarding Agency changed from "None" to "TriMet"</p> <p>Applicant/Awardee Agency changed from "None" to "TriMet"</p> <p>Oversight Agency changed from "None" to "FTA"</p> <p>ODOT Project Type changed from "None" to "TRANST"</p> <p>System Investment Type changed from "Capital Project" to "Maintenance &amp; Preservation"</p> <p>Applicant/Awardee Agency Status changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p> <p>Long Description changed from "Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region." to "None"</p> |
| <b>FUNDING<br/>CHANGES</b>           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>FEDERAL<br/>PROJECT<br/>COST</b>  | Stays the same \$3,534,479                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>TOTAL<br/>PROJECT<br/>COST</b>    | Stays the same \$4,418,099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

Exhibit A to Resolution 26-5619  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)



Proposed New Project: MTIP ID 71650 - Tualatin River Wayfaring Project

|                                       |                                           |                        |                         |
|---------------------------------------|-------------------------------------------|------------------------|-------------------------|
| ODOT Key<br>24479                     | RTP ID<br>-                               | RFFA ID<br>-           | Lead Agency<br>Tualatin |
| Project Type<br>Active Transportation | System Investment Type<br>Capital Project | Total Cost<br>\$28,710 |                         |

Project Description  
Install signage, improve website and printed information, and construct loaner life jacket stations along the Tualatin River Water Trail.

| PHASE            | FUND SOURCE         | PRIOR | FY2024 | FY2025 | FY2026   | FY2027 | FUTURE | TOTAL    |
|------------------|---------------------|-------|--------|--------|----------|--------|--------|----------|
| Other            | Local Match         | \$0   | \$0    | \$0    | \$5,570  | \$0    | \$0    | \$5,570  |
| Other            | Overmatch           | \$0   | \$0    | \$0    | \$858    | \$0    | \$0    | \$858    |
| Other            | Recreational Trails | \$0   | \$0    | \$0    | \$22,282 | \$0    | \$0    | \$22,282 |
| Total Other      |                     | \$0   | \$0    | \$0    | \$28,710 | \$0    | \$0    | \$28,710 |
| Total Programmed |                     | \$0   | \$0    | \$0    | \$28,710 | \$0    | \$0    | \$28,710 |

|                       |             |
|-----------------------|-------------|
| CURRENT CHANGE REASON | New Project |
| FEDERAL PROJECT COST  | \$22,282    |
| TOTAL PROJECT COST    | \$28,710    |

## Exhibit B to Resolution 26-5619



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: July 2, 2026  
To: JPACT, Metro Council, and Interested Parties  
From: Gabriela Lopez, Senior Transportation Planner  
Subject: **Public Comment Period Summary July FFY 2026 MTIP Formal Amendment (FFY26-NO.09-JUL)**

---

The July FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Amends the 181st Ave Safety Upgrades: SE Stark St to E Burnside St project
- Amends the NE Columbia Blvd: Cully Blvd & Alderwood Rd project
- Amends the Stark/Washington St Signal ATC Upgrades: 76th Ave - 257th Ave project
- Amends the TriMet Preventive Maintenance Support (2027) project
- Amends the TriMet bus purchase (2027) project
- Adds the Tualatin River Wayfaring Project

### **Public Comment Period Notice and Invitation to Participate**

Between June 1, 2026 and July 1, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. The notice and invitation to participate was posted on the Metro website: <https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program>

Comments were accepted via email to [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov).

**During this comment period, Metro did not receive any comments.**

## IN CONSIDERATION OF RESOLUTION NO. 26-5619

### FOR THE PURPOSE OF AMENDING OR ADDING SIX PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

---

**Date:** July 6, 2026

**Department:** Planning, Development and Research

**Meeting Date:** July 16, 2026

**Prepared by:** Gabriela Lopez, Planning, Development and Research

**Presenter:** N/A

**Length:** N/A (Consent Agenda)

---

#### ISSUE STATEMENT

The July FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Amends the 181st Ave Safety Upgrades: SE Stark St to E Burnside St project
- Amends the NE Columbia Blvd: Cully Blvd & Alderwood Rd project
- Amends the Stark/Washington St Signal ATC Upgrades: 76th Ave - 257th Ave project
- Amends the TriMet Preventive Maintenance Support (2027) project
- Amends the TriMet bus purchase (2027) project
- Adds the Tualatin River Wayfaring Project

Resolution No. 26-5619 authorizes the proposed MTIP Formal Amendment. The proposed changes are detailed in **Exhibit A: MTIP Project Detail Report**

#### ACTION REQUESTED

Recommend approval of Resolution 26-5619 to amend or add six projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements

#### IDENTIFIED POLICY OUTCOMES

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

#### POLICY QUESTION(S)

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

#### POLICY OPTIONS TO CONSIDER

The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider recommending approval of Resolution 26-5619 to the Metro Council on the morning of July 16, 2026.

Should JPACT recommend approval, the Metro Council will consider adopting Resolution 26-5619 at its meeting on July 16, 2026.

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

## STAFF RECOMMENDATIONS

Metro staff recommend approval of Resolution 26-5619.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. **Metro's Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met.
2. **Metro's racial equity and climate action goals:** While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located.

The 181<sup>st</sup> Ave Safety Upgrades: SE Stark St to E Burnside St project, included in the proposed amendment, completes safety upgrades and enhancements including: new traffic signals, adding and rehabbing sidewalks, a buffered bike lane, and street lighting improvements in an identified 2023 RTP equity focus area.

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

Metro conducted a 30-day public comment period, which closed on July 1, 2026. During this comment period, Metro did not receive any comments. Detailed information can be found in **Exhibit B: Public Comment Period Summary**.

4. **Legal Antecedents:**

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

5. **Anticipated Effects:** Enables the amendments to the projects in the MTIP and STIP.

6. **Financial Implications:** The proposed amendments have no impact to the Metro budget.

**BACKGROUND**

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

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

|                   |                                                                                                                                                                                                                                                          |                          |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Project Number: 1 | Key Number: 23555                                                                                                                                                                                                                                        | Status: Existing Project |
| Project Name:     | <b>181st Ave Safety Upgrades: SE Stark St to E Burnside St</b>                                                                                                                                                                                           |                          |
| Lead Agency:      | Gresham                                                                                                                                                                                                                                                  |                          |
| Description:      | Complete safety upgrades and enhancements between Stark St and Burnside St including: new traffic signals, adding and rehabbing sidewalks, a buffered bike lane, street lighting improvements and street utility upgrades for greater pedestrian safety. |                          |
| Funding Summary:  | The project is currently programmed with \$3,178,685 of FFY 2023 Congressionally Directed Spending (CDS) funds and a local match of \$363,816.                                                                                                           |                          |
| Added Notes:      | The formal amendment is to add \$1,912,000 local funds to the Construction phase. Total project funding increases from \$3,542,501 to \$5,454,501.                                                                                                       |                          |

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Project Number: 2 | Key Number: 18837                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Status: Existing Project |
| Project Name:     | <b>NE Columbia Blvd: Cully Blvd &amp; Alderwood Rd</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                          |
| Lead Agency:      | Portland                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                          |
| Description:      | Install or replace a signal and construct a taper on Columbia Blvd's east leg at Alderwood for future side-by-side left-turn lanes between Cully and Alderwood. Construct sidewalks at the Columbia/Alderwood intersection and on N side to Cully. The project will keep Columbia Blvd a viable freight route while enhancing neighborhood connections and improving safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                          |
| Funding Summary:  | The project is currently programmed with \$5,793,202 of Surface Transportation Block Grant (STBG) - Flex funds, \$2,179,847 of STBG - Urban funds, \$379,647 of STBG - 2025 Redistribution funds, and \$976,004 of local funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Added Notes:      | <p>The formal amendment is to:</p> <ul style="list-style-type: none"> <li>• Increase Construction phase by \$6,050,261 of local funds and Rail Highway Crossing Hazard funds</li> <li>• Increase Utility Relocation phase by \$200,000 of local funds</li> <li>• Slip Construction phase from FFY 2026 to 2027</li> <li>• Change project description to:<br/> "Reconstruct the intersections of NE Columbia Blvd/Alderwood Rd and NE Columbia Blvd/Cully Blvd including the installation of new traffic signals at both locations, side-by-side left turn lanes between the intersections, roadway tapers east and west of the intersections, exclusive left and right turn lanes on Alderwood approaching Columbia, and pedestrian/bicycle facilities."</li> </ul> <p>Total project funding increases from \$9,328,700 to \$15,578,960.</p> |                          |

|                   |                                                                                                                                                                                                                                                                             |                          |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Project Number: 3 | Key Number: 23585                                                                                                                                                                                                                                                           | Status: Existing Project |
| Project Name:     | <b>Stark/Washington St Signal ATC Upgrades: 76th Ave - 257th Ave</b>                                                                                                                                                                                                        |                          |
| Lead Agency:      | Portland                                                                                                                                                                                                                                                                    |                          |
| Description:      | Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.                                      |                          |
| Funding Summary:  | The project is currently programmed with \$1,668,340 of STBG - Urban funds and a local match of \$190,949.                                                                                                                                                                  |                          |
| Added Notes:      | <p>The formal amendment is to:</p> <ul style="list-style-type: none"> <li>• Reduce Construction phase by \$218,350 and move \$156,235 to the Other phase and \$62,295 to Preliminary Engineering phase.</li> <li>• Slip Construction phase from FFY 2026 to 2027</li> </ul> |                          |

|  |                                                                                                                                                                                                                                                                                                                                           |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"> <li>Reduce project Mileposts (MPs) by 3.6 miles from 76th - 257th to 76th - 185th. Project name will also change to <b>“Stark/Washington St Signal ATC Upgrades:76th Ave - 181st Ave”</b> to reflect changes in limits. The changes are due to duplication of scope from K22138 and K23584.</li> </ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                          |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Project Number: 4 | Key Number: 23184                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Status: Existing Project |
| Project Name:     | <b>TriMet Preventive Maintenance Support (2027)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                          |
| Lead Agency:      | TriMet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                          |
| Description:      | The federal fund portion to the annual Metro-TriMet Transit Oriented Development (TOD) STBG for local funds exchange. The Metro STBG supports TriMet's 2027 Preventative Maintenance program. (2025-27 RFFA TOD Allocation)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                          |
| Funding Summary:  | The project is currently programmed with \$4,052,251 of STBG - Urban funds and a local match of \$463,798.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |
| Added Notes:      | <p>The formal amendment is to slip project to FFY 2028. The project will remain in the 2024-2027 MTIP but will be canceled from the 24-27 STIP due to moving to unconstrained funding years. Formal amendment also changes project name and description to:</p> <p><b>“TriMet Bus/Rail Preventative Maintenance program (2028):</b> Metro's STBG funds are exchanged with TriMet local funds under the Metro-TriMet Transit Oriented Development (TOD) exchange program. The STBG contributes to TriMet's annual Bus/Rail Preventive Maintenance program (2028).”</p> <p>Changes to the project are being completed to ensure consistency with TriMet’s FTA grant and the programming of the 2027-2030 MTIP and STIP.</p> |                          |

|                   |                                                                                                                                                                                                                                                          |                          |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Project Number: 5 | Key Number: 23178                                                                                                                                                                                                                                        | Status: Existing Project |
| Project Name:     | <b>TriMet bus purchase (2027)</b>                                                                                                                                                                                                                        |                          |
| Lead Agency:      | TriMet                                                                                                                                                                                                                                                   |                          |
| Description:      | Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region.                                                               |                          |
| Funding Summary:  | The project is currently programmed with \$3,534,479 of Federal Transit Administration (FTA) 5339 (a) Bus and Bus Facilities Formula Frant Program funds and a local match of \$883,620.                                                                 |                          |
| Added Notes:      | The formal amendment is to slip project to FFY 2028. The project will remain in the 2024-2027 MTIP but will be canceled from the 24-27 STIP due to moving to unconstrained funding years. Formal amendment also changes project name and description to: |                          |

|  |                                                                                                                                                                                                                                                                                                                                                                                                         |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>“TriMet bus purchase (2028):</b> Funding to support the purchase of approximately five (5) full-sized 40-foot electric replacement buses planned for FFY2028 to be used on existing fixed routes across TriMet's 3-county service region”</p> <p>Changes to the project are being completed to ensure consistency with TriMet’s FTA grant and the programming of the 2027-2030 MTIP and STIP.</p> |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### Add New MTIP/STIP Projects:

|                   |                                                                                                                                                                                                                                                                                                |                          |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Project Number: 6 | Key Number: 24479                                                                                                                                                                                                                                                                              | Status: Existing Project |
| Project Name:     | <b>Tualatin River Wayfaring Project</b>                                                                                                                                                                                                                                                        |                          |
| Lead Agency:      | Tualatin Riverkeepers                                                                                                                                                                                                                                                                          |                          |
| Description:      | Install signage, improve website and printed information, and construct loaner life jacket stations along the Tualatin River Water Trail.                                                                                                                                                      |                          |
| Funding Summary:  | The new project will be programmed with \$22,282 of Recreation Trails Program funds with a local match of \$5,570 and overmatch of \$858 in Other phase for FFY 2026.                                                                                                                          |                          |
| Added Notes:      | <p>The formal amendment adds the new Oregon Parks and Recreation Department (OPRD) Recreational Trails Program funded project to the MTIP.</p> <p>The project is located on the Metro Pedestrian and Bicycle networks resulting in its classification as a regionally significant project.</p> |                          |

### **METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

## PROPOSED PROCESSING AND APPROVAL ACTIONS:

| <u>Action</u>                                                    | <u>Target Date</u>   |
|------------------------------------------------------------------|----------------------|
| • TPAC agenda mailing.....                                       | May 29, 2026         |
| • Initiate the required public notification/comment process..... | June 1, 2026         |
| • TPAC action .....                                              | June 5, 2026         |
| • Completion of public notification/comment process.....         | July 1, 2026         |
| • <b>JPACT action</b> .....                                      | <b>July 16, 2026</b> |
| • <b>Metro Council action</b> .....                              | <b>July 16, 2026</b> |
| • Final amendment package submission to ODOT & USDOT.....        | Late July 2026       |
| • USDOT clarification and final amendment approval.....          | September 2026       |

Note: The above dates are anticipated and could change.

## ATTACHMENTS

- **Resolution 26-5619** For the Purpose of Amending or Adding Six Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements
- **Exhibit A to Resolution 26-5619:** MTIP Project Detail Report
- **Exhibit B to Resolution 26-5619:** Public Comment Period Summary



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

Agenda #: 5.1

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**File #:** COM 26-1115

**Agenda Date:** 7/16/2026

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**Resolution no. 26-5600 For the Purpose of Amending Three I-5 Rose Quarter Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements**

Gabriela Lopez, Senior Transportation Planner, Metro  
David Kim, ODOT  
Monica Blanchard, ODOT

# JPACT Worksheet

## **Agenda Item Title: July FFY 2026 MTIP I-5 Rose Quarter Formal Amendment Overview – Resolution 26-5600**

**Presenters:** Gabriela Lopez, Senior Transportation Planner (Metro), Monica Blanchard (ODOT), David Kim (ODOT)

**Contact for this worksheet/presentation:** Gabriela Lopez, Senior Transportation Planner, [gabriela.lopez@oregonmetro.gov](mailto:gabriela.lopez@oregonmetro.gov)

### **Purpose/Objective:**

**FOR THE PURPOSE OF AMENDING THREE I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

### **Action Requested:**

Recommend approval of Resolution 26-5600 to Metro Council to amend three I-5 Rose Quarter projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

### **Outcome:**

The July FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment #2 proposes the following programming changes:

- Amends the I-5 Rose Quarter Improvement Project
- Amends the I-5 Rose Quarter: Phase 1A project
- Amends the I-5 Rose Quarter: Broadway to Weidler Phase 1 project

Resolution No. 26-5600 authorizes the proposed MTIP Formal Amendment.

### **What has changed since JPACT last considered this issue/item?**

There have been no changes to the proposed amendment shared with JPACT members in the June 18, 2026, JPACT meeting packet. Due to insufficient time at the meeting, JPACT did not hear a staff presentation. However, JPACT members received an email with a link to the recording of the staff presentation at the June 30, 2026, Metro Council meeting to review in advance of the vote at the July JPACT meeting. The [YouTube livestream clip](#) begins at 2:13:44 and ends at 2:54:30.

### **What packet material do you plan to include?**

1. **Resolution 26-5600 (Draft 07/06/2026)** For the Purpose of Amending Three Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.
2. **Exhibit A to Resolution 26-5600:** MTIP Project Detail Report
3. **Exhibit B to Resolution 26-5600:** Public Comment Period Summary
4. **Metro Staff Report to JPACT and the Metro Council:** In support of the amendment. Provides a summary of the project changes, review processes and required approval steps.
5. **Attachment 1:** Metro staff memo on Rose Quarter Major Project Assessment
6. **Attachment 2:** Project Fact Sheet: Construction Phases (April 2026)

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING  
THREE I-5 ROSE QUARTER PROJECTS TO  
THE 2024-27 MTIP TO MEET FEDERAL  
PROJECT DELIVERY REQUIREMENTS**

) RESOLUTION NO. 26-5600  
)  
)  
)  
)  
)

Introduced by: Chief Operating  
Officer Marissa Madrigal with  
concurrence of Council President Juan  
Carlos González

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; and

WHEREAS, in March 2024, the USDOT awarded ODOT \$450 million from the Neighborhood Access and Equity (NAE) Grant Program, often referred to as Reconnecting Communities Grants, for the I-5 Rose Quarter Improvement Project; and

WHEREAS, in 2024, the I-5 Rose Quarter Improvement Project obligated \$67.5 million in NAE grant funds; and

WHEREAS, in summer 2025, Congress passed the One Big Beautiful Bill Act, which rescinded unobligated balances from dozens of projects awarded NAE grant funds; and

WHEREAS, in 2025, the USDOT rescinded \$382,250,000 million of unobligated NAE funds awarded to the I-5 Rose Quarter Improvement Project, leaving the \$67.5 million in NAE funds previously obligated available for preliminary engineering, right of way acquisition and utility relocation activities; and

WHEREAS, to reflect the changes to the project funding due to the rescinded funds, the formal amendment decreases the total programmed funding from \$872,091,997 to \$489,891,997; and

WHEREAS, the formal amendment amends the I-5 Rose Quarter Improvement Project to increase the Preliminary Engineering phase by \$3,000,000, decrease the Other phase by \$250,000, and move the Other phase from FFY 2026 to 2027; and

WHEREAS, the formal amendment amends the I-5 Rose Quarter: Phase 1A project to increase the Construction phase by \$18,000,000; and

WHEREAS, the formal amendment amends the I-5 Rose Quarter: Broadway to Weidler Phase 1 project to decrease the Construction phase by \$402,950,000, move the Construction phase from FFY 2026 to 2027, and change the project name and description; and

WHEREAS; Oregon Transportation Commission (OTC) approved to amend the funding in the Statewide Transportation Improvement Program (STIP) on May 7, 2026; and

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

WHEREAS, on July 1 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

WHEREAS, on July 10, 2026, Metro's Transportation Policy Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 16, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the three projects, as stated within Exhibit A, to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

BE IT FURTHER RESOLVED that this resolution 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 \_\_\_\_ day of \_\_\_\_\_ 2026.

---

Juan Carlos González, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

DRAFT

**Exhibit A to Resolution 26-5600**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 70784 - I-5 Rose Quarter Improvement Project**

|                   |                        |              |                           |
|-------------------|------------------------|--------------|---------------------------|
| ODOT Key<br>19071 | RTP ID<br>10867, 11176 | RFFA ID<br>- | Lead Agency<br>Oregon DOT |
|-------------------|------------------------|--------------|---------------------------|

|                         |                                           |                             |
|-------------------------|-------------------------------------------|-----------------------------|
| Project Type<br>Highway | System Investment Type<br>Capital Project | Total Cost<br>\$250,391,997 |
|-------------------------|-------------------------------------------|-----------------------------|

**Project 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.

| PHASE                                | FUND SOURCE          | PRIOR                | FY2024     | FY2025              | FY2026     | FY2027           | FUTURE     | TOTAL                |
|--------------------------------------|----------------------|----------------------|------------|---------------------|------------|------------------|------------|----------------------|
| Preliminary Engineering              | Local Match          | \$12,867,498         | \$0        | \$0                 | \$0        | \$0              | \$0        | \$12,867,498         |
| Preliminary Engineering              | NAE                  | \$0                  | \$0        | \$30,000,000        | \$0        | \$0              | \$0        | \$30,000,000         |
| Preliminary Engineering              | NHFP                 | \$15,000,000         | \$0        | \$0                 | \$0        | \$0              | \$0        | \$15,000,000         |
| Preliminary Engineering              | NHPP                 | \$137,524,499        | \$0        | \$0                 | \$0        | \$0              | \$0        | \$137,524,499        |
| Preliminary Engineering              | Other                | \$4,000,000          | \$0        | \$0                 | \$0        | \$0              | \$0        | \$4,000,000          |
| Preliminary Engineering              | State                | \$1,000,000          | \$0        | \$0                 | \$0        | \$0              | \$0        | \$1,000,000          |
| <b>Total Preliminary Engineering</b> |                      | <b>\$170,391,997</b> | <b>\$0</b> | <b>\$30,000,000</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$200,391,997</b> |
| Right of Way                         | HB2017               | \$10,144,200         | \$0        | \$0                 | \$0        | \$0              | \$0        | \$10,144,200         |
| Right of Way                         | Local Match          | \$855,800            | \$0        | \$0                 | \$0        | \$0              | \$0        | \$855,800            |
| Right of Way                         | NAE                  | \$30,000,000         | \$0        | \$0                 | \$0        | \$0              | \$0        | \$30,000,000         |
| <b>Total Right of Way</b>            |                      | <b>\$41,000,000</b>  | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$41,000,000</b>  |
| Utilities                            | Advance Construction | \$0                  | \$0        | \$922,200           | \$0        | \$0              | \$0        | \$922,200            |
| Utilities                            | Local Match          | \$0                  | \$0        | \$77,800            | \$0        | \$0              | \$0        | \$77,800             |
| Utilities                            | NAE                  | \$0                  | \$0        | \$7,500,000         | \$0        | \$0              | \$0        | \$7,500,000          |
| <b>Total Utilities</b>               |                      | <b>\$0</b>           | <b>\$0</b> | <b>\$8,500,000</b>  | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$8,500,000</b>   |
| Other                                | Advance Construction | \$0                  | \$0        | \$0                 | \$0        | \$461,100        | \$0        | \$461,100            |
| Other                                | Local Match          | \$0                  | \$0        | \$0                 | \$0        | \$38,900         | \$0        | \$38,900             |
| <b>Total Other</b>                   |                      | <b>\$0</b>           | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$500,000</b> | <b>\$0</b> | <b>\$500,000</b>     |
| <b>Total Prior Costs</b>             |                      | <b>\$211,391,997</b> | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$211,391,997</b> |
| <b>Total Programmed</b>              |                      | <b>\$211,391,997</b> | <b>\$0</b> | <b>\$38,500,000</b> | <b>\$0</b> | <b>\$500,000</b> | <b>\$0</b> | <b>\$250,391,997</b> |

**Previously Approved Amendment: MTIP ID 70784 - I-5 Rose Quarter Improvement Project**

|                   |                        |              |                           |
|-------------------|------------------------|--------------|---------------------------|
| ODOT Key<br>19071 | RTP ID<br>10867, 11176 | RFFA ID<br>- | Lead Agency<br>Oregon DOT |
|-------------------|------------------------|--------------|---------------------------|

|                         |                                           |                             |
|-------------------------|-------------------------------------------|-----------------------------|
| Project Type<br>Highway | System Investment Type<br>Capital Project | Total Cost<br>\$247,641,997 |
|-------------------------|-------------------------------------------|-----------------------------|

**Exhibit A to Resolution 26-5600**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Project 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.

| PHASE                                | FUND SOURCE          | PRIOR                | FY2024     | FY2025              | FY2026           | FY2027     | FUTURE     | TOTAL                |
|--------------------------------------|----------------------|----------------------|------------|---------------------|------------------|------------|------------|----------------------|
| Preliminary Engineering              | Advance Construction | \$129,108,000        | \$0        | \$30,000,000        | \$0              | \$0        | \$0        | \$159,108,000        |
| Preliminary Engineering              | Local Match          | \$12,634,098         | \$0        | \$0                 | \$0              | \$0        | \$0        | \$12,634,098         |
| Preliminary Engineering              | NHFP                 | \$15,000,000         | \$0        | \$0                 | \$0              | \$0        | \$0        | \$15,000,000         |
| Preliminary Engineering              | NHPP                 | \$5,649,899          | \$0        | \$0                 | \$0              | \$0        | \$0        | \$5,649,899          |
| Preliminary Engineering              | Other                | \$4,000,000          | \$0        | \$0                 | \$0              | \$0        | \$0        | \$4,000,000          |
| Preliminary Engineering              | State                | \$1,000,000          | \$0        | \$0                 | \$0              | \$0        | \$0        | \$1,000,000          |
| <b>Total Preliminary Engineering</b> |                      | <b>\$167,391,997</b> | <b>\$0</b> | <b>\$30,000,000</b> | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b> | <b>\$197,391,997</b> |
| Right of Way                         | HB2017               | \$10,144,200         | \$0        | \$0                 | \$0              | \$0        | \$0        | \$10,144,200         |
| Right of Way                         | Local Match          | \$855,800            | \$0        | \$0                 | \$0              | \$0        | \$0        | \$855,800            |
| Right of Way                         | NAE                  | \$30,000,000         | \$0        | \$0                 | \$0              | \$0        | \$0        | \$30,000,000         |
| <b>Total Right of Way</b>            |                      | <b>\$41,000,000</b>  | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b> | <b>\$41,000,000</b>  |
| Utilities                            | Advance Construction | \$0                  | \$0        | \$8,422,200         | \$0              | \$0        | \$0        | \$8,422,200          |
| Utilities                            | Local Match          | \$0                  | \$0        | \$77,800            | \$0              | \$0        | \$0        | \$77,800             |
| <b>Total Utilities</b>               |                      | <b>\$0</b>           | <b>\$0</b> | <b>\$8,500,000</b>  | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b> | <b>\$8,500,000</b>   |
| Other                                | Advance Construction | \$0                  | \$0        | \$0                 | \$711,100        | \$0        | \$0        | \$711,100            |
| Other                                | Local Match          | \$0                  | \$0        | \$0                 | \$38,900         | \$0        | \$0        | \$38,900             |
| <b>Total Other</b>                   |                      | <b>\$0</b>           | <b>\$0</b> | <b>\$0</b>          | <b>\$750,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$750,000</b>     |
| <b>Total Prior Costs</b>             |                      | <b>\$208,391,997</b> | <b>\$0</b> | <b>\$0</b>          | <b>\$0</b>       | <b>\$0</b> | <b>\$0</b> | <b>\$208,391,997</b> |
| <b>Total Programmed</b>              |                      | <b>\$208,391,997</b> | <b>\$0</b> | <b>\$38,500,000</b> | <b>\$750,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$247,641,997</b> |

**Exhibit A to Resolution 26-5600**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CURRENT CHANGE REASON</b> | Schedule / Funding / Scope- Update Cost and Funding Increase - Major                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>PROJECT CHANGES</b>       | <p>Plan Revision Name changed from "AM26-01-OCT1" to "FFY26-NO.10-JUL2"</p> <p>Federal Functional Class changed from "None" to "Interstates"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>FUNDING CHANGES</b>       | <p><b>NHPP</b></p> <p>+ Increase funds in FY 2016 in PE from \$0 to \$131,874,600</p> <p><b>Local Match</b></p> <p>+ Increase funds in FY 2016 in PE from \$10,892,000 to \$11,125,400</p> <p><b>Advance Construction</b></p> <p>- Decrease funds in FY 2025 in PE from \$30,000,000 to \$0</p> <p>+ Increase funds in FY 2025 in UR from \$0 to \$922,200</p> <p>- Decrease funds in FY 2027 in PE from \$129,108,000 to \$0</p> <p>+ Increase funds in FY 2027 in OT from \$0 to \$461,100</p> <p>- Decrease funds in FY 2025 in UR from \$7,500,000 to \$0</p> <p>- Decrease funds in FY 2025 in UR from \$922,200 to \$0</p> <p>- Decrease funds in FY 2026 in OT from \$711,100 to \$0</p> <p><b>NAE</b></p> <p>+ Increase funds in FY 2025 in PE from \$0 to \$30,000,000</p> <p>- Decrease funds in FY 2025 in RW from \$30,000,000 to \$0</p> <p>+ Increase funds in FY 2020 in RW from \$0 to \$30,000,000</p> <p>+ Increase funds in FY 2025 in UR from \$0 to \$7,500,000</p> |
| <b>FEDERAL PROJECT COST</b>  | Decreased from \$188,891,199 to \$153,907,799 (-18.52%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>TOTAL PROJECT COST</b>    | Increased from \$247,641,997 to \$250,391,997 (1.11%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**Proposed Amendment: MTIP ID 71443 - I-5 Rose Quarter: Phase 1A**

|                   |                        |              |                           |
|-------------------|------------------------|--------------|---------------------------|
| ODOT Key<br>23682 | RTP ID<br>10867, 11176 | RFFA ID<br>- | Lead Agency<br>Oregon DOT |
|-------------------|------------------------|--------------|---------------------------|

|                         |                                           |                            |
|-------------------------|-------------------------------------------|----------------------------|
| Project Type<br>Highway | System Investment Type<br>Capital Project | Total Cost<br>\$93,000,000 |
|-------------------------|-------------------------------------------|----------------------------|

**Project 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.

| PHASE              | FUND SOURCE          | PRIOR | FY2024 | FY2025       | FY2026       | FY2027 | FUTURE | TOTAL        |
|--------------------|----------------------|-------|--------|--------------|--------------|--------|--------|--------------|
| Construction       | Advance Construction | \$0   | \$0    | \$4,611,000  | \$16,599,600 | \$0    | \$0    | \$21,210,600 |
| Construction       | State                | \$0   | \$0    | \$70,000,000 | \$0          | \$0    | \$0    | \$70,000,000 |
| Construction       | State Match          | \$0   | \$0    | \$389,000    | \$1,400,400  | \$0    | \$0    | \$1,789,400  |
| Total Construction |                      | \$0   | \$0    | \$75,000,000 | \$18,000,000 | \$0    | \$0    | \$93,000,000 |
| Total Programmed   |                      | \$0   | \$0    | \$75,000,000 | \$18,000,000 | \$0    | \$0    | \$93,000,000 |

**Previously Approved Amendment: MTIP ID 71443 - I-5 Rose Quarter: Phase 1A**

|                   |                        |              |                           |
|-------------------|------------------------|--------------|---------------------------|
| ODOT Key<br>23682 | RTP ID<br>10867, 11176 | RFFA ID<br>- | Lead Agency<br>Oregon DOT |
|-------------------|------------------------|--------------|---------------------------|

|                         |                             |                            |
|-------------------------|-----------------------------|----------------------------|
| Project Type<br>Highway | System Investment Type<br>- | Total Cost<br>\$75,000,000 |
|-------------------------|-----------------------------|----------------------------|

**Project 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.

| PHASE              | FUND SOURCE          | PRIOR | FY2024 | FY2025       | FY2026 | FY2027 | FUTURE | TOTAL        |
|--------------------|----------------------|-------|--------|--------------|--------|--------|--------|--------------|
| Construction       | Advance Construction | \$0   | \$0    | \$69,165,000 | \$0    | \$0    | \$0    | \$69,165,000 |
| Construction       | State Match          | \$0   | \$0    | \$5,835,000  | \$0    | \$0    | \$0    | \$5,835,000  |
| Total Construction |                      | \$0   | \$0    | \$75,000,000 | \$0    | \$0    | \$0    | \$75,000,000 |
| Total Programmed   |                      | \$0   | \$0    | \$75,000,000 | \$0    | \$0    | \$0    | \$75,000,000 |

Exhibit A to Resolution 26-5600  
2024-2027 Metropolitan Transportation Improvement Program (MTIP)



|                       |                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CURRENT CHANGE REASON | Schedule / Funding / Scope- Update Cost and Funding Increase - Major                                                                                                                                                                                                                                                                                                                                |
| PROJECT CHANGES       | Plan Revision Name changed from "AM25-24-JUL3" to "FFY26-NO.10-JUL2"<br>Federal Functional Class changed from "None" to "Interstates"                                                                                                                                                                                                                                                               |
| FUNDING CHANGES       | <b>Advance Construction</b><br>- Decrease funds in FY 2025 in CN from \$69,165,000 to \$4,611,000<br>+ Increase funds in FY 2026 in CN from \$0 to \$16,599,600<br><b>State Match</b><br>- Decrease funds in FY 2025 in CN from \$5,835,000 to \$389,000<br>+ Increase funds in FY 2026 in CN from \$0 to \$1,400,400<br><b>State</b><br>+ Increase funds in FY 2025 in CN from \$0 to \$70,000,000 |
| FEDERAL PROJECT COST  | Decreased from \$69,165,000 to \$21,210,600 (-69.33%)                                                                                                                                                                                                                                                                                                                                               |
| TOTAL PROJECT COST    | Increased from \$75,000,000 to \$93,000,000 (24.00%)                                                                                                                                                                                                                                                                                                                                                |

**Exhibit A to Resolution 26-5600**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



**Proposed Amendment: MTIP ID 71444 - I-5 Rose Quarter: Phase 1B**

|                   |                        |              |                           |
|-------------------|------------------------|--------------|---------------------------|
| ODOT Key<br>23672 | RTP ID<br>10867, 11176 | RFFA ID<br>- | Lead Agency<br>Oregon DOT |
|-------------------|------------------------|--------------|---------------------------|

|                         |                                           |                             |
|-------------------------|-------------------------------------------|-----------------------------|
| Project Type<br>Highway | System Investment Type<br>Capital Project | Total Cost<br>\$146,500,000 |
|-------------------------|-------------------------------------------|-----------------------------|

**Project Description**

On I-5 between the Fremont Bridge and the Burnside Bridge, widen the Holladay/Hassalo bridge structure, construct structural deck overlay, replace bridge and median rail, provide seismic retrofit, reconstruct adjacent retaining wall and embankment, upgrade signage, and reconstruct impacted local street and light rail facilities. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.

| PHASE                   | FUND SOURCE          | PRIOR      | FY2024     | FY2025     | FY2026     | FY2027               | FUTURE     | TOTAL                |
|-------------------------|----------------------|------------|------------|------------|------------|----------------------|------------|----------------------|
| Construction            | Advance Construction | \$0        | \$0        | \$0        | \$0        | \$135,102,300        | \$0        | \$135,102,300        |
| Construction            | State Match          | \$0        | \$0        | \$0        | \$0        | \$11,397,700         | \$0        | \$11,397,700         |
| Total Construction      |                      | \$0        | \$0        | \$0        | \$0        | \$146,500,000        | \$0        | \$146,500,000        |
| <b>Total Programmed</b> |                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$146,500,000</b> | <b>\$0</b> | <b>\$146,500,000</b> |

**Previously Approved Amendment: MTIP ID 71444 - I-5 Rose Quarter: Phase 1B**

|                   |                        |              |                           |
|-------------------|------------------------|--------------|---------------------------|
| ODOT Key<br>23672 | RTP ID<br>10867, 11176 | RFFA ID<br>- | Lead Agency<br>Oregon DOT |
|-------------------|------------------------|--------------|---------------------------|

|                         |                             |                             |
|-------------------------|-----------------------------|-----------------------------|
| Project Type<br>Highway | System Investment Type<br>- | Total Cost<br>\$549,450,000 |
|-------------------------|-----------------------------|-----------------------------|

**Project 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.

| PHASE                   | FUND SOURCE          | PRIOR      | FY2024     | FY2025     | FY2026               | FY2027     | FUTURE     | TOTAL                |
|-------------------------|----------------------|------------|------------|------------|----------------------|------------|------------|----------------------|
| Construction            | Advance Construction | \$0        | \$0        | \$0        | \$154,191,840        | \$0        | \$0        | \$154,191,840        |
| Construction            | NAE                  | \$0        | \$0        | \$0        | \$382,250,000        | \$0        | \$0        | \$382,250,000        |
| Construction            | State Match          | \$0        | \$0        | \$0        | \$13,008,160         | \$0        | \$0        | \$13,008,160         |
| Total Construction      |                      | \$0        | \$0        | \$0        | \$549,450,000        | \$0        | \$0        | \$549,450,000        |
| <b>Total Programmed</b> |                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$549,450,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$549,450,000</b> |

**Exhibit A to Resolution 26-5600**  
**2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CURRENT<br/>CHANGE<br/>REASON</b> | Schedule / Funding / Scope- Update Project Name Change (FA) - Cost Decrease - Major - Slip Phase (FA) - Scope Change - Major                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>PROJECT<br/>CHANGES</b>           | <p>Title changed from "I-5 Rose Quarter: Broadway to Weidler Phase 1" to "I-5 Rose Quarter: Phase 1B"</p> <p>Description changed from "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 &amp; 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." to "On I-5 between the Fremont Bridge and the Burnside Bridge, widen the Holladay/Hassalo bridge structure, construct structural deck overlay, replace bridge and median rail, provide seismic retrofit, reconstruct adjacent retaining wall and embankment, upgrade signage, and reconstruct impacted local street and light rail facilities. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project."</p> <p>Plan Revision Name changed from "AM26-07-APR" to "FFY26-NO.10-JUL2"</p> |
| <b>FUNDING<br/>CHANGES</b>           | <p><b>NAE</b></p> <p>- Decrease funds in FY 2026 in CN from \$382,250,000 to \$0</p> <p><b>Advance Construction</b></p> <p>- Decrease funds in FY 2027 in CN from \$154,191,840 to \$135,102,300</p> <p><b>State Match</b></p> <p>- Decrease funds in FY 2027 in CN from \$13,008,160 to \$11,397,700</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>FEDERAL<br/>PROJECT<br/>COST</b>  | Decreased from \$154,191,840 to \$135,102,300 (-12.38%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>TOTAL<br/>PROJECT<br/>COST</b>    | Decreased from \$549,450,000 to \$146,500,000 (-73.34%)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

## Exhibit B to Resolution 26-5600



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: July 2, 2026  
To: JPACT, Metro Council, and Interested Parties  
From: Gabriela Lopez, Senior Transportation Planner  
Subject: **Public Comment Period Summary July FFY 2026 MTIP I-5 Rose Quarter Formal Amendment (FFY26-NO.10-JUL2)**

---

The July FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment #2 proposes the following programming changes:

- Amends the I-5 Rose Quarter Improvement Project
- Amends the I-5 Rose Quarter: Phase 1A project
- Amends the I-5 Rose Quarter: Broadway to Weidler Phase 1 project

### **Public Comment Period Notice and Invitation to Participate**

Between June 1, 2026 and July 1, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. The notice and invitation to participate was posted on the Metro website: <https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program>

Comments were accepted via email to [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov).

Metro received:

- Three written testimonies via email
- Testimony from two attendees at the JPACT meeting on June 18, 2026

Metro did not receive any mailed letters or voicemail comments.

Table 1 includes a summary of the comments received. Copies of the emails and transcripts of the testimony are attached.

*Table 1: Summary of Comments received from June 1, 2026, through July 1, 2026*

| Number | Date       | Name                                   | Comment Type              | Brief Summary of Comments                                                                                                                     |
|--------|------------|----------------------------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 1      | 06/18/2026 | Chris Smith, No More Freeways Campaign | Public Testimony at JPACT | Concerned about the lack of funding resulting in delivery of project not addressing community needs                                           |
| 2      | 06/18/2026 | Sharon Nassett                         | Public Testimony at JPACT | Concerned about the change in Environmental Assessment to require a full Environmental Impact Statement (EIS) to be completed for the project |
| 3      | 06/28/2026 | Charles Ormsby                         | Written Testimony - Email | List of concerns about past freeway investments and upcoming challenges                                                                       |
| 4      | 06/29/2026 | Chris Smith, No More Freeways Campaign | Written Testimony - Email | Concerned about the lack of funding and proposed design for Phase 1B not providing benefits for communities in the region                     |
| 5      | 07/01/2026 | Sharon Nassett                         | Written Testimony - Email | Concerned about Environmental Assessment not requiring a full EIS to ensure broad community involvement.                                      |

**Attachments**

1. JPACT meeting testimony transcript 06/18/2026
2. Charles Ormsby email 06/28/2026
3. Chris Smith email 06/29/2026
4. Sharon Nassett email 07/01/2026

Page 1  
Page 35  
Page 36  
Page 40

***Note - Rose Quarter Amendment comments begin on Page 8***

WEBVTT

00:00:30.000 --&gt; 00:00:31.000

&gt;&gt; CHAIR: It is 32 minutes after

00:00:31.000 --&gt; 00:00:32.000

the hour.

00:00:32.000 --&gt; 00:00:33.000

We have a quorum.

00:00:33.000 --&gt; 00:00:35.000

Good morning.

00:00:35.000 --&gt; 00:00:37.000

It is great to see all of you.

00:00:37.000 --&gt; 00:00:40.000

I would like to begin with a

00:00:40.000 --&gt; 00:00:41.000

roll call to show who's here.

00:00:41.000 --&gt; 00:00:45.000

Commissioner Shannon Singleton?

00:00:45.000 --&gt; 00:00:47.000

&gt;&gt; Present.

00:00:47.000 --&gt; 00:00:49.000

&gt;&gt; Nafisa Fai?

00:00:49.000 --&gt; 00:00:51.000

&gt;&gt; Present.&gt;&gt; Paul Savas?

00:00:51.000 --&gt; 00:00:54.000

&gt;&gt; Here.

00:00:54.000 --&gt; 00:00:55.000

&gt;&gt; Keith Wilson?

00:00:55.000 --&gt; 00:00:56.000

&gt;&gt; Here.

00:00:56.000 --&gt; 00:00:59.000

&gt;&gt; Travis SStovall?

00:00:59.000 --&gt; 00:01:04.000

&gt;&gt; Present.

00:01:04.000 --&gt; 00:01:05.000

&gt;&gt; Mayor Jef Dalin or mayor

00:01:05.000 --> 00:01:07.000  
buben he can?

00:01:07.000 --> 00:01:11.000  
>> Present.>> Mayor Joe buck?

00:01:11.000 --> 00:01:12.000  
>> Present.

00:01:12.000 --> 00:01:15.000  
>> Rian Windsheimer?

00:01:15.000 --> 00:01:17.000  
>> Present.

00:01:17.000 --> 00:01:24.000  
>> Sam Desue?

00:01:24.000 --> 00:01:28.000  
>> Present.

00:01:28.000 --> 00:01:29.000  
>> Ali Mirzakhilili?

00:01:29.000 --> 00:01:34.000  
>> You got it, but it's Michael

00:01:34.000 --> 00:01:36.000  
Orman.

00:01:36.000 --> 00:01:37.000  
>> Councilor Rosenthal?

00:01:37.000 --> 00:01:38.000  
>> Present.

00:01:38.000 --> 00:01:43.000  
>> Ashton Simpson?

00:01:43.000 --> 00:01:44.000  
>> Present.

00:01:44.000 --> 00:01:48.000  
>> Devin Reck 1234.

00:01:48.000 --> 00:01:51.000  
>> Here.

00:01:51.000 --> 00:02:01.000  
>> Ann McEnerny-Ogle?

00:02:01.000 --> 00:02:05.000  
>> Present.

00:02:05.000 --> 00:02:06.000  
>> CHAIR: We're all here.

00:02:06.000 --> 00:02:07.000  
Georgia, could you provide

00:02:07.000 --> 00:02:16.000  
instructions for the public

00:02:16.000 --> 00:02:17.000  
communications?

00:02:17.000 --> 00:02:20.000  
>> Absolutely.

00:02:20.000 --> 00:02:21.000  
If you are testifying in person,

00:02:21.000 --> 00:02:24.000  
now is the time to do so.

00:02:24.000 --> 00:02:25.000  
If you are in the room, please

00:02:25.000 --> 00:02:27.000  
sign a blue card and bring it up

00:02:27.000 --> 00:02:30.000  
to me.

00:02:30.000 --> 00:02:32.000  
If you are on phone, use the

00:02:32.000 --> 00:02:33.000  
raise hand function or by

00:02:33.000 --> 00:02:34.000  
dialling star nine.

00:02:34.000 --> 00:02:36.000  
When it is your turn to testify,

00:02:36.000 --> 00:02:37.000  
I will call on your name or

00:02:37.000 --> 00:02:41.000  
phone number.

00:02:41.000 --> 00:02:43.000  
For those on zoom, click to be

00:02:43.000 --> 00:02:44.000  
accepted as a panelist.

00:02:44.000 --> 00:02:45.000  
You can turn on your camera if

00:02:45.000 --> 00:02:47.000  
you like.

00:02:47.000 --> 00:02:48.000  
Testimony is limited to 2:00

00:02:48.000 --> 00:02:50.000  
minutes.

00:02:50.000 --> 00:02:51.000  
The timer begins when you begin

00:02:51.000 --> 00:02:52.000  
speaking.

00:02:52.000 --> 00:02:54.000  
Please state your name for the

00:02:54.000 --> 00:02:56.000  
record before testifying, you do

00:02:56.000 --> 00:02:57.000  
not need to give your physical

00:02:57.000 --> 00:02:59.000  
address.

00:02:59.000 --> 00:03:06.000  
We have some folks who have

00:03:06.000 --> 00:03:08.000  
signed up to testify.

00:03:08.000 --> 00:03:09.000  
We will start first with Sam

00:03:09.000 --> 00:03:11.000  
Kim.

00:03:11.000 --> 00:03:13.000  
And you can go right over here.

00:03:13.000 --> 00:03:15.000  
Thank you.

00:03:15.000 --> 00:03:16.000  
>> CHAIR: Georgia, can you tell

00:03:16.000 --> 00:03:19.000  
us who's next on deck?

00:03:19.000 --> 00:03:22.000  
>> Yes, on deck is Chris Smith.

00:03:22.000 --> 00:03:24.000  
>> My name is Sam Kim.

00:03:24.000 --> 00:03:25.000  
I represent over 70,000 super

00:03:25.000 --> 00:03:30.000  
commuters who have to cross the

00:03:30.000 --> 00:03:31.000  
river every day, both directions

00:03:31.000 --> 00:03:34.000  
and due to the gridlock.

00:03:34.000 --> 00:03:35.000  
I'm going to quickly read my

00:03:35.000 --> 00:03:36.000  
comments.

00:03:36.000 --> 00:03:41.000  
I apologize for that.

00:03:41.000 --> 00:03:42.000  
I urge you to vote yes for the

00:03:42.000 --> 00:03:43.000  
interstate bridge replacement

00:03:43.000 --> 00:03:46.000  
program.

00:03:46.000 --> 00:03:47.000  
I come to you as a member of the

00:03:47.000 --> 00:03:50.000  
IBR community advisory group for

00:03:50.000 --> 00:03:52.000  
the last five years, so I have

00:03:52.000 --> 00:03:54.000  
seen exhaustive care, public

00:03:54.000 --> 00:03:58.000  
comments and rigorous revisions

00:03:58.000 --> 00:04:00.000  
poured into this comment.

00:04:00.000 --> 00:04:01.000  
SDR-IBR has noted historic

00:04:01.000 --> 00:04:04.000  
project like this, will never

00:04:04.000 --> 00:04:06.000  
meet 100% of everyone's

00:04:06.000 --> 00:04:10.000  
expectations, but it represents

00:04:10.000 --> 00:04:11.000  
the balance collaborative

00:04:11.000 --> 00:04:12.000  
culmination of the community's

00:04:12.000 --> 00:04:13.000  
Input.

00:04:13.000 --> 00:04:14.000  
I've been on this board for five

00:04:14.000 --> 00:04:17.000  
years.

00:04:17.000 --> 00:04:20.000  
I speak to you as a former super

00:04:20.000 --> 00:04:23.000  
commuter working at Hillsboro,

00:04:23.000 --> 00:04:24.000  
and during that traffic jam,

00:04:24.000 --> 00:04:28.000  
constantly, it is painful.

00:04:28.000 --> 00:04:32.000  
The I-5 and I205 corridors are

00:04:32.000 --> 00:04:33.000  
the lifelines of the Portland

00:04:33.000 --> 00:04:35.000  
metropolis.

00:04:35.000 --> 00:04:39.000  
We have both lived through it,

00:04:39.000 --> 00:04:40.000  
when both bridges come to a

00:04:40.000 --> 00:04:42.000  
standstill.

00:04:42.000 --> 00:04:44.000  
We desperately need to modernize

00:04:44.000 --> 00:04:45.000  
this ancient failing

00:04:45.000 --> 00:04:48.000  
infrastructure.

00:04:48.000 --> 00:04:49.000  
So it is seismically resilient,

00:04:49.000 --> 00:04:50.000  
and safely accommodates all

00:04:50.000 --> 00:04:52.000  
modes of transportation.

00:04:52.000 --> 00:04:53.000  
At the end of the day, the best

00:04:53.000 --> 00:04:54.000  
bridge is the one that gets

00:04:54.000 --> 00:04:56.000  
built.

00:04:56.000 --> 00:04:58.000  
We're at a critical historic

00:04:58.000 --> 00:05:03.000  
junction, approving this request

00:05:03.000 --> 00:05:08.000  
is mandatory,

00:05:08.000 --> 00:05:12.000  
nonnegotiable step to unlock \$2

00:05:12.000 --> 00:05:14.000  
million let's leverage these

00:05:14.000 --> 00:05:15.000  
historic resources and begin

00:05:15.000 --> 00:05:17.000  
construction the moment the

00:05:17.000 --> 00:05:19.000  
record of decision is received.

00:05:19.000 --> 00:05:21.000  
So let's stop delaying, and

00:05:21.000 --> 00:05:22.000  
let's build this bridge.

00:05:22.000 --> 00:05:23.000  
Thank you for your leadership

00:05:23.000 --> 00:05:24.000  
and your time.

00:05:24.000 --> 00:05:29.000  
>> CHAIR: Thank you.

00:05:29.000 --> 00:05:30.000  
Chris Smith and who's next on

00:05:30.000 --> 00:05:32.000  
deck?

00:05:32.000 --> 00:05:33.000  
>> Malik Burke Nelson.

00:05:33.000 --> 00:05:36.000  
>> I'm Chris Smith, representing

00:05:36.000 --> 00:05:38.000  
the no more freeways campaign.

00:05:38.000 --> 00:05:40.000  
I'm the variety act, I'm here to

00:05:40.000 --> 00:05:43.000  
talk about rose quarter.

00:05:43.000 --> 00:05:44.000  
Your next big amendment is rose

00:05:44.000 --> 00:05:46.000  
quarter phase one B, you're

00:05:46.000 --> 00:05:47.000  
doing a two touch process for

00:05:47.000 --> 00:05:55.000  
that, you're getting briefed

00:05:55.000 --> 00:05:58.000  
this month.

00:05:58.000 --> 00:06:00.000  
Phase 1B is important for us.

00:06:00.000 --> 00:06:03.000  
You received an email a chart

00:06:03.000 --> 00:06:04.000  
from ODOT that shows what's

00:06:04.000 --> 00:06:06.000  
built in each phase.

00:06:06.000 --> 00:06:07.000  
There's a gatch where phase 1B

00:06:07.000 --> 00:06:08.000  
should be.

00:06:08.000 --> 00:06:09.000  
There's nothing useful that

00:06:09.000 --> 00:06:11.000  
comes out of it.

00:06:11.000 --> 00:06:13.000  
They will spend \$165 million of

00:06:13.000 --> 00:06:16.000  
our scarce regional funds

00:06:16.000 --> 00:06:20.000  
building half a lane that will

00:06:20.000 --> 00:06:22.000  
run into the wideler overpass.

00:06:22.000 --> 00:06:23.000  
Because they don't have the

00:06:23.000 --> 00:06:25.000  
funds to tear it down and build

00:06:25.000 --> 00:06:27.000  
it wider.

00:06:27.000 --> 00:06:29.000  
I'm asking you to look at the

00:06:29.000 --> 00:06:31.000  
wisdom to spend \$167 million,

00:06:31.000 --> 00:06:32.000  
that only has useful unless

00:06:32.000 --> 00:06:34.000  
unless we find hundreds of

00:06:34.000 --> 00:06:35.000  
millions of dollars more to do

00:06:35.000 --> 00:06:37.000  
other phases.

00:06:37.000 --> 00:06:43.000  
It seems like a poor fiscal

00:06:43.000 --> 00:06:48.000  
choice.

00:06:48.000 --> 00:06:54.000  
We believe strongly where phase

00:06:54.000 --> 00:06:56.000  
one should reach our needs not

00:06:56.000 --> 00:06:57.000  
just an interstate.

00:06:57.000 --> 00:07:01.000  
>> Thank you.

00:07:01.000 --> 00:07:05.000  
Now we have Burke Nelson and on

00:07:05.000 --> 00:07:07.000  
tech we have Khan Tran.

00:07:07.000 --> 00:07:09.000  
>> Good morning, everyone, my

00:07:09.000 --> 00:07:12.000  
name is Burke Nelson, I

00:07:12.000 --> 00:07:14.000  
represent NAMAC Oregon.

00:07:14.000 --> 00:07:15.000  
On behalf of national

00:07:15.000 --> 00:07:17.000  
association of minority

00:07:17.000 --> 00:07:19.000  
contractors, the Oregon chapter,

00:07:19.000 --> 00:07:21.000  
we are pleased to express our

00:07:21.000 --> 00:07:23.000  
strong support for the

00:07:23.000 --> 00:07:25.000  
interstate bridge replacement

00:07:25.000 --> 00:07:26.000  
program, and the upcoming

00:07:26.000 --> 00:07:29.000  
Columbia river bridge project.

00:07:29.000 --> 00:07:30.000  
The IBR program represents a

00:07:30.000 --> 00:07:32.000  
once in a generation

00:07:32.000 --> 00:07:35.000  
infrastructure that will improve

00:07:35.000 --> 00:07:37.000  
regional mobility, safety,

00:07:37.000 --> 00:07:38.000  
freight movement and economic

00:07:38.000 --> 00:07:40.000  
competitiveness.

00:07:40.000 --> 00:07:42.000  
It presents an historic

00:07:42.000 --> 00:07:44.000  
opportunity to create lasting

00:07:44.000 --> 00:07:45.000  
opportunity for disadvantaged

00:07:45.000 --> 00:07:46.000  
businesses.

00:07:46.000 --> 00:07:47.000  
Communities of colors and

00:07:47.000 --> 00:07:52.000  
skilled workers throughout

00:07:52.000 --> 00:07:56.000  
Oregon and Washington.

00:07:56.000 --> 00:07:58.000  
We appreciate the commitment for

00:07:58.000 --> 00:07:59.000  
the contracting community

00:07:59.000 --> 00:08:04.000  
anticipated for the summer of

00:08:04.000 --> 00:08:06.000  
2026 work.

00:08:06.000 --> 00:08:07.000  
Creating a competitive

00:08:07.000 --> 00:08:08.000  
procurement process.

00:08:08.000 --> 00:08:10.000  
As the voice of contractors of

00:08:10.000 --> 00:08:13.000  
color throughout Oregon, we

00:08:13.000 --> 00:08:16.000  
encourage the IBR program to

00:08:16.000 --> 00:08:17.000  
prioritize accountability,

00:08:17.000 --> 00:08:19.000  
inclusion and immeasurable

00:08:19.000 --> 00:08:22.000  
outlets.

00:08:22.000 --> 00:08:24.000  
Create accessible opportunities

00:08:24.000 --> 00:08:25.000  
for small businesses.

00:08:25.000 --> 00:08:28.000  
Require early engagement by

00:08:28.000 --> 00:08:30.000  
prime contractors.

00:08:30.000 --> 00:08:33.000  
Investing capacity building,

00:08:33.000 --> 00:08:34.000  
deliver workforce and maintain

00:08:34.000 --> 00:08:35.000  
transparency and

00:08:35.000 --> 00:08:36.000  
accountability.

00:08:36.000 --> 00:08:39.000  
We appreciate your commitment

00:08:39.000 --> 00:08:41.000  
and inclusion, and look forward

00:08:41.000 --> 00:08:42.000  
to collaboration as the IBR

00:08:42.000 --> 00:08:43.000  
program advances.

00:08:43.000 --> 00:08:46.000  
Thank you.

00:08:46.000 --> 00:08:50.000  
>> Thank you.

00:08:50.000 --> 00:08:54.000  
I'm now promoting Khan Tran to a

00:08:54.000 --> 00:08:56.000  
panelist, and next we have

00:08:56.000 --> 00:08:57.000  
Zachary Louiston.

00:08:57.000 --> 00:08:58.000  
>> Good morning, can you hear

00:08:58.000 --> 00:09:02.000  
me, see me okay?

00:09:02.000 --> 00:09:04.000  
>> Yes.

00:09:04.000 --> 00:09:06.000  
>> I'm here in my capacity as

00:09:06.000 --> 00:09:07.000  
director of policy and programs

00:09:07.000 --> 00:09:10.000  
for Clark county.

00:09:10.000 --> 00:09:11.000  
We're a business leaders group

00:09:11.000 --> 00:09:13.000  
to serve economic vitality in

00:09:13.000 --> 00:09:14.000  
Washington.

00:09:14.000 --> 00:09:18.000  
I'm here to express support for

00:09:18.000 --> 00:09:19.000  
the proposed resolution and the

00:09:19.000 --> 00:09:20.000  
interstate replacement plan in

00:09:20.000 --> 00:09:22.000  
general.

00:09:22.000 --> 00:09:24.000  
We're closer than ever to

00:09:24.000 --> 00:09:26.000  
deliver a modern crossing that

00:09:26.000 --> 00:09:31.000  
will serve our generations for

00:09:31.000 --> 00:09:33.000  
decades to come.

00:09:33.000 --> 00:09:36.000  
Maintain momentum is critical.

00:09:36.000 --> 00:09:37.000  
The actions before you today are

00:09:37.000 --> 00:09:38.000  
administrative, but they

00:09:38.000 --> 00:09:40.000  
represent important steps in

00:09:40.000 --> 00:09:42.000  
keeping the project on schedule,

00:09:42.000 --> 00:09:44.000  
and ensuring that funding

00:09:44.000 --> 00:09:45.000  
delivery requirements continue

00:09:45.000 --> 00:09:47.000  
to be met.

00:09:47.000 --> 00:09:49.000  
Advancng these policies help

00:09:49.000 --> 00:09:52.000  
move the program toward

00:09:52.000 --> 00:09:53.000  
planning, implementation and

00:09:53.000 --> 00:09:54.000  
construction.

00:09:54.000 --> 00:09:56.000  
The IBR is much more about

00:09:56.000 --> 00:09:59.000  
replacing aging infrastructure.

00:09:59.000 --> 00:10:00.000  
It's been strengthening regional

00:10:00.000 --> 00:10:03.000  
Connectivity and freight

00:10:03.000 --> 00:10:04.000  
mobility along the entire west

00:10:04.000 --> 00:10:05.000  
coast.

00:10:05.000 --> 00:10:06.000  
And creating a transportation

00:10:06.000 --> 00:10:07.000  
system that is safer and more

00:10:07.000 --> 00:10:08.000  
resilient for future

00:10:08.000 --> 00:10:11.000  
generations.

00:10:11.000 --> 00:10:18.000  
The project will inevitably

00:10:18.000 --> 00:10:22.000  
revolve, and there will be

00:10:22.000 --> 00:10:26.000  
programs as this moves forward.

00:10:26.000 --> 00:10:29.000  
I would like to thank JPACT

00:10:29.000 --> 00:10:31.000  
members, Metro staff and the IBR

00:10:31.000 --> 00:10:32.000  
team and the many local,

00:10:32.000 --> 00:10:34.000  
regional and state partners that

00:10:34.000 --> 00:10:35.000  
have helped bring this effort to

00:10:35.000 --> 00:10:36.000  
this point.

00:10:36.000 --> 00:10:37.000  
We appreciate your leadership

00:10:37.000 --> 00:10:38.000  
and service, thank you for your

00:10:38.000 --> 00:10:44.000  
time.

00:10:44.000 --> 00:10:45.000  
>> Thank you.

00:10:45.000 --> 00:10:46.000  
>> CHAIR: I think there's a tech

00:10:46.000 --> 00:10:49.000  
challenge on the volume.

00:10:49.000 --> 00:10:52.000  
>> Yes, if the folks in the back

00:10:52.000 --> 00:10:53.000  
want to raise the volume if

00:10:53.000 --> 00:10:54.000  
possible.

00:10:54.000 --> 00:10:55.000  
Our captions should be up as

00:10:55.000 --> 00:10:57.000  
soon as possible, as well as

00:10:57.000 --> 00:11:01.000  
gallery view.

00:11:01.000 --> 00:11:05.000  
I'm now promoting Zachary

00:11:05.000 --> 00:11:07.000

00:11:07.000 --> 00:11:08.000  
Lurtzen.

00:11:08.000 --> 00:11:10.000  
>> I heard the mic was a little

00:11:10.000 --> 00:11:12.000  
low.

00:11:12.000 --> 00:11:15.000  
>> CHAIR: Actually, Zachary,

00:11:15.000 --> 00:11:17.000  
talk louder, please.

00:11:17.000 --> 00:11:18.000  
>> How about now.

00:11:18.000 --> 00:11:20.000  
>> That's worse.

00:11:20.000 --> 00:11:23.000  
>> I can tell you a joke and see

00:11:23.000 --> 00:11:27.000  
if you can hear it.

00:11:27.000 --> 00:11:28.000  
>> CHAIR: It's going the wrong

00:11:28.000 --> 00:11:29.000  
way.

00:11:29.000 --> 00:11:30.000  
You all hear about the

00:11:30.000 --> 00:11:32.000  
kidnapping in the park, don't

00:11:32.000 --> 00:11:36.000  
worry, you woke up. Better?

00:11:36.000 --> 00:11:37.000  
>> CHAIR: No.

00:11:37.000 --> 00:11:41.000  
You want me to continue or let

00:11:41.000 --> 00:11:42.000  
you all work on it a

00:11:42.000 --> 00:11:46.000  
little bit?

00:11:46.000 --> 00:11:47.000  
>> CHAIR: Can we get one

00:11:47.000 --> 00:11:50.000  
moment.

00:11:50.000 --> 00:11:51.000  
Ivan, if you can move the dial

00:11:51.000 --> 00:11:52.000  
up.

00:11:52.000 --> 00:11:54.000  
>> It's up.

00:11:54.000 --> 00:11:56.000  
Zachary, one more time.

00:11:56.000 --> 00:12:00.000  
>> 1, 2, 3, 4.

00:12:00.000 --> 00:12:06.000  
>> You are good to go.

00:12:06.000 --> 00:12:07.000  
>> I'm Zachary

00:12:07.000 --> 00:12:08.000  
Lauritzen.

00:12:08.000 --> 00:12:10.000  
I live in a neighborhood that

00:12:10.000 --> 00:12:12.000  
straddles sandy boulevard.

00:12:12.000 --> 00:12:13.000  
It's already a freeway bypass,

00:12:13.000 --> 00:12:15.000  
why is that important?

00:12:15.000 --> 00:12:19.000  
Because when tolling is turned

00:12:19.000 --> 00:12:20.000  
on, the IBR in 2028, the

00:12:20.000 --> 00:12:22.000  
investment grade analysis tells

00:12:22.000 --> 00:12:25.000  
us trips will drop from 130,000

00:12:25.000 --> 00:12:27.000  
a day down to 80,000.

00:12:27.000 --> 00:12:29.000  
Some will disappear, the vast

00:12:29.000 --> 00:12:31.000  
majority of one other option, is

00:12:31.000 --> 00:12:32.000  
the Glenn Jackson bridge.

00:12:32.000 --> 00:12:36.000  
They are going to disburse on

00:12:36.000 --> 00:12:38.000  
roads all across east Vancouver

00:12:38.000 --> 00:12:40.000  
and east Portland, sandy,

00:12:40.000 --> 00:12:42.000  
Powell, Stafford, 99E.

00:12:42.000 --> 00:12:45.000  
And you're likely going to see a

00:12:45.000 --> 00:12:47.000  
slide today from the IBR team

00:12:47.000 --> 00:12:49.000  
that says by 2045, diversion is

00:12:49.000 --> 00:12:52.000  
going to even out, trust us,

00:12:52.000 --> 00:12:54.000  
it's not going to be too bad.

00:12:54.000 --> 00:12:56.000  
That's 17 years, almost a

00:12:56.000 --> 00:12:57.000  
generation, to hear, just don't

00:12:57.000 --> 00:12:59.000  
worry about it.

00:12:59.000 --> 00:13:00.000  
That's why I'm here today

00:13:00.000 --> 00:13:01.000  
wearing my neighborhood

00:13:01.000 --> 00:13:03.000  
association will.

00:13:03.000 --> 00:13:05.000  
I'm a dad, and we almost never

00:13:05.000 --> 00:13:07.000  
go to sandy businesses because

00:13:07.000 --> 00:13:08.000  
it's already treated as a

00:13:08.000 --> 00:13:10.000  
freeway by pass.

00:13:10.000 --> 00:13:14.000  
When I hear, IBR say, don't wait

00:13:14.000 --> 00:13:16.000  
about it, wait until 2045 it

00:13:16.000 --> 00:13:18.000  
will balance out.

00:13:18.000 --> 00:13:19.000  
It feels dismissive of people

00:13:19.000 --> 00:13:21.000  
who live up and down that

00:13:21.000 --> 00:13:23.000  
corridor of I-205.

00:13:23.000 --> 00:13:26.000  
I hope you will have staff list

00:13:26.000 --> 00:13:28.000  
the interventions we can adopt,

00:13:28.000 --> 00:13:31.000  
to address that diversion, and

00:13:31.000 --> 00:13:33.000  
bring it back to JPACT for

00:13:33.000 --> 00:13:34.000  
consideration in a couple

00:13:34.000 --> 00:13:35.000  
months.

00:13:35.000 --> 00:13:38.000  
I am desperately hoping for the

00:13:38.000 --> 00:13:39.000  
best, that the IBR is right,

00:13:39.000 --> 00:13:40.000  
their team is right, that

00:13:40.000 --> 00:13:41.000  
diversion is not going to be

00:13:41.000 --> 00:13:43.000  
that bad.

00:13:43.000 --> 00:13:45.000  
But that's literally only half

00:13:45.000 --> 00:13:46.000  
of the saying, the whole

00:13:46.000 --> 00:13:48.000  
saying, you hope for the best,

00:13:48.000 --> 00:13:49.000  
and you plan for the worst, and

00:13:49.000 --> 00:13:51.000  
that's what I think we owe to

00:13:51.000 --> 00:13:54.000  
the tens of thousands of people

00:13:54.000 --> 00:13:58.000  
who live in east Portland, the

00:13:58.000 --> 00:13:59.000  
port of Portland, east

00:13:59.000 --> 00:14:00.000  
Vancouver and Clackamas

00:14:00.000 --> 00:14:01.000  
County.

00:14:01.000 --> 00:14:02.000  
We hope for the best, but plan

00:14:02.000 --> 00:14:04.000  
for the worst.

00:14:04.000 --> 00:14:05.000  
Trust the investment great

00:14:05.000 --> 00:14:06.000  
analysis, and make an

00:14:06.000 --> 00:14:08.000  
intentional set of decisions on

00:14:08.000 --> 00:14:09.000  
how to address the diversion

00:14:09.000 --> 00:14:13.000  
that's going to happen when

00:14:13.000 --> 00:14:14.000  
tolling is turned on to IBR.

00:14:14.000 --> 00:14:16.000  
Thank you very much.

00:14:16.000 --> 00:14:23.000  
>> Thank you.

00:14:23.000 --> 00:14:24.000  
Now promoting indy Okun.

00:14:24.000 --> 00:14:26.000  
Next on deck, we have Renee

00:14:26.000 --> 00:14:28.000  
Gonzalez.

00:14:28.000 --> 00:14:29.000  
>> Good morning chair Lewis,

00:14:29.000 --> 00:14:31.000  
members of the committee, thank

00:14:31.000 --> 00:14:32.000  
you for the opportunity to speak

00:14:32.000 --> 00:14:34.000  
this morning.

00:14:34.000 --> 00:14:38.000  
I'm on, right?

00:14:38.000 --> 00:14:41.000  
My name is

00:14:41.000 --> 00:14:43.000  
Indi, I'm speaking about the

00:14:43.000 --> 00:14:46.000  
interstate bridge replacement

00:14:46.000 --> 00:14:49.000  
amendments before you today.

00:14:49.000 --> 00:14:51.000  
When the investment grade became

00:14:51.000 --> 00:14:56.000  
available, I began hearing

00:14:56.000 --> 00:14:57.000  
concern about where those 50,000

00:14:57.000 --> 00:14:58.000  
vehicles a day will go.

00:14:58.000 --> 00:15:00.000  
Especially if the initial

00:15:00.000 --> 00:15:01.000  
construction package doesn't

00:15:01.000 --> 00:15:03.000  
include light rail or active

00:15:03.000 --> 00:15:05.000  
transportation or anything that

00:15:05.000 --> 00:15:08.000  
could offer an alternative to

00:15:08.000 --> 00:15:12.000  
those drivers.

00:15:12.000 --> 00:15:14.000  
I205 collective boulevards,

00:15:14.000 --> 00:15:17.000  
82nd, 122nd would be the path of

00:15:17.000 --> 00:15:20.000  
least resistance for trips, that

00:15:20.000 --> 00:15:21.000  
would fail to evaporate in

00:15:21.000 --> 00:15:22.000  
2028.

00:15:22.000 --> 00:15:25.000  
Communities like ours already

00:15:25.000 --> 00:15:27.000  
see a large burden of injuries,

00:15:27.000 --> 00:15:29.000  
fatalities, noise congestion.

00:15:29.000 --> 00:15:31.000  
Without mitigation, our burden

00:15:31.000 --> 00:15:33.000  
is set up to get heavier.

00:15:33.000 --> 00:15:34.000  
I'm sure Washington communities

00:15:34.000 --> 00:15:35.000  
in the path of diversion share

00:15:35.000 --> 00:15:39.000  
these concerns.

00:15:39.000 --> 00:15:40.000  
We can wait for this problem to

00:15:40.000 --> 00:15:41.000  
materialize before consideration

00:15:41.000 --> 00:15:44.000  
how to address it.

00:15:44.000 --> 00:15:45.000  
The region can walk and chew gum

00:15:45.000 --> 00:15:47.000  
at the same time.

00:15:47.000 --> 00:15:49.000  
Because the idea and the scale

00:15:49.000 --> 00:15:52.000  
of these impacts only became

00:15:52.000 --> 00:15:57.000  
available close to our TPACT, we

00:15:57.000 --> 00:15:59.000  
only had limited time to act.

00:15:59.000 --> 00:16:00.000  
We being community

00:16:00.000 --> 00:16:02.000  
representatives, introduced

00:16:02.000 --> 00:16:04.000  
amendment language that would

00:16:04.000 --> 00:16:05.000  
begin an investigation for

00:16:05.000 --> 00:16:07.000  
managing this looming problem,

00:16:07.000 --> 00:16:08.000  
and make a plan prior to Day One

00:16:08.000 --> 00:16:10.000  
of tolling.

00:16:10.000 --> 00:16:12.000  
It currently needed more work

00:16:12.000 --> 00:16:13.000  
than the time line allowed for.

00:16:13.000 --> 00:16:15.000  
That work can happen outside of

00:16:15.000 --> 00:16:18.000  
the time line, and bring in new

00:16:18.000 --> 00:16:20.000  
recommendations for TPACT.

00:16:20.000 --> 00:16:23.000  
This wouldn't delay funding on

00:16:23.000 --> 00:16:25.000  
the table, but would allow our

00:16:25.000 --> 00:16:26.000  
region to create a plan before

00:16:26.000 --> 00:16:28.000  
construction begins.

00:16:28.000 --> 00:16:30.000  
The communities we work with are

00:16:30.000 --> 00:16:33.000  
in the line of fire, if someone

00:16:33.000 --> 00:16:34.000  
doesn't step up to make a plan

00:16:34.000 --> 00:16:35.000  
to protect them.

00:16:35.000 --> 00:16:37.000  
As you move these amendments

00:16:37.000 --> 00:16:38.000  
forward today, send clear

00:16:38.000 --> 00:16:39.000  
direction back to Metro staff,

00:16:39.000 --> 00:16:41.000  
that would allow us to bring the

00:16:41.000 --> 00:16:42.000  
time and work in to bring a

00:16:42.000 --> 00:16:45.000  
stronger proposal back to you,

00:16:45.000 --> 00:16:47.000  
thank you.

00:16:47.000 --> 00:16:50.000  
>> Thank you.

00:16:50.000 --> 00:16:53.000  
Now promoting Renee Gonzalez.

00:16:53.000 --> 00:16:54.000  
And next on deck is Sharon.

00:16:54.000 --> 00:16:55.000  
I will promote you a little

00:16:55.000 --> 00:16:56.000  
early so you can get your tech

00:16:56.000 --> 00:17:17.000  
sorted.

00:17:17.000 --> 00:17:20.000  
Thank you.

00:17:20.000 --> 00:17:21.000  
>> Good morning all, can you

00:17:21.000 --> 00:17:22.000  
hear me?

00:17:22.000 --> 00:17:25.000  
>> We hear you.

00:17:25.000 --> 00:17:28.000  
>> Rene Gonzalez.

00:17:28.000 --> 00:17:31.000  
We were founded in 1952, over

00:17:31.000 --> 00:17:33.000  
250 employees, headquarters in

00:17:33.000 --> 00:17:34.000  
north Portland, right by the

00:17:34.000 --> 00:17:35.000  
bridge.

00:17:35.000 --> 00:17:37.000  
We've been on the cutting edge

00:17:37.000 --> 00:17:39.000  
of providing alternatives to

00:17:39.000 --> 00:17:42.000  
petroleum fuel in the region

00:17:42.000 --> 00:17:45.000  
while ensuring stable supply for

00:17:45.000 --> 00:17:46.000  
the trucking and construction

00:17:46.000 --> 00:17:47.000  
industries.

00:17:47.000 --> 00:17:48.000  
I'm sitting here as I stand in

00:17:48.000 --> 00:17:49.000  
for the Columbia corridor

00:17:49.000 --> 00:17:51.000  
association, that represents

00:17:51.000 --> 00:17:53.000  
3500 businesses primarily in

00:17:53.000 --> 00:17:54.000  
north Portland and over 75,000

00:17:54.000 --> 00:17:56.000  
employees.

00:17:56.000 --> 00:17:57.000  
I want to speak from about three

00:17:57.000 --> 00:17:59.000  
different dimensions today,

00:17:59.000 --> 00:18:00.000  
about what we see in north

00:18:00.000 --> 00:18:02.000  
Portland every day.

00:18:02.000 --> 00:18:04.000  
Retail is badly struggling, we

00:18:04.000 --> 00:18:06.000  
don't have as many visitors to

00:18:06.000 --> 00:18:08.000  
north Portland as we once did.

00:18:08.000 --> 00:18:09.000  
That feels like a systemic

00:18:09.000 --> 00:18:13.000  
challenge in our area.

00:18:13.000 --> 00:18:15.000  
At the same time, we're having

00:18:15.000 --> 00:18:16.000  
tremendous success to

00:18:16.000 --> 00:18:17.000  
consolidate the transportation

00:18:17.000 --> 00:18:19.000  
industry in north port land.

00:18:19.000 --> 00:18:21.000  
We are at hub, that is crucial

00:18:21.000 --> 00:18:22.000  
for delivering supplies

00:18:22.000 --> 00:18:24.000  
throughout our region, and we

00:18:24.000 --> 00:18:25.000  
hope we can double and triple

00:18:25.000 --> 00:18:27.000  
down on that.

00:18:27.000 --> 00:18:31.000  
One last point on the status

00:18:31.000 --> 00:18:34.000  
quo, apps repeatedly take

00:18:34.000 --> 00:18:35.000  
commuters and truckers on the

00:18:35.000 --> 00:18:38.000  
interstate because of traffic.

00:18:38.000 --> 00:18:39.000  
I speak in favor of the IBR

00:18:39.000 --> 00:18:40.000  
replacement amendments before

00:18:40.000 --> 00:18:43.000  
you, let's get those federal

00:18:43.000 --> 00:18:44.000  
funds released, let's generate

00:18:44.000 --> 00:18:46.000  
thousands of family wage

00:18:46.000 --> 00:18:47.000  
construction jobs and keep

00:18:47.000 --> 00:18:48.000  
Portland, Oregon and the region

00:18:48.000 --> 00:18:49.000  
moving.

00:18:49.000 --> 00:18:52.000  
Thank you so much.

00:18:52.000 --> 00:18:56.000  
>> Thank you.

00:18:56.000 --> 00:18:57.000  
Now we have Sharon

00:18:57.000 --> 00:18:58.000  
Nasset.

00:18:58.000 --> 00:18:59.000  
Can we hear you?

00:18:59.000 --> 00:19:06.000  
>> Yes.

00:19:06.000 --> 00:19:08.000  
>> Perfect, we can hear you.

00:19:08.000 --> 00:19:11.000  
>> I live so close to the

00:19:11.000 --> 00:19:12.000  
freeway that it has problems.

00:19:12.000 --> 00:19:15.000  
>> Sharon, you may want to turn

00:19:15.000 --> 00:19:18.000  
your phone sound off.

00:19:18.000 --> 00:19:23.000  
>> I'm Sharon Nasset.

00:19:23.000 --> 00:19:24.000  
I had sent a foyer into several

00:19:24.000 --> 00:19:25.000  
organizations in response for

00:19:25.000 --> 00:19:26.000  
our role in promoting the

00:19:26.000 --> 00:19:29.000  
projects.

00:19:29.000 --> 00:19:33.000  
The federal highway did come

00:19:33.000 --> 00:19:36.000  
back with an accepted

00:19:36.000 --> 00:19:37.000  
FOIA, including what needs to be

00:19:37.000 --> 00:19:39.000  
repaired and the cost.

00:19:39.000 --> 00:19:41.000  
Something the community has been

00:19:41.000 --> 00:19:44.000  
asking for since 2005.

00:19:44.000 --> 00:19:48.000  
And as you know --

00:19:48.000 --> 00:19:49.000  
[ Dogs

00:19:49.000 --> 00:19:52.000  
barking ]

00:19:52.000 --> 00:19:53.000  
I have been asked for a FOIA on

00:19:53.000 --> 00:19:55.000  
that.

00:19:55.000 --> 00:19:56.000  
I wanted to talk about the rose

00:19:56.000 --> 00:19:58.000  
quarter.

00:19:58.000 --> 00:20:02.000  
The I-5 partnership, they said

00:20:02.000 --> 00:20:06.000  
we needed an EIS for it, because

00:20:06.000 --> 00:20:10.000  
it is so important in the center

00:20:10.000 --> 00:20:12.000  
of town.

00:20:12.000 --> 00:20:14.000  
I had a project accepted in that

00:20:14.000 --> 00:20:18.000  
was removed because of that.

00:20:18.000 --> 00:20:21.000  
I also had in the rose quarter

00:20:21.000 --> 00:20:22.000  
project, the rose quarter has

00:20:22.000 --> 00:20:26.000  
40,000 seats.

00:20:26.000 --> 00:20:29.000  
20 in rose Gord ing, 12 in

00:20:29.000 --> 00:20:30.000  
the memorial coliseum, and then

00:20:30.000 --> 00:20:35.000  
all the vendors and all the

00:20:35.000 --> 00:20:37.000  
people and

00:20:37.000 --> 00:20:38.000  
things, it's about 65,000 for

00:20:38.000 --> 00:20:41.000  
events.

00:20:41.000 --> 00:20:42.000  
It needs it's own on and off

00:20:42.000 --> 00:20:44.000  
ramps.

00:20:44.000 --> 00:20:45.000  
The CRC, they said it needed to

00:20:45.000 --> 00:20:47.000  
be an environmental impact, so

00:20:47.000 --> 00:20:48.000  
they did not keep it.

00:20:48.000 --> 00:20:50.000  
All of a sudden they come

00:20:50.000 --> 00:20:53.000  
forward and say, no, we don't

00:20:53.000 --> 00:20:55.000  
need a full EIS, just an

00:20:55.000 --> 00:20:56.000  
assessment, and would not accept

00:20:56.000 --> 00:21:00.000  
in the project.

00:21:00.000 --> 00:21:01.000  
So I put it in to all of the

00:21:01.000 --> 00:21:02.000  
communication.

00:21:02.000 --> 00:21:03.000  
All the communication which is

00:21:03.000 --> 00:21:05.000  
several pages, they've removed

00:21:05.000 --> 00:21:07.000  
all the attachments, you can't

00:21:07.000 --> 00:21:09.000  
read what anyone said, see any

00:21:09.000 --> 00:21:10.000  
of my maps or anything, or any

00:21:10.000 --> 00:21:17.000  
of the other communications.

00:21:17.000 --> 00:21:19.000  
That EIS, every attachment on

00:21:19.000 --> 00:21:20.000  
every citizen comment does not

00:21:20.000 --> 00:21:21.000  
go through while this project is

00:21:21.000 --> 00:21:25.000  
still on.

00:21:25.000 --> 00:21:26.000  
Please address that, and sorry

00:21:26.000 --> 00:21:28.000  
for the dogs.

00:21:28.000 --> 00:21:29.000  
We'll be finding out if the

00:21:29.000 --> 00:21:34.000  
bridge needs to be removed at

00:21:34.000 --> 00:21:39.000  
the next meeting, because they

00:21:39.000 --> 00:21:40.000  
have said that they are

00:21:40.000 --> 00:21:41.000  
directing actively the Oregon

00:21:41.000 --> 00:21:43.000  
federal highway to give us that

00:21:43.000 --> 00:21:48.000  
information.

00:21:48.000 --> 00:21:49.000  
>> CHAIR: Thank you, could you

00:21:49.000 --> 00:21:50.000  
wrap, please?

00:21:50.000 --> 00:21:51.000  
>> Thank you very much, chair

00:21:51.000 --> 00:21:52.000  
Lewis, we do not have anyone

00:21:52.000 --> 00:21:54.000  
else who is signed up to

00:21:54.000 --> 00:21:55.000  
testify.

00:21:55.000 --> 00:21:57.000  
In person or on zoom.

00:21:57.000 --> 00:21:59.000  
>> CHAIR: Okay.

00:21:59.000 --> 00:22:01.000  
Seeing no one else, seeing no

00:22:01.000 --> 00:22:04.000  
further testimony, I will close

00:22:04.000 --> 00:22:08.000  
public communications.

**Georgia Langer**

---

**From:** Charles Ormsby <sentinelskip@gmail.com>  
**Sent:** Sunday, June 28, 2026 12:45 PM  
**To:** Birdshill CPO/NA  
**Cc:** Charles Ormsby  
**Subject:** [External sender]YT/BeyondTheExit 2026 Jun 28 Sun | Watch "The 100-Foot Mistake That Changed Phoenix Forever" on YouTube

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

2026 Jun 28 Sunday  
 12:30 U / 12:30 PM PT+AZ

Lessons to be learned for Portland Oregon  
 freeway fantasies.

1. Start with 1960 proposed alignments for  
 I-205 through Lake Oswego and Oak Grove Lodge
2. Codify into early pre CRAG and Metro transportation  
 system plan. Plus periodic updates.
3. Continue with mistakes of trench for I-405 Stadium Fwy  
 and contemplated Mt. Hood Freeway.
4. Add the mess of I-5 alignment on east side of  
 Willamette River. Plus Columbia River crossing to  
 Vancouver WA.
5. Shake well with Cascadia Subduction Zone evolution.
6. Finally add sprinkles of High Speed Rail alignments  
 through Portland OR metropolitan area.
7. Grovel before taxpayers and Feds for at least  
 \$ 75,000,000,000 to clean up mess.  
 In an devolving local socialist radiant future.

Good Luck!

<https://youtu.be/RUrn0Xe7sFE?is=rl8-RKzK2sBvmHYk>



**Date:** June 29, 2026

**To:** Metro Council  
Joint Policy Advisory Committee on Transportation (JPACT)  
Transportation Policy Alternatives Committee (TPAC)  
MTIP Comment Record

**From:** Chris Smith, No More Freeways

**Subject:** **Comments on MTIP FFY 2026 Formal Amendment Bundle for Resolution 26-5600**

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

We have serious concerns about the programming of approximately \$167M for Rose Quarter Phase 1B.

While we appreciate that this reconciles the rescinded Reconnecting Communities grant funding, it is clear that the proposed expenditure has no benefit to the traveling public, or to the surrounding community, until and unless 100s of Millions of Dollars are later allocated to this freeway expansion.

We are attaching a graphic developed for the Rose Quarter Project Management Group. It shows the addition of freeway elements (primarily additional lanes) for the full project and for each currently contemplated phase. The glaringly missing element from the chart is Phase 1B - because Phase 1B completes no lane improvements.

Rather Phase 1B builds a set of disconnected elements (shown in the "Alignment" attachment) that will not have public benefit until later and more expensive phases of the project have been funded and built.

This is clearly an effort to keep every available cent flowing to this project even though we have many other pressing unfunded needs in the region, including closing a funding gap on the critical 82nd Avenue project, and at the same time that TriMet is being forced to cut service.

Please stop the madness!

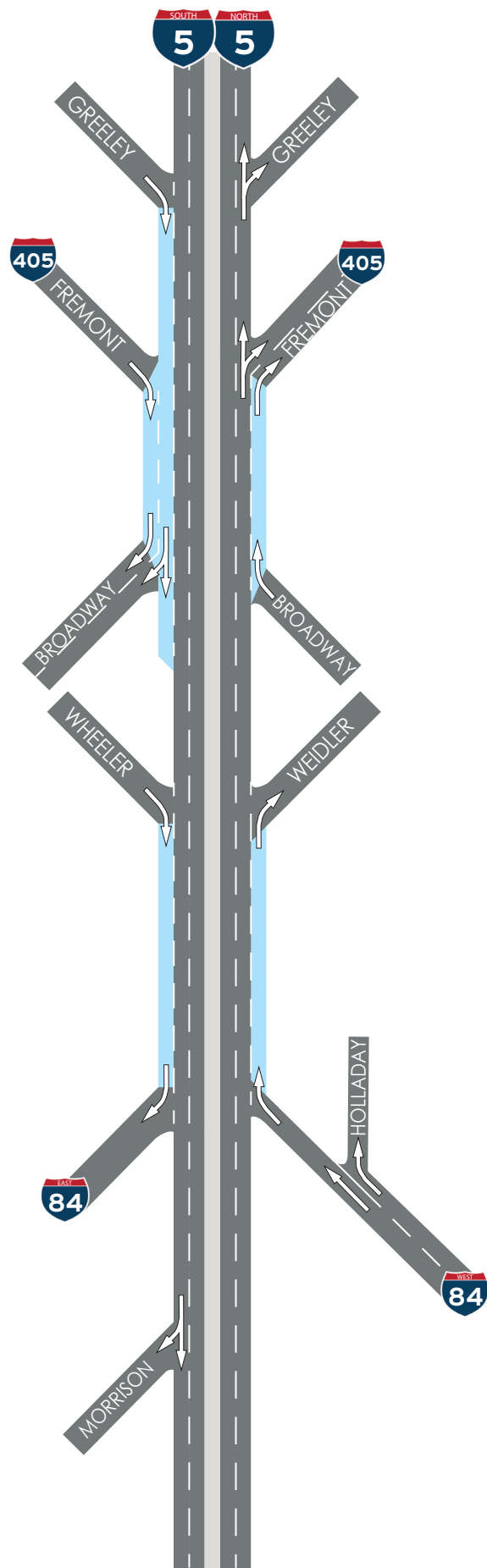


It's also important to comprehend where this \$167M came from. ODOT shows the "color" of this money as being from HB2017. But let's remember how the finance plan was developed. ODOT deferred several projects, including repainting the Fremont Bridge and rebuilding a bridge on the North Coast, in order to generate \$250M in match for a Federal INFRA grant. A grant ODOT did not receive.

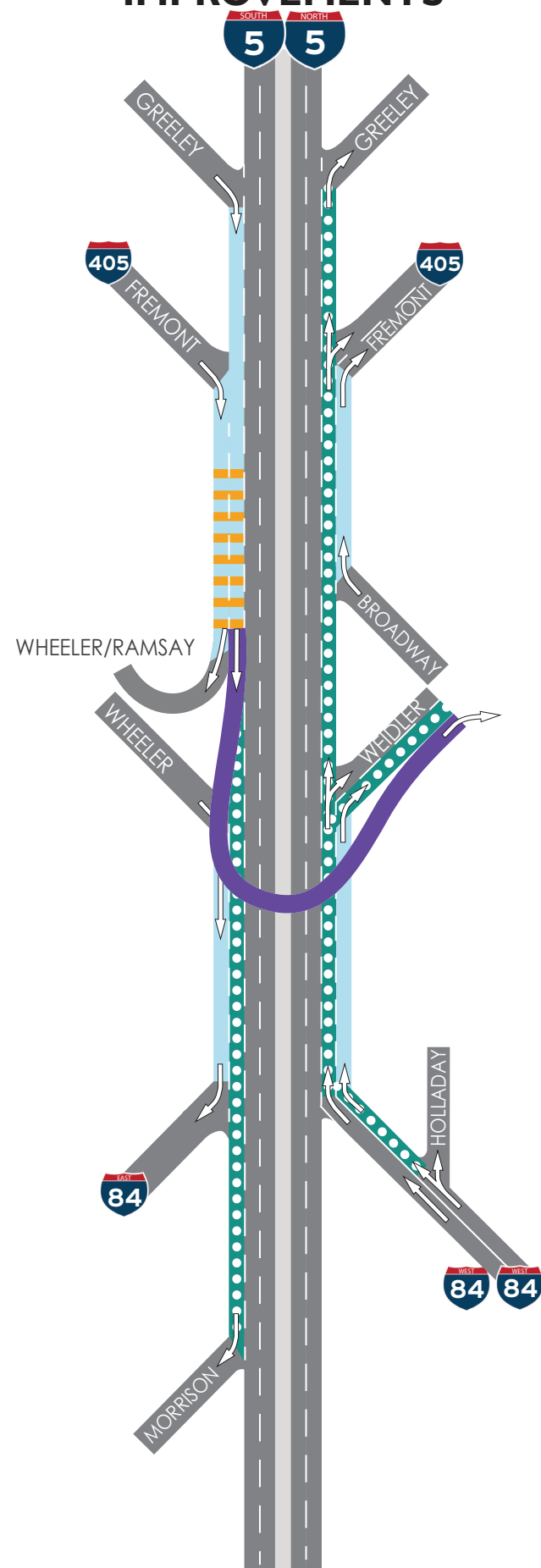
Did ODOT reinstate those deferred projects? No, the funds stayed in the Rose Quarter finance plan, and what remains of them are what you are being asked to program with these amendments.

Rose Quarter and Abernethy Bridge will long be remembered as the projects that ate the STIP. Freeway megaprojects will not solve urban mobility!

# EXISTING CONDITIONS

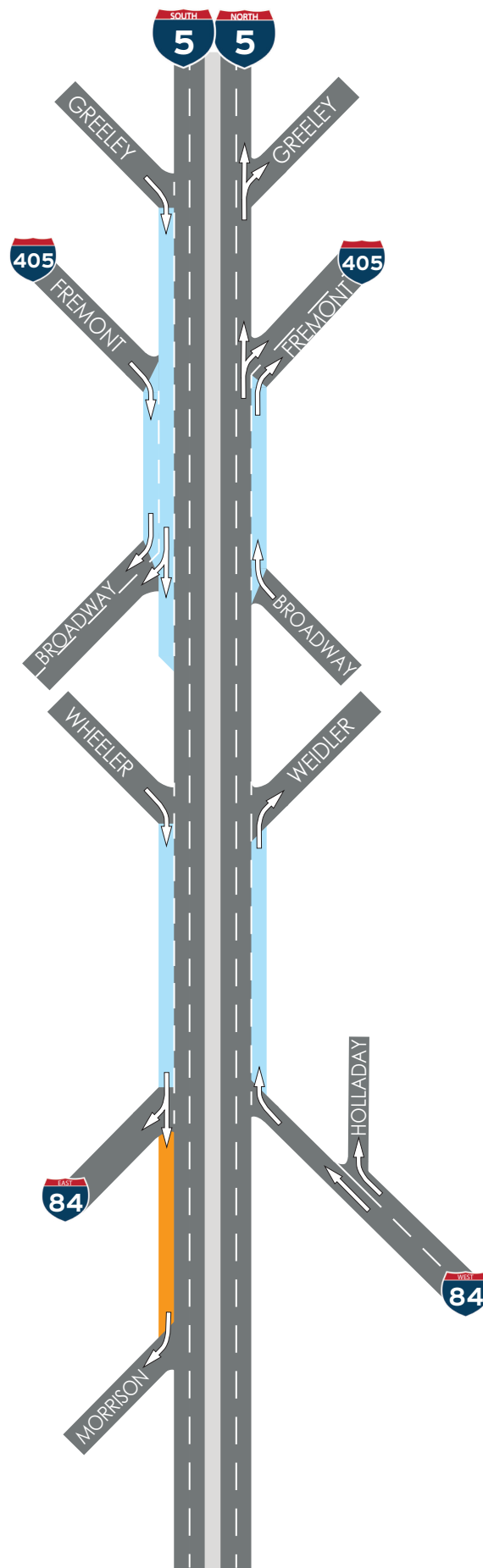


# PROPOSED IMPROVEMENTS

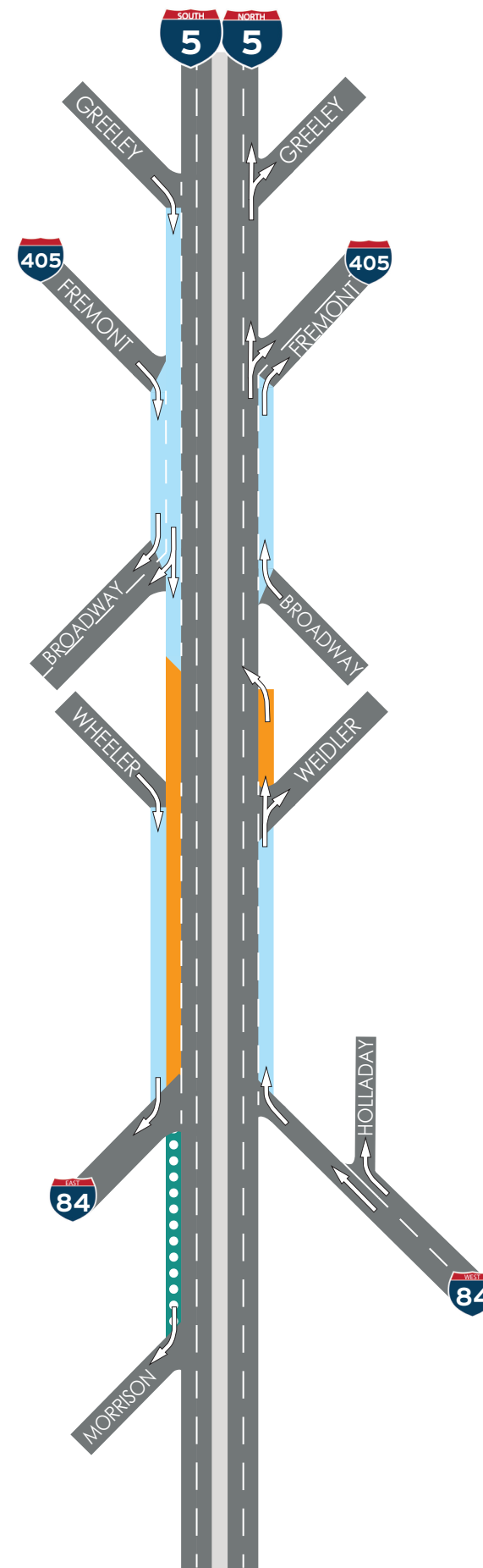


# PHASE 1A

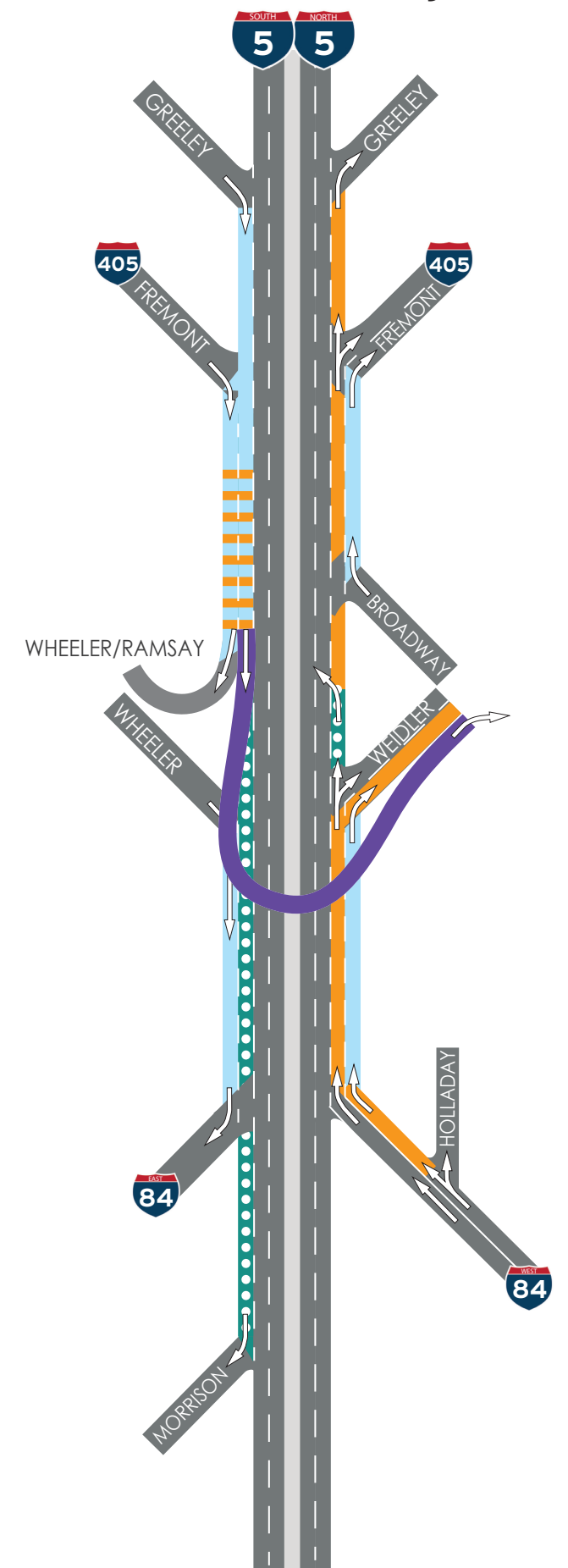
EXHIBIT B TO RESOLUTION 26-5599 ATTACHMENTS



# PHASE 1C



# FUTURE PHASES – COMPLETED PROJECT



**Legend:** Existing I-5 Travel Lanes Existing Auxiliary Lanes New Auxiliary Lanes New Flyover Extension of Existing Auxiliary Lane and Shoulders Portion built in this phase



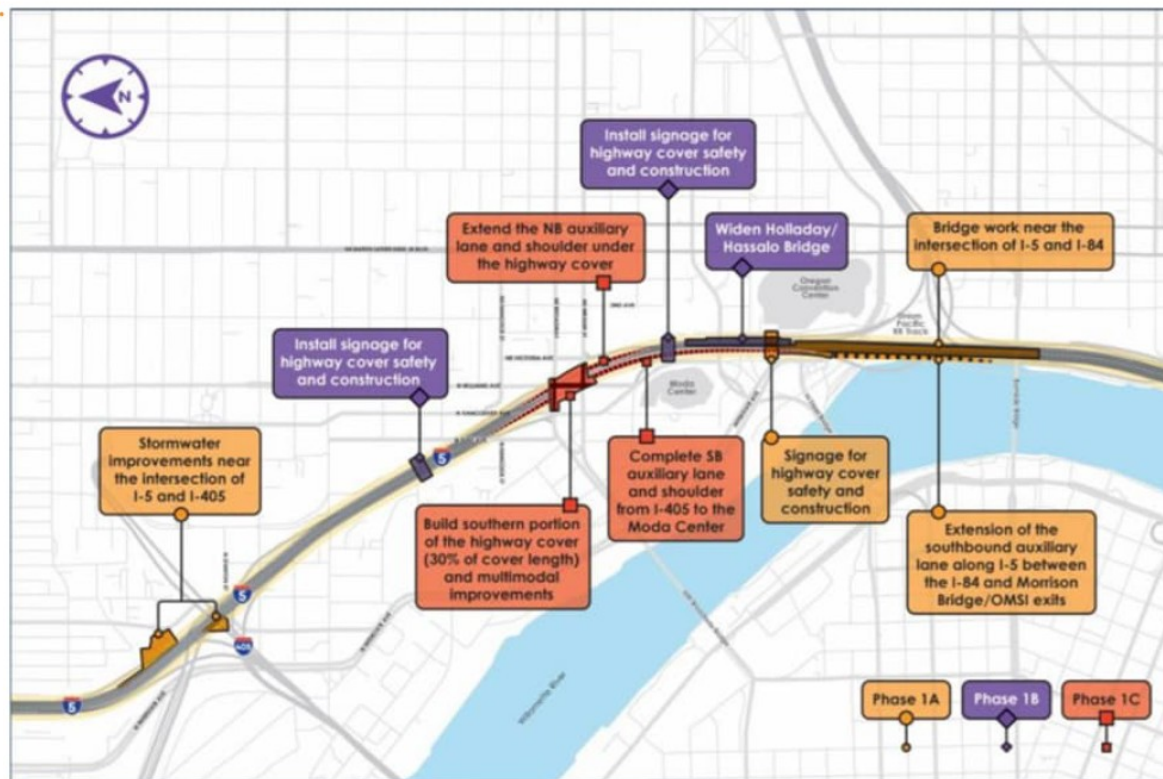
# Alignment on Scope for Phase 1B

## Major Elements:

- ▶ Widen Holladay/Hassalo bridge, seismic upgrades, resurface bridge deck
- ▶ Reconstruct transitions providing improved shoulder width on I-5
- ▶ Reconstruct impacted infrastructure below I-5
- ▶ Install new sign structures and variable message signs

## Add:

- ▶ Early ROW acquisition using \$30M RCN funding



**Georgia Langer**

---

**From:** Sharonnasset <sharonnasset@aol.com>  
**Sent:** Wednesday, July 1, 2026 12:18 PM  
**To:** Georgia Langer; Wren Helzer-Florer; Anne Buzzini  
**Subject:** [External sender]Metro hearing July 2 2026 Realignment of the I-84 and I-5 Rose Quarter process  
**Attachments:** Metro Citizen Comment July 2026 I-84 Realignment.pdf; #1 new Right Of Way Picture.pdf; #2 I-84 realignment in picture form in ROW `3.pdf; #3 Rose Quarter Brief YES ~~2.pdf; #4 The Project3 area.pdf; #5 Congratulation I-5 and I-84 freeway realignment Full.pdf; #6 Ped Plaza.pdf; #7 I-84 Rose Quarter Improvement Project Environmental Assessment Comments (name begins with S) - S\_I5RQ\_EAComments. only Sharon Nasset CAN T open links.pdf

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

Metro Council July 1, 2026

Citizen Comment

July 2, 2026

AS Metropolitan Planning Organization

You are the Decision-Makers at every point decision-points in the Rose Quarter Project TriMet is not getting involved even though it is a transit center for the region.

Today Metro Councilors, I asking you to step up and require that the Rose Quarter take the information it has and turn the current process into a full Environmental Impact Statement (EIS). The involvement to the community includes affecting schools, residential, and commercial changes with impact and benefits that have not be explored.

You must require that we have a real voice, attention for the people who live here, live with the outcome, and pay for it too, to be heard Not allowing us to have our alternatives considered in the process and to choose the lowest standard of evaluation.

Do better by upgrading us to a full EIS, please.

In 2000 during NEPA Scoping Process the I-5 Partnership brought alternatives from the communities for the bridges crossing the Columbia River and ideas to deal with the congestion at the Rose Quarter. As NEPA requires. I had authored two projects that were both accepted in as alternatives one #8 the West Arterial and the other a realignment of I-5 and I-84. Mayor Katz stated that the Rose Quarter was too large of an area with complex issues of communities, residential, retail, events center, Emanuel medical center, waterfront development and traffic from two interstates freeway it has to have an Environmental Impact Statement (EIS) of it's own. At that all conversation on realignment alternatives stopped and the focus became the Bridge Influence Area.

In 2005 during NEPA Scoping Process the Columbia River Crossing (CRC) brought both River Crossing 14 (RC-14) Bi-State Industrial Freeway Corridor (Third Bridge Now) and a realignment of I-5 and I-84 in a alternatives.

\*\* Then it was decided that the CRC would only focus on the Bridge Influence Area and that the Rose Quarter Area must have it's own EIS because of all the complexities.

The realignment alternative of I-5 and I-84 met the qualification to be brought in during formal NEPA Scoping Process twice during two different NEPA EIS's

Alternatives were removed for the "future" EIS at the Rose Quarter. Now they are not going to do an EIS Process at the Rose Quarter it will only be an Environmental Assessment (EA) so it doesn't have show the NEPA list of benefits and impacts of the project through construction and operations. It also does not do NEPA Scoping and does not have to accept alternatives from the

community! What HAS BEEN ACCEPT BEFORE, twice in NEPA Scoping would not be in this process.

The information on the realignment alternatives was placed into the Rose Quarter citizen comment during the EA and again at different comment periods. The Citizen Comments have had the information removed and the links not working. Right now and most of the time what I have sent in can not be accessed.

WHY are you the current Metro Council Members allowing an Environmental Assessment the lowest evaluation to take place when for twenty years it has been stated as needing a full evaluation? What is driving you to the point that you would accept that as good representation?

A full thorough and equal study of alternatives adjacent to each other. Why are they afraid of an open and fair process showing community alternatives?

It is a range of alternatives thoroughly and equally otherwise they can't say their stuff is the best if they didn't take the test.....

Or

Sit down, shut up, and take it. Do what's right! Give us the upgrade.

I am attaching the information I sent to the project Metro has oversight.

Peace,

Sharon

Metro Council July 1, 2026

Citizen Comment

July 2, 2026

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Peace,  
Sharon

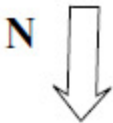
# I-5 Freeway at Lloyd

N↑

This picture shows the Right Of Way



# New Entrance to I-84



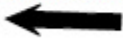
I-5 freeway looking south adjacent to the Lloyd Center exit. New entrance for I-84 freeway tunneling under Vancouver and Williams Avenue overpasses, inside of the Right Of Way



Lloyd Center exit  
2-lanes of traffic.



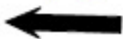
Tunnel under overpasses



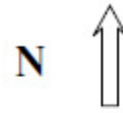
New I-84 exit 1-lane



I-5 freeway 3-lanes  
merging into 2-lanes



## New Entrance to I-84



New entrance I-84 lane adjacent to I-5 freeway south bound between overpasses. In side the current Right Of Way, new lane remove traffic off of the I-5 freeway.

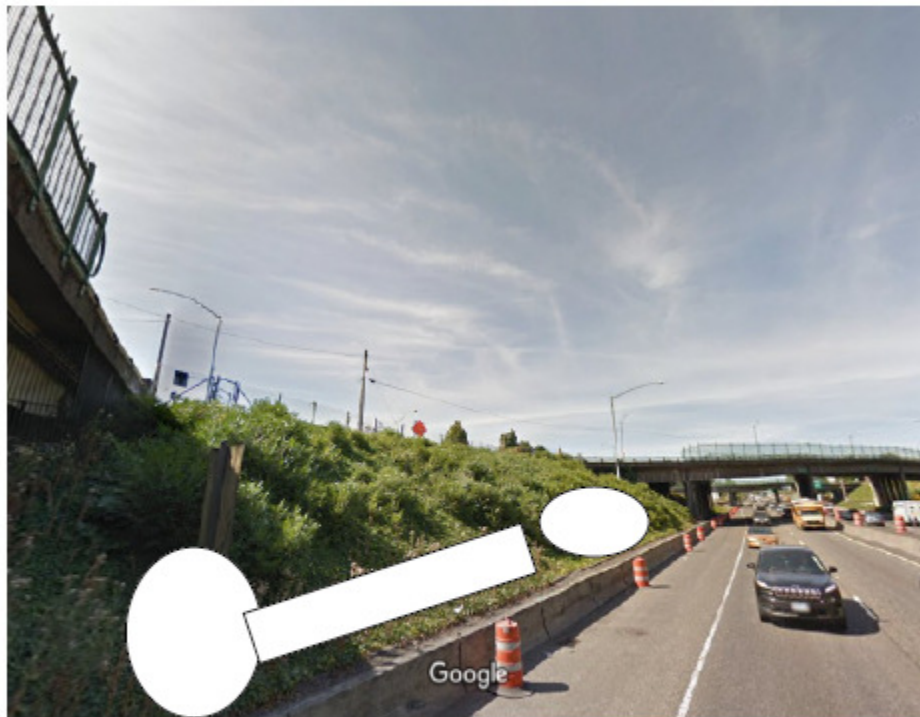


Image capture: Sep 2017 © 2018 Google

## New Entrance to I-84

2-lane viaduct adjacent to I-5 freeway and crossing over entrance onto I 5 freeway from Rose Quarter inside Right Of Way.

N

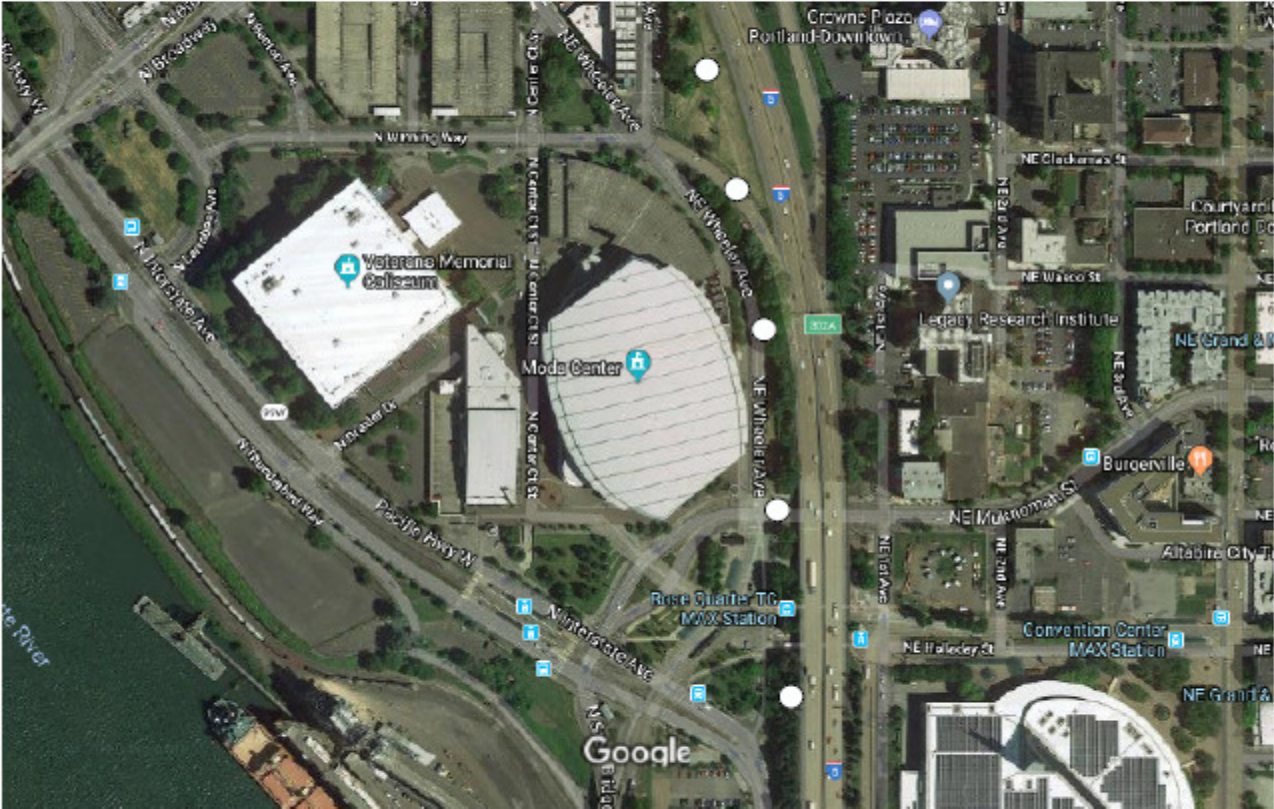


## Second New Entrances to I-84 East

New I-84 entrances 2-lane viaduct freeway crossing over the entrance to the I-5 freeway. A second new entrance to I-84 freeway from surface level street connecting with viaduct provides access without having to enter I-5 freeway. The I-5 freeway south entrance pictured below is the only way to get to I-84 surface level is to go onto the I-5 freeway system and then exit off the one exit going east from I-5 south.



Piers for the new I-84 freeway on ramp, adjacent to the I-5 freeway.



## New I-84 Exit ~ New City Center Exist Alignment



New I-84 east viaduct connection to existing I-84 exit. The former I-84 east exit is the new viaduct exit to the Portland City Center and Morrison St Bridge inside of ROW



## New exit ramp for City Center and Morrison St Bridge



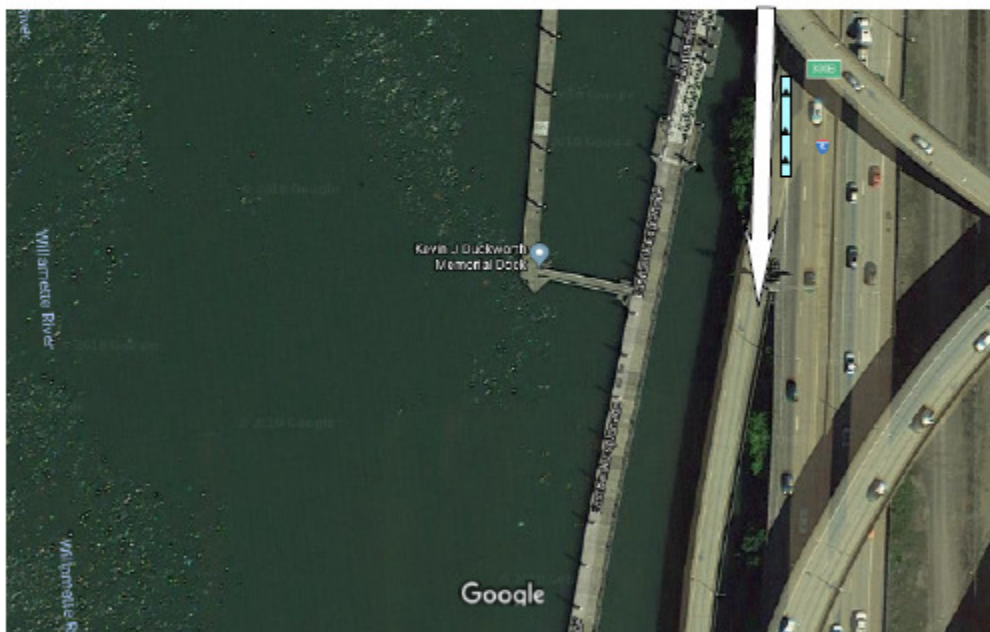
New exit ramp for City Center and Morrison St Bridge connect to existing ramp providing a longer lane exiting



## New City Center Exit Alignment



New viaduct from former I-84 exit connecting to the existing City Center and Morrison St. exit adjacent to I-5 freeway. The former exit to the City Center is closed.



## New access viaduct to Oregon Convention Center and Lloyd Center District exit



Widening at Morrison St entrance onto I-5 freeway constructing a viaduct on the right side between I-5 and I-84 freeways as new 2-lane exit. Accessing Lloyd Center, Coliseum, Mode Center, Oregon Convention Center, and SE Industrial area using existing Oregon Convention Center exit viaduct from I-84 east.. Traffic exiting off before the hill and I-84 east's merge onto I-5 freeway.

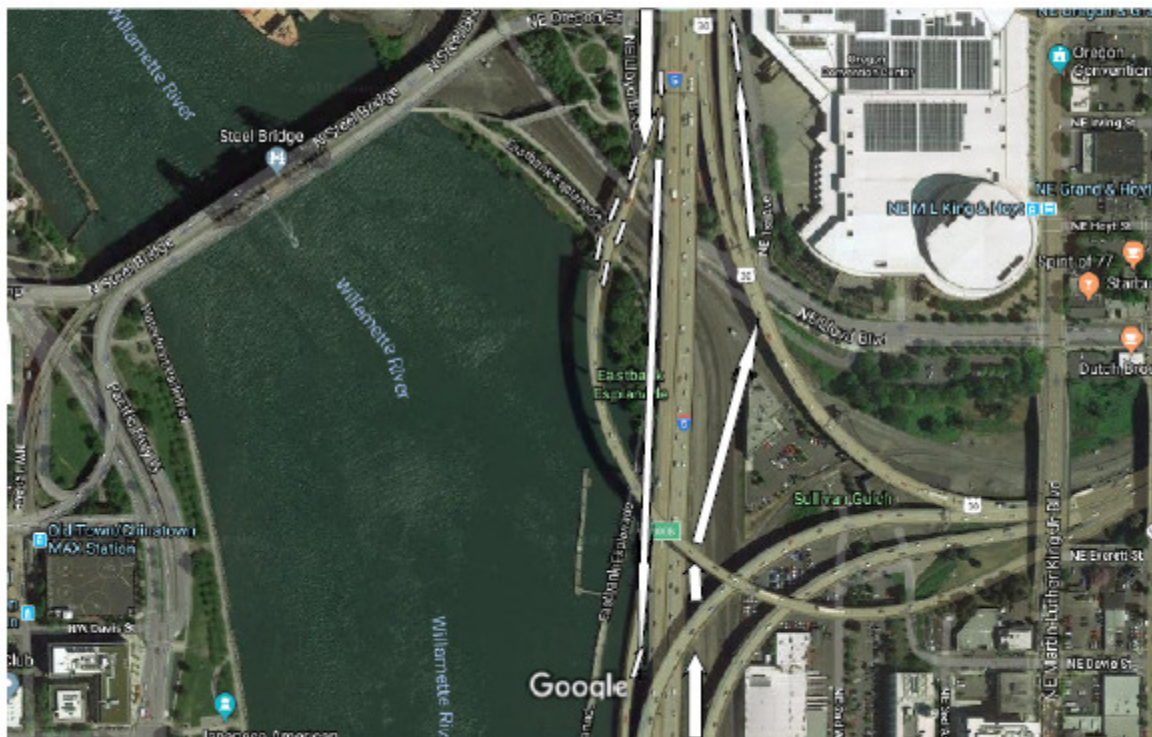


## Overview # 3 Project Map I-5 Middle Area

### Realign I-84 ~ City Center ~ Morrison Bridge exits

New access from I-5 to current Oregon Convention Center exit New I-84 exit connection to existing I-84 ramp east

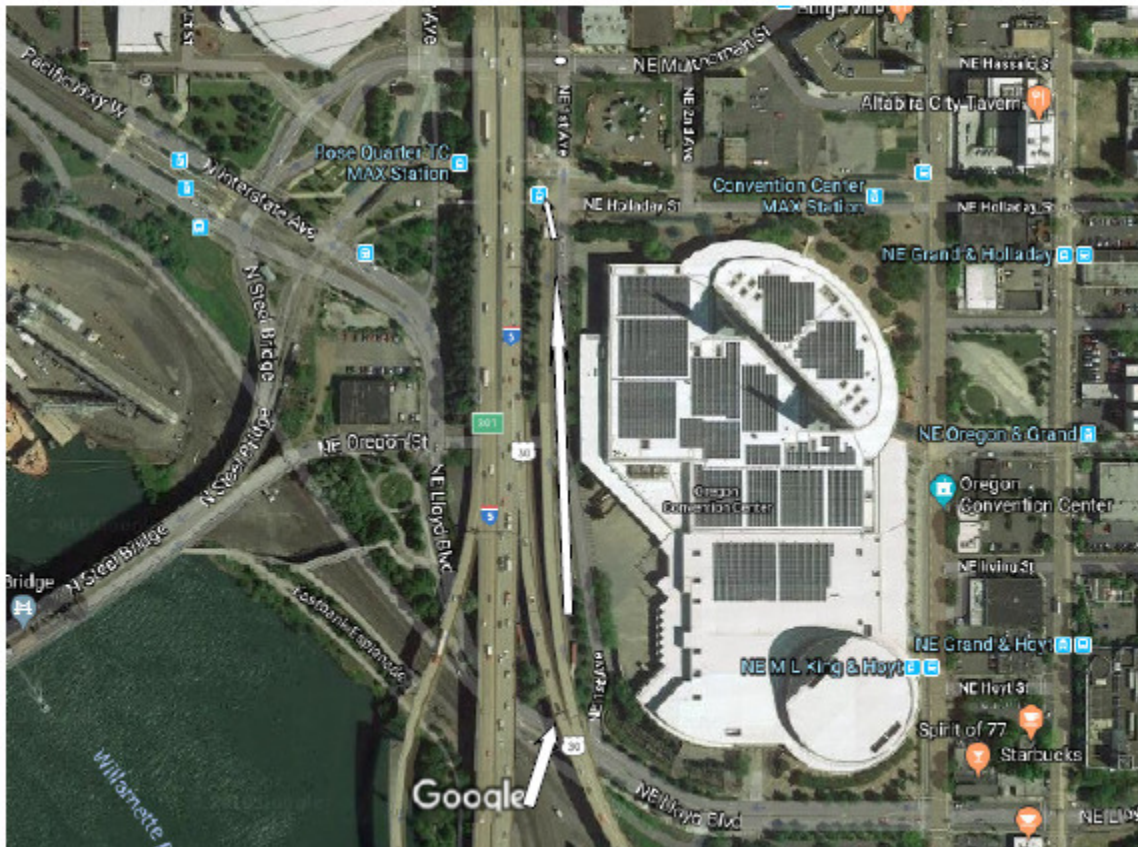
New City Center and Morrison Bridge extended exit from I-5 south to existing exits.



## New exit from I-5 north to Lloyd Center District



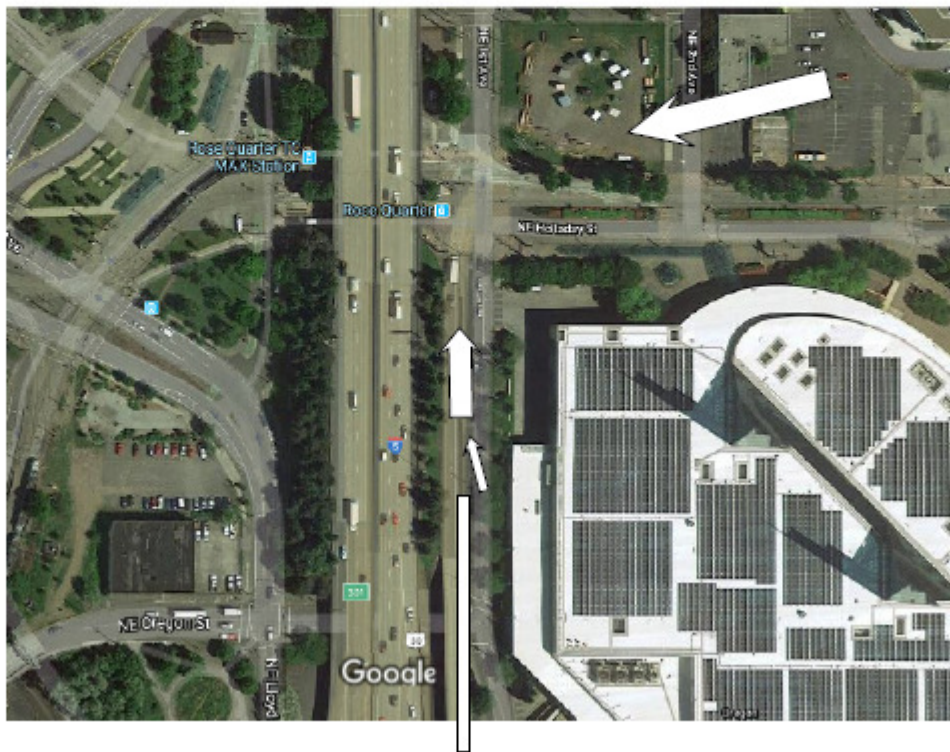
New 2-lane viaduct from I-5 north starting at the Morrison St. entrance to I-5 freeway at a low grade under the I-84 west to I-5 freeway connecting to the Oregon Convention Center viaduct. The viaduct is inside ROW between I-5 and I-84 freeways above the SE heavy rail train yard in Sullivan's Gulch.



## Second exit from I-5 north to Lloyd



Additional exit from I-5 to access the convention center area. Connecting to the I-84 freeway events center, Convention, and Lloyd District exit. lower grade truck friendly ramps using existing exit leaves I-5 before I-84 freeway connection.



# I-5 Freeway at Lloyd

This picture shows the Right Of Way



## Rose Quarter Brief

### Vehicle Flow

Traffic congestion is a **non-linear function**, meaning that a small reduction in peak traffic volume can cause a proportionally larger reduction in delay. For example, a 5% reduction in traffic volumes on a congested highway (perhaps from 2,000 to 1,900 vehicles per hour) may cause a 10-30% increase in average vehicle speeds (increasing traffic speeds from 35 to 45 MPH.) As a result, even relatively small changes in traffic volume or capacity on congested roads can provide relatively large reductions in traffic delays.

### Traffic performance

Vehicle and pedestrian safety issues address, less accidents, weaving, pollution, noise, and congestion inside the Right Of Way at the Rose Quarter area

### Project Description

I-84 freeway and I-5 freeway realignment and additions inside the Right Of Way, removing traffic weaves, short lanes, and lack of access without changing the local area above the freeway. This project includes addressing problem issues with the freeway, event center, mass pedestrian access, and transit center.

### Freeway

#### I-5 freeway south

1. Realign I-84 exit with longer access lanes
2. New access to I-84 without entering I-5 freeway
3. Realign downtown SW SE with longer access lanes

#### I-5 freeway north

1. Realign Morrison Bridge I-5 access with longer merge lane
2. New access from I-5 freeway to existing Oregon Convention Center exit from I-84 freeway

### Pedestrian

Transit center for light rail and buses

1. Construct pedestrian plaza removing vehicles from pedestrian area.

Event management with mass attendees

1. Sky walks between parking lots separating pedestrians from crossing streets
2. Shuttle and buses drop off area
3. Special service attendees drop off area

### Local benefits

1. Remove traffic off of local surface streets with direct access into event center from the south and for deliveries to the event center area
2. Additional surface level access to I-84 removes long lines of vehicle off of surface streets adjacent to the I-5 freeway.
3. Shuttle services to events from locations in the region will lessen the use of individual vehicles to the event center.
4. Fewer vehicles in the area parking on the streets for hours during events helps local restaurants and businesses service their clients better.

## **The Project #3**

### **The I-5 Freeway, I-84 Interchange And City Center Area.**

Inside of Right Of Way (ROW) approximately 2- miles of additional lanes from realignment of entrances and exits ~ lane and additional access

Construction in ROW adjacent to the I-5 freeway with little construction interruption

#### **A. New Entrance To I-84 From I-5 South At The Lloyd Center Area**

1. New I-84 east exit entrance starts just north of Vancouver Avenue overpass between the I-5 freeway and Lloyd Center exit, trenching a new lane and tunneling under overpasses. (Pictures A 1-2)
2. The 1-lane comes out of the tunneling, raising as a viaduct adjacent to I-5 freeway becoming a 2-lane entrance ramp to I-84. (Picture A-3)
3. The 2-lane viaduct ramp raises over I-5 freeway entrance and continues west and south connecting with I-84 existing ramp. The distances is approximately .5-miles construction completion with 2-lanes is approximately 1-lane mile addition. (Pictures A 4-5).

#### **B. New Second Entrance To I-84 East For Lloyd Center Area**

1. A second new entrance to I-84 freeway east from the street level connects with the new viaduct. The second entrance provides access to I-84 east without having to enter the I-5 freeway. This removes the weave entrance to I-84 from I-5 freeway for added safety. (Picture 6 )
2. Pier alignment for new 2-lane viaduct adjacent to the I-5 freeway. (Picture 7)

#### **C. Realignment And Lengthening Of The Portland City Center And Morrison St. Bridge Exit.**

1. The former I-84 exit lane on the I-5 freeway becomes the new City Center and Morrison St. Bridge exit. The former I-84 exit is extend as a viaduct adjacent to the I-5 freeway connecting to the existing exit which is off to the right of the I-5 freeway. (Pictures 8-9)

2. The new entrance to the exit starting at the top of the hill separating from the I-5 main stream traffic is safer, than current short exit having to stop to exit off the freeway hard right. (Picture 10)
3. The addition of the new City Center exit has the I-5 freeway full 2-lanes functioning has high capacity the entire length from the I-405 freeway to the Marquam Bridge.

**D. New Additional Exit From The I-5 Freeway North To Oregon Convention Center Area.**

1. New exit viaduct connecting to the existing Oregon Convention Center exit.
2. New 1-lane then 2-lane viaduct from I-5 north starting at the Morrison St. entrance to I-5 freeway at a low grade. The viaduct travels under the I-84 ramps connecting to the existing Oregon Convention Center viaduct from I-84 west ramp. The viaduct is inside ROW between I-5 and I-84 freeways above the SE heavy rail train yard in Sullivan's Gulch. The new exit is at low-grade level then current Lloyd Center exit from I-5 north. this provides a second access without having to climb the hill and before I-84 east entrance I-5 freeway north at the Lloyd Center District. (Pictures 11-14)

**Summary**

The above information concerning the Lloyd Center District in Portland Oregon and smoothing out of the I-5 freeway in the area. This information is all inside current ROW or Easement for City of Portland or Oregon Department of Transportation. This uses existing infrastructure to tie into I-5 and other ramps without traffic interruptions. In the approximate 2-miles of lane added moving hopeful 1500-2000 an hour more through the area. Remove dangerous overcrowding, lane weaving, short on and off ramps, lack of access to the entertainment area, lower grade for freight access to the area. The NEPA process would be easier and faster because of staying in ROW. The congestion relief, added access and safety for \$150 - \$200 – million dollars and the changes would not in anyway impede, future changes or developments with any new design of the area. I



sharonnasset@aol.../InboxYour Contest Entry is Qualified

Jul 3 at 7:54 AM

Create the Future Design Contest <info@createthefuturecontest.com>

To: Sharon Nasset <sharonnasset@aol.com>

Dear Sharon,

Congratulations! Your entry "I-5 and I-84 freeway realignment and additional access " has been qualified by the review team as meeting the requirements for the Create the Future Design Contest.

View your submission here:

<https://contest.techbriefs.com/2023/entries/automotive-transportation/12433>

Voting on entries is now under way, so share this link with colleagues to build your page views and vote totals. The top ten entries receiving the most votes from site registrants will win valuable prizes.

Good luck in the contest! Winners will be announced in September.

- Contest Administrators

## The I-5 and I-84 Realignment and Additional Access into the Area

The I-5 and I-84 interchange in Portland Oregon is the worse congested and most accidents for the state. The I-5 converts to one lane through the area with several weaves to access I-5 and I-84.

The Rose Quarter and Lloyd Center is an event center and shopping center. The events centers are the Memorial Coliseum 8,000, the Rose Quarter 20,000 and the Oregon Convention Center 12,000. The combined 40,000 venue, employees, and road members use the same exit and entrance on to I-5 and I-84 as in the 1960's with no additions to accommodate event traffic

Within the Right Of Way of the I-5 freeway and the City of Portland with almost no flaggers on the I-5 freeway needed for construction. The weaves are removed, almost a mile of freeway access to I-84 is constructed, access to I-84 without having to go onto the I-5 freeway from street surface level, new entrance to south I-5, and new access off of I-5 before I-84 reenters the I-5 freeway.

The traffic coming from I-5 south will be able to access the area without having to climb to the top of the hill where the exit is now. Only to have to drive down the hill once off of the I-5 freeway to access the event centers.

The new access on and off of I-5 freeway will remove the extreme congestion and confusing in the area and the pollution level from idling traffic every day.

This new alignment is the cheapest project suggested for the area, shortest construction time, stays totally inside the current Right Of Way, and with little freeway change it does not affect any new designs the area may want in the future.

The project is part of Third Bridge Now. [www.ThirdBridgeNow.org](http://www.ThirdBridgeNow.org)  
New Freeway Corridor connecting the ports of Portland, Vancouver, Rivergate and Swan Island with HWY-30

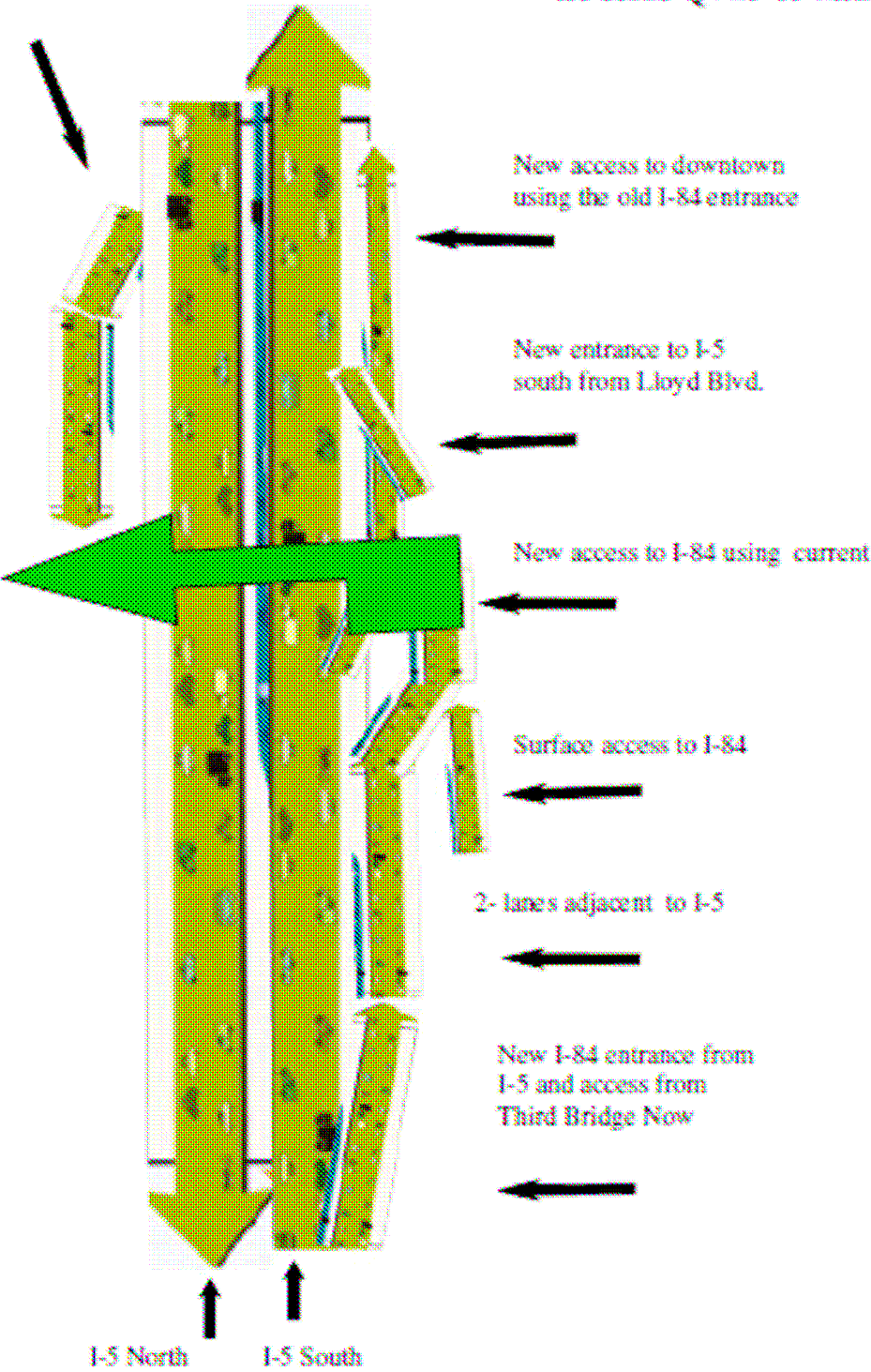
The project is paid and infrastructure impact fee in the industrial areas to pay back a 30 year bond of \$5-billion Oregon portion of the project.

The current Rose Quarter Project by the Oregon Transportation Project is not supported by the people and our project is supported by the community and has been keep out of the current AE and EIS Please help us.

Peace,  
Sharon Nasset  
503.283.9585

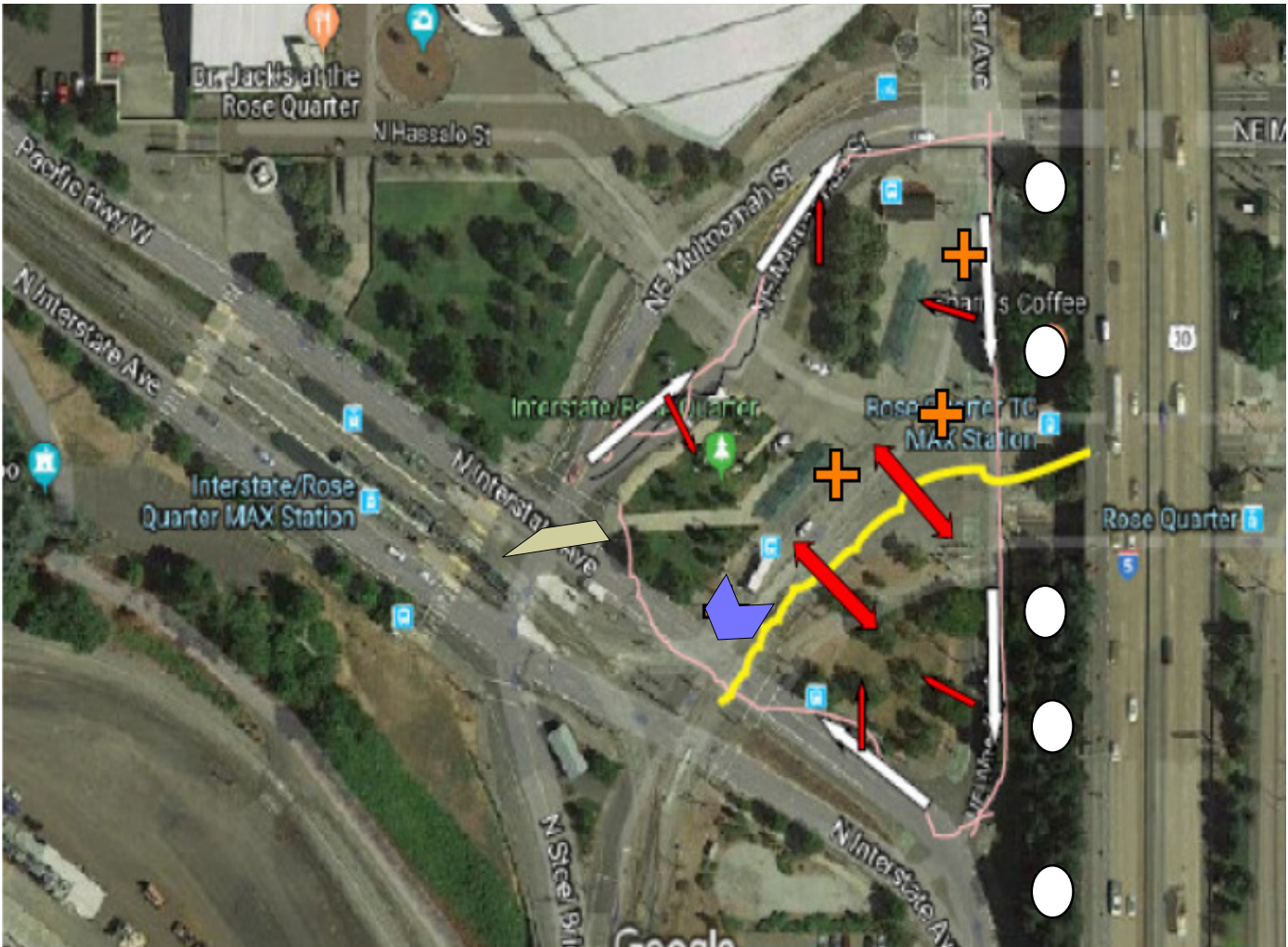
New 2-lane exit to the Rose Quarter Lloyd Center using the Oregon convention center current access

Realignment of the I-5 and I-84  
freeways and new entrance and exit to  
the Rose Quarter and Lloyd Center



# Pedestrian and Transit Plaza

## At the Rose Quarter Area



### Vehicle free Pedestrian and Transit Plaza adding safety to transit center area

Buses circling the outer edge of the plaza allow riders to access plaza with no need to cross vehicle traffic to access transit alternative in the plaza. (White arrows)

Light rail east/west line stop moved further west on line into the plaza allowing access to light rail line and bus access without crossing vehicle traffic. (Yellow and red arrows)

Vacate street for buses running through center of plaza (Orange xx's)

Drop pickup area at west end of vacated street (Blue badge)

Angled crosswalk connection the pedestrian plaza and north/south light rail line. (Brown)



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

# Environmental Assessment Comments

First Name Begins with S

*Ordered by first name*

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## 2019 0329 Sabolch Horvat

**Comment:** Dear I-5 Rose Quarter Improvement Project Committee, ODOT, and City of Portland,

I oppose the current plan for the I-5 Rose Quarter Improvement Project,

Although I appreciate the effort so far in creating the [i5rosequarter.org](http://i5rosequarter.org) site, the open houses, and the public dialogue, I do not believe that the public input has been duly considered for the project.

I've read through many PDF attachments from the plan and I went entirely through the more recent online open house, but I do not feel that the materials released online are in a way that is easy to read for the average reader (or even to find which documents are relevant) in the amount of time provided for public comment. A few questions that arose for me which I did not find an answer to are:

(1) I did not find any reference for earthquake resilience requirements for the highway cover. This is worrisome as there may be many community activities planned on the new space. If the likely event of an earthquake does occur in our lifetime, the consequences would be devastating if this is not considered in the design.

(2) The noise mitigations mentioned, including barrier walls, seem insufficient as proposed. The planned noise mitigations for those living near I-5 appear to be suggested at the minimally accepted levels. A proposal that would gain support from the community should require specific higher standards, rather than the simple idea that "barrier walls could be added".

(3) The air pollution already exceeds allowable limits and endangers some of the most vulnerable people- school children whom attend schools near I-5. The projections of how the air pollution would continue over the years are not acceptable. When spending 500 million dollars to increase the comfort and safety of drivers, students should not a tertiary consideration. Let's do right for our future generations.

There are many more reasons why I oppose this project as it is currently planned.

There are better ways to spend \$500,000,000 ODOT funds which still qualify for the intended use of the funds. For example, No More Freeways PDX suggests, "\$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief."

I hope that we can all learn from the proposed I-5 Rose Quarter Improvement Project. Some of the designs can certainly be utilized for future projects, and the learnings from how to engage a community in circa 2019 can be applied so that projects benefit the communities they impact.

I urge you to focus on safety improvements that do not require adding auxiliary lanes in this day and age.

Sincerely,

7 | May 29, 2019

Environmental Assessment Comments

First Name Begins with S



Sabolch Horvat

**Attachments:** N/A

## 2019 0327 Sabrina Gogol 2

**Comment:** I have two comments on the EA. 1. I request that ODOT conduct another EA, this time without the expanded version of the CRC in it, to determine what the actual improvements are to safety. I read this article from OPB and I feel like it points out why the current EIS for this project needs to be redone with better condition assumptions.

<https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/>

2. I request that ODOT implement decongestion pricing on I-5 before any further study or work to expand the Rose Quarter Freeway is conducted. Thank you for your attention to these requests.

**Attachments:** N/A

## 2019 0327 Sabrina Gogol

*Portland Bus Lane Project*

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

Members of ODOT's I-5 Rose Quarter Improvement Project team,

We all recognize that our region's population growth has meant more private automobiles on the road and that

this congestion threatens our region's economic competitiveness and quality of life. Adding capacity on the the

Rose Quarter segment of the I-5 freeway is neither a short-term nor a long-term solution. Freeway expansion

has never solved traffic congestion--not in any city in North America over the last sixty years--and has often

made congestion worse at exorbitant and unnecessary cost.

Construction of the proposed auxiliary lanes will subject the region to years of congestion-inducing construction

in the Rose Quarter that will ripple outward--causing delays and detours across the region for bus riders,

pedestrians, and bicyclists. The very groups who are already making the choices needed to reduce congestion

will be severely and extensively impacted by the construction of this auto-centric project.

Environmental Assessment Comments

First Name Begins with S



In response to the I-5 Rose Quarter Improvement Project Environmental Assessment published by ODOT for

public comment on February 15th, 2019 and in recognition that the proposed project significantly affects the

quality of the human environment, the Portland Bus Lane Project requests that ODOT perform a full

Environmental Impact Statement (EIS) that includes analysis of meaningful alternatives to auto-centric

approaches. Prioritization of single-occupancy vehicles has significant adverse impacts on Oregon's ability to

meet carbon reduction goals enshrined in state law, as well as significant adverse impacts on public health in the

the local community. A full EIS should honestly assess and mitigate the potential negative, disparate impacts this

project may bring to the surrounding Albina neighborhood and the region as a whole. The methodology and

outcomes of these revisions should be made available for public review and comment.

The Portland Bus Lane Project asks ODOT to remove the addition of auxiliary lanes on I-5 from the I-5 Rose

Quarter plan and instead pursue the following two solutions:

1. Work with municipal, regional, business and community partners to implement decongestion pricing

on I-5 before any further study or work to expand the Rose Quarter Freeway is conducted. HB 2017

mandated that the Oregon Department of Transportation move forward with decongestion pricing

initiatives on I-5 and I-205. With overwhelming research indicating that decongestion pricing is the only

successful method of eliminating metropolitan traffic congestion, it is only sensible to move forward with

decongestion pricing first before spending nearly a half billion dollars on the Rose Quarter Freeway

Expansion. Our state's tight budget, our local neighborhood's air quality, our initiatives to combat carbon

emissions are reason enough for ODOT to demonstrate leadership and implement decongestion pricing

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before spending at least half a billion dollars on freeway expansion.

2. Work with municipal, regional, and transit agency partners to construct continuous dedicated bus

lanes, protected bike lanes, and high-quality pedestrian environments on all roadways within ODOT

jurisdiction in the Metro region. Many of these ODOT-controlled roads have significant safety problems

and contribute significantly to regional congestion. ODOT has the opportunity to apply \$500 million to

address congestion systemically rather than applying an expensive and ineffective spot solution. Money

contributed by regional taxpayers must be spent on the most cost-effective infrastructure, infrastructure

proven to reduce congestion, air pollution, and carbon emissions. Given that, nationally, gold-standard

BRT lines cost approximately \$50 million a mile, our region would be better served by 10 miles of BRT on

our most congested corridors.

Combining these two recommendations provides significant opportunity to reduce congestion, emissions, and

public health threats, while improving safety on the region's streets and providing more equitable access.

Congestion pricing can create additional revenue that could be used to implement transit-priority improvements

and to construct dedicated lanes for existing and new bus lines and the Portland Streetcar. This project as

currently outlined in the Environmental Assessment document actually slows public transit through the

neighborhood, an unacceptable outcome for a \$500 million investment in transportation infrastructure.

The Environmental Assessment document, as provided, is inadequate. Our organization calls on ODOT to

recognize address this inadequacy with real solutions for the region's challenges. Should you wish to discuss the

destructive impacts of the proposed auxiliary lanes and how to implement the efficient solutions offered in this

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letter, please contact our lead authors identified below.

Sincerely,

PORTLAND BUS LANE PROJECT

Sabrina Gogol, Sabrina.j.gogol@gmail.com

Jessie Maran, jessiemaran@mac.com

**Attachments:** [2019 0327 Sabrina Gogol ATT](#)

## 2019 0402 Sabrina Louise

**Comment:** Seriously. Please stop. No more freeways. No more expansion towards things that aren't sustainable. The future already looks grim. Let's promote light rail, mass transit, bike riding, streetcars. Let's recognize that WE MUST CHANGE, and freeway expansion is not the direction for change. Let's approve action and expansion for what's good for our air, our livelihood, our kids. NOT freeways.

**Attachments:** N/A

## 2019 0215 Sally Ridenour

ODOT

**Comment:** Just testing the form

**Attachments:** N/A

## 2019 0312 Sam Balto

**Comment:** Hi, my name is Sam Balto. I'm a PE teacher in north Portland. I've actually taught lo at King Elementary, so I'm very proud of her. Every day I ride my bike from northeast to north Portland. I go over the I-5 bridge and I ride Rosa Parks, and I'm incredibly grateful for the protected bike lane. I don't know if that was done by ODOT or the City of Portland, but it makes my life and my ride with my son who is one much more appreciative. So at my school we do safe routes to school. And it's an amazing program. And I often wonder why as a phys ed teacher am I so interested in infrastructure. And if you take a moment and think about PE when you were a kid, phys ed is all about getting children of different abilities to move in a space safely. And that is transportation infrastructure. How do we move cars, bikes, buses, light rail, pedestrians moving through the space of our city safely and appropriately? If we have student who is disruptive, off task, bullies and doesn't follow the rules, I equate that to cars. Why would we incentivize the mode of transport that does the most harm and damage to our community, to our children, to our families? So I'm very concerned because lo is my former student and my wife teaches at Tubman. She is a teacher who gets to look at all that exhaust that comes up. And with our new son, I'm incredibly concerned because she comes home telling me how she's lost her sense of smell. How she constantly has a sore nose. And so what are we doing

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expanding this even closer to her office? I think money can be better used with safe routes to school funds, making it safer, and thank you for your time.

**Attachments:** N/A

## 2019 0331 Sam Balto

**Comment:** I can't stress enough how much I am against the entire I5 Rose Quarter project. As a Portland resident I am furious with this whole process and the injustice that ODOT has kept information has been kept from its citizens. Oregon DOT does not value the lives and interest of resident of Portland. If they did they would put their funds to improving 82nd and N Lombard St which have caused the injury and deaths of many residents. No motorist has died in over decade from this section of I-5 but somehow we are putting our time and resources into drivers being able to drive fast which will cause more deaths.

On February 24th 2019 a high school student from Madison Park was severely hit on 82nd ODOTs managed street. Her family was able to raise \$3,533 with a gofundme page for her medical expenses. Why do we not value her life and the right to move as much as you value white Clark County, Washington residents right to drive as freely as they want on Oregon roads. We can easily solve this issue of congestion with a Congestion Pricing Toll on the I-5 & 205 bridge. Watch how quickly the Proud Boys stay out of Portland and keep their hatred and violence in Washington. You are supporting white supremacy and white nationalism by valuing white lives over everyone's right to live.

The fact that ODOT is about to spend over a half a billion dollars and have not completed an Environmental Impact Statement is disgusting and insulting. How have you not put time into making sure that the students and staff at the Harriet Tubman Middle School will be safe & healthy by this project. My wife is a teacher there and I can tell you that she has lost her sense of taste since she started working at the Tubman in August 2018. Other staff have also reported negative impacts as well. The burden of air quality should not fall on PPS. This is caused by ODOT, so ODOT should solve and pay for it.

I am also a teacher for Portland Public Schools in North Portland. I am the SRTS champion and I have the privilege to work with the students and families to encourage them to chose active transportation options to school. It is sad to see how poor the conditions are for my students to walk and bike to school while schools all across the state fight over scraps of SRTS funds. How is a student in a wheelchair suppose to get to school when none of the sidewalks are ADA compliant??

There are so many better ways to spend this money. Here is a list: new sidewalk, ADA compliant curbcuts, make transit free, provide a tax deduction for people who buy bikes or E-bikes (like you do for electric cars), create new protected bike lanes, dedicated bus lanes and fund all SRTS improvements across the state.

To conclude, highway widening projects like this have never solved congestion and Black Lives Matter.

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Sam Balto

**Attachments:** N/A

## 2019 0312 Sam Chase

*Metro*

**Comment:** I'll just -- so people can see a little bit. I want to start with thanking you, for having the opportunity to be able to speak to you today. I want to start -- and so my name is Sam Chase. I'm a metro councilor. I'm the elected representative representing this area as well as the surrounding neighborhoods. And I want to start with acknowledging with the history of institutional racism that is a part of this community. It is something that a lot of us have been a part of.

Metro certainly has been a part of that in building the Convention Center hotel -- or not the hotel, the Convention Center originally. The federal government, the state government, ODOT, City of Portland have all been part of the process of really taking this community and transforming it into something else and displacing the residents that were here, the African-American community especially that was a part of this community. And so now we are faced with a project and moving forward a project in an area that is very -- it's a critical part of our economy in our region. It's a critical part of our livability of our region. The Rose Quarter is a transportation hub, a transit hub for the entire region. It's a place that people go to recreate, but it's also a developing job driver. The Lloyd District has seen incredible growth. It is a model for how you take a commercial district and turn it into a 24-hour residential district and it's growing and developing. And the livability of the community is critical to creating that job infrastructure. And so as we develop this project, as this moves forward, I think it's -- one of the lessons we've learned is we can't just focus on isolated objectives. We can't just focus on moving people through this part of the region quickly in their cars. We can't just even focus on the excellent advancements around a bike infrastructure. You know, we have to ask are we doing everything we can to improve opportunity to create a more livable community. To improve the opportunity for economic development; to improve the affordable housing opportunities that are incredibly abundant in this area and can take advantage of metro and other dollars that are out there to further those incredible needs. Are we addressing the air quality issues as robustly as we can. Are we addressing diesel particulates in the construction and in the long-term traffic impacts. And finally, are we addressing and doing everything we can to mitigate institutional and systematic racism that was a part of the creation of this. And, I guess in closing, I would also say that we really should be evaluating our congestion pricing strategies in the long term. What kind of congestion are we going to see if we do see advancements in tolling and congestion and value pricing. What is that going to do to our infrastructure and how will that change. And I know that Metro, for one, would be happy to stand up as a partner in evaluating those opportunities moving forward. And thank you again for your time.

**Attachments:** N/A

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## 2019 0331 Sam Fader

**Comment:** I am writing in opposition to the I-5 widening project - because that's what it is, a widening of an arterial that already cuts down the middle of what vibrant neighborhoods. There are so many things wrong with the project.

I write as a resident of inner NE Portland but also as someone worried about the future of the planet and our future generations' ability to enjoy this beautiful city. I honestly believe we're all on the same page here, but there's some misguided intention leading you to believe that this freeway project is needed right now.

You've heard all these points, but I will make them again:

\* Induced demand is a real thing. This expanded freeway will simply be congested again in a few years. That's basically a guarantee and has been proven over and over and over again. It's easy to trick yourself into expanding a freeway for perceived short term gain, but it won't last very long.

\* The argument that air pollution will decrease because cars will be driving faster and thus less starting/stopping seems so flawed, but the freeway will be bumper to bumper again soon as you pull individuals from buses, bikes, and carpools since travel time will temporarily decrease. Again, induced demand. The fact is: more cars will be on the road if this happens.

\* The misinformation and way you all are hiding data has been really upsetting. See this recent Twitter thread that sums it up way better than I ever could:  
<https://twitter.com/maccoinnich/status/1107070933158653952>

You are losing a ton of credibility and withering respect for your organization through this misinformation campaign. It is tough to watch.

\* Please listen to the organizations that have spoken out against the expansion, such as PPS and Albina Vision.

\* I will never support a project that decreases the quality of bike infrastructure:  
<https://t.co/ca49RFHkkl>

\* It's so disheartening to see that you haven't done a full Environmental Impact Statement - the one you released just is not the full thing and does not cover all potential impacts.

\* Slipping in that you are modeling traffic based on an eventual larger I-5 bridge between Vancouver and Portland in a footnote is slick. It's clear you know this project will not be supported by the community.

Please listen.

Sam Fader

**Attachments:** N/A

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## 2019 0224 Sam Friedenber

**Comment:** As a 32 year resident of inner NE Portland, avid bicycle rider and I-5 commuter, I would like to add the following to the public record.

The arguments that the DOT promotes in favor of the Project seem inadequate for the spending of \$500 million, regardless of the federal component.

The speed of the commute will be very, very marginally affected. One or two minutes does not promote or hinder commuting.

The advantage to cyclists will be non-existent. Any cyclist can use alternate routes without physical risk. No new bridge is necessary.

The fact that many small accidents occur at the I-5 and I-84 merge is not a safety issue compared to the many other places where dangerous accidents occur.

I am disturbed about the spending of \$500 million on something that is just not necessary. In the meanwhile, there are many other projects that could use funding such as better bicycle and pedestrian infrastructure (roundabouts, bump outs, bike lanes, etc.), better public transportation options (for me to get to work in John's Landing on bus or street car is a nightmare) and parks, pools, rutted out streets, etc.

Thank you.

Sam

When someone says something, don't ask yourself if its true. Ask yourself what it might be true of. Danny Kahnemann

**Attachments:** N/A

## 2019 0225 Sam Grover

**Comment:** I'm a citizen residing in Portland, Oregon. I love this city and oppose the I-5 expansion.

Expanding the I-5 freeway does not address the issues of congestion. It is also counter productive to the urgent need to develop sustainable solutions for transportation that don't further contribute to climate change. I mean, it is literally going to become a highway to hell.

I urge you to move forward with the plans for improving the Rose Quarter without expanding I-5.

Thank you for taking my comments into consideration.

**Attachments:** N/A

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## 2019 0326 Sameer Moudgil

**Comment:** I am an Oregonian, a husband, a concerned citizen and a member of the strong working middle class that this country is lucky to have. I am worried about our future, worried about the next generation and our impact on the present day environment. I want to make sure that I leave this planet in a better shape than when I arrived here.

Driving long distances every day in a polluting, sound proofed metal cabin with 4 wheels is not going to address any of my concerns above. This is not a life I lead on a daily basis and I wish more people had opportunities to break this cycle and think outside the box. With this project in discussion, we're being asked not to think forward but to look behind us and continue with business as usual. ODOT is asking us to shut up and let them take care of things while they spend half a billion dollars cementing the foreseeable future with a dying technology. This project will ensure that our next generation will inherit a dying civilization inhabiting a hostile environment made possible by their forefathers.

Have you read the 2018 Biennial report from the Oregon Global Warming Commission to the state legislature? It mentions that drought, flooding, heat, sea level rise and public health effects have arrived in Oregon. Guess which sector is the leading contributor to the state's greenhouse gas emissions - Transportation.

We need to treat transportation related emissions in this state as an emergency and work on resolving the problem until we see improvements. I want my tax dollars to be spent on these efforts rather than the highway boondoggle project that ODOT is hawking.

Please have ODOT submit a detailed Environmental Impact Statement and provide the data for public review. The average Oregonian needs all the data and plenty of time to make an informed decision on this issue.

**Attachments:** N/A

## 2019 0326 Sameer Moudgil 2

**Comment:** This project is a highway boondoggle. There is tremendous amount of greenwashing of the data presented by ODOT here in this online open house. The agency seems to focus only on the multi-modal "improvements" that will result from this project while trying to hide their true intentions and goals. Let's be clear on one thing - this project is only designed to improve access for automobile drivers driving through the heart of the city of Portland. This project is nothing more and nothing less. Please do not paint the newly designed areas over the highway in green color to imply that we're creating a park. Please refrain from putting fake trees in your drawings when you yourself admit that your highway "lids" cannot support any landscape or building structures. This project is a colossal waste of money to improve access to a dying technology that doesn't work in dense urban centers. Imagine how many smaller projects can be financed with the half a billion dollars that we're planning to burn on this mistake of an urban interstate highway. Please consider the input from the residents that

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used to live in these neighborhoods that were razed down to create this eyesore through a bustling city. We need to close this highway down and re-connect the city fabric, not widen it and invite more people to drive through. In the short term, please complete a thorough Environmental Impact Statement for this project and provide the data for public review. The current process of a rushed Environmental Assessment with missing details, short comment window and hidden ODOT agenda amounts to lying to the taxpayer and trying to cheat the general public. The only people this is going to benefit is ODOT staffers, private building contractors and people driving automobiles looking to race through downtown at 60mph as if it is a wasteland.

**Attachments:** N/A

## 2019 0329 Sameer Moudgil

**Comment:** Why spend 500 billion dollars on this project when it only provides minimal improvements? What are the other options you've looked at that has us spend lesser money and still achieve bottleneck relief?

What about the construction period disruption? What are your mitigating strategies for the 5-10 years of construction activity?

All things considered, this whole project seems to be a very poor undertaking when you think about the return-on-investment.

**Attachments:** N/A

## 2019 0401 Sandra Carlson

**Comment:** No expansion of the freeways!

**Attachments:** N/A

## 2019 0311 Sandra Joos

**Comment:** I am strongly opposed to the Rose Quarter freeway expansion! According to ODOT's own consultants, it won't improve congestion. But it definitely would increase air pollution right in the backyard of the Harriet Tubbs middle school! This flies in the face of goals to reduce carbon emissions and reverse climate change. Decongestion pricing should be implemented before any further thought is given to freeway expansion. ODOT needs to release all pertinent data for public scrutiny, listen to the community that opposes this project, and abandon this misguided approach.

**Attachments:** N/A

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## 2019 0402 Sandy Hickey

**Comment:** I do not believe that expansion is the route to take. We need to decrease traffic by alternative means. IE - max expansion, more bike lanes, maybe elevated bike paths over existing freeways, also the interruption of the east side esplanade is unacceptable as so many people use that as a current safe route to and from work.

**Attachments:** N/A

## 2019 0326 Sandy McDonald

**Comment:** My name is Sandy McDonald, I have only lived here since 1975. I have watched the many changes happen to Portland. Some are positive some not. Certainly traffic has increased exponentially. But I do not support this action is absolutely going in the wrong direction. Given the significant threat of climate change...there are so many better ways to spend \$500 million dollars.

ODOT's own data does not support the safety concerns or the long term environmental decreases in emissions. Please perform an environmental impact study vs just an environmental assessment.

Lastly give the tremendous issues surrounding homelessness and affordable housing it is difficult to support this expenditure.

**Attachments:** N/A

## 2019 0304 Santiago

**Comment:** I do not believe that this stretch of road deserves \$450 million. There are more fatalities on roads such as 82nd (owned by ODOT) and ODOT could not care less about them. The recent deaths on this stretch of road are due to people with mental issues wandering into the freeway; a simple fence could solve this issue. It angers me that ODOT has misrepresented these facts just to bulldoze our city while wasting half a billion dollars while they are at it.

<https://www.wweek.com/news/city/2017/10/11/state-officials-say-i-5-in-the-rose-quarter-poses-a-deadly-danger-police-reports-undercut-that-claim/>

**Attachments:** N/A

## 2019 0402 Sara Bahmanyar

**Comment:** This project definitely puts the needs of car users over all other members of the community. Increasing freeway traffic near any middle school is irresponsible at best and malicious at worst, especially when that middle school services children from disadvantaged communities. The money that would be spent on this project should be spent on improving public

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transit and encouraging walkability not increasing the number of cars. We should be doing everything in our power to decrease driving not increase it.

**Attachments:** N/A

## 2019 0329 Sara Cochron

**Comment:** I am extremely concerned by the impact on the Eastbank Esplanade. The additional details and drawings I have reviewed indicate MAJOR impacts for this important greenspace. In addition to the simple fact that the 'closure' information is very vague, the additional noise and air quality impacts will be huge regardless of if it remains open the full way for all of construction. Lastly, the long-term impact of the I-5 expansion was based on a new CRC which is NOT HAPPENING anytime soon. I do not approve of undergoing a project of this magnitude when the overall positive impact will be minimal and the negative impact appears high.

**Attachments:** N/A

## 2019 0329 Sara Rudolph

**Comment:** Nobody wants this who isn't making money off of it. Stop using the poor of Portland as funders for your pet projects. Full environmental impact statement please and focus on supporting non-petroleum based infrastructure.

**Attachments:** N/A

## 2019 0401 Sara Ryan

**Comment:** Expanding the I-5 so close to Harriet Tubman Middle School would worsen the already-poor air quality students must contend with. This is an environmental justice issue. Freeway expansion is not the solution to Portland's traffic congestion.

**Attachments:** N/A

## 2019 0329 Sara Walker

**Comment:** I want to voice my strong opposition to any project that expands existing freeways in the Portland community. Climate change is having and will continue to have life-limiting and life-altering effects on the health and mental health of our neighbors. We desperately need to limit, not expand, the single occupancy cars driven in our community. The exorbitant funds that would be allocated to this project could be much more productively spent on existing under-maintained roads and public transportation options. Portland and Oregon have an abysmal history of racist policy and practice, including those related to transportation justice and prior I-5 expansions. Marginalized communities are additionally burdened by disproportionate health and other effects of climate change. It is telling that communities of color (e.g., NAACP), as well as other health experts (e.g., Oregon Physicians for Social Responsibility) are opposed to this project. We *\*need\** to listen to the communities that will be disproportionately negatively affected by proposals such as this and listen to expert advocates.

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**Attachments:** N/A

## 2019 0329 Sarah

**Comment:** I strongly oppose expansion of the I-5 Freeway near the Rose Quarter. The enormous amount of money does little, if anything, to curb congestion and reduce traffic, like all freeway expansions. It's simple illogical math: build more capacity and that capacity gets filled. \$500M could transform Portland's bike and pedestrian network, as well as create viable enhancements to transit to move more people more efficiently throughout the city while making a positive impact on our climate. We don't need to move more single occupancy vehicles a mere mile? Less than a mile? Really? And for \$500M? You really have to ask yourself if this makes any logical sense. Let's move more people in ways that don't negatively impact the environment. Thank you.

**Attachments:** N/A

## 2019 0311 Sarah Bachman

**Comment:** I don't support the expansion of I-5 through the Rose Quarter.

It won't improve congestion, according to your own analysts. Why not try congestion pricing first?

**Attachments:** N/A

## 2019 0329 Sarah Cinnamon

**Comment:** I think it's a great idea! Especially if we can make electric cars more accessible and affordable. I'm not a bike person so I'm all for this.

Thanks,

Sarah

**Attachments:** N/A

## 2019 0326 Sarah Deumling

**Comment:** There are so many reason that the proposed freeway expansion is a bad idea. Instead of listing them all I will say that I am absolutely sure that climate change is the biggest threat we face and fossil fuel guzzling vehicles are a huge part of the problem. I badly want a livable planet for future generations and reducing our dependence on driving is a straight forward way to combat CO2 emissions which cause climate change. Let's do all we can with all

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our collective creativity and imagination to encourage each other to get along happily without cars rather than asking for more cars and VMT with a freeway expansion.

Sincerely,

Sarah Deumling

**Attachments:** N/A

## 2019 0326 Sarah Deumling 2

**Comment:** I think this proposed freeway expansion is very misguided and urge you not to proceed with it. Climate Change is by far our biggest threat to a livable future. The only way we can hope to manage (if not stop) climate change is to stop burning fossil fuels - yesterday! which means getting out of our cars and off our freeways and using alternative modes of transportation, many of which are much more healthy. If there is money to invest in transportation please use it for encouraging various non-fossil fuel modes of transportation.

Thank you.

Sincerely,

Sarah Deumling

**Attachments:** N/A

## 2019 0313 Sarah Felix

**Comment:** This ill-conceived project should be stopped. There is evidence of possible adverse environmental impacts on vulnerable communities in the neighborhood and surrounding areas through increased auto traffic. This project adversely impacts an area that is historically minority population, and which has already been devastated by "urban renewal" projects and gentrification. There is no evidence that this project will reduce traffic congestion or accidents. The evidence is to the contrary. The project will expend an enormous amount of money that could be better spent elsewhere on greener solutions to Portland's traffic congestion issues. The impacts on Harriet Tubman Middle School alone are enough to stop this project. Other projects in Portland and elsewhere that have used this freeway expansion model have failed to achieve the goals of the project. I urge you to stop this project. Please withhold my address, email, etc. from the public record. You may use my name, and that I am a resident of the nearby Irvington neighborhood. Thank you very much.

**Attachments:** N/A

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## 2019 0402 Sarah Gregorio

**Comment:** I am a resident of the Eliot neighborhood and I strongly encourage you to stop the freeway expansion project. We have a responsibility to try all other options first, especially congestion pricing. It is also unfair to the largely minority and disadvantaged youth attending harriett Tubman Elementary school. Finally, we have learned so much about the unsustainability of our current practices and need to think proactively about how to help the earth support us and cut down significantly on car traffic and fossil fuel use.

Please reconsider, stop the freeway expansion and work with the community to find more environmentally responsible ways to manage our transportation needs.

Thank you for your consideration.

Respectfully,

**Attachments:** N/A

## 2019 0401 Sarah Iannarone

*City of Portland Bicycle Advisory Committee*

**Comment:** Dear Project Leaders and Policymakers,

Attached please find my comments on the Interstate 5 (I-5) Rose Quarter Improvement Project Environmental Assessment. I wholeheartedly request that you support our community by calling for an in-depth EIS process from ODOT and FHA.

Further, knowing what we know about the relationship between transportation and global warming, no 21st C. city leader who claims to value equity or climate action should in good faith support freeway widening in urban areas.

Respectfully submitted,

Sarah Iannarone

Portland, OR, 97206

**Attachments:** [Sarah Iannarone ATT](#)

## 2019 0401 Sarah Iannarone

*City of Portland Bicycle Advisory Committee*

**Comment:** Dear Ms. Channell, ODOT Staff, and policymakers on my behalf:

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The “Environmental Assessment of the I-5 Rose Quarter Improvement Project” (RQIP) provided to the public for review on February 15, 2019, is an incomplete and inaccurate evaluation of the potential impacts of ODOT’s proposed expansion of a freeway through Portland’s Central City. As such, I must stand with the numerous professionals, engaged community members, neighborhoods, and organizations who have worked diligently and highlighted extensively the flaws in your methodology, findings, and public process in insisting that ODOT proceed to a more rigorous and thorough accounting of RQIP impacts by preparing a full Environmental Impact Statement followed by a valid public review and comment period .

Contrary to your findings in the EA, public review of the RQIP has made abundantly clear that ODOT’s proposed action to widen an urban freeway through a historically disenfranchised community (Lower Albina), adjacent to a middle school (Harriet Tubman), and above a waterfront multiuse path (Willamette River & Vera Katz Esplanade) will not achieve its stated goals but will negatively affect the quality of the human and natural environment in the project area. The people of Portland deserve deeper, more reliable analyses of project impacts based on complete, relevant, and accurate variables and data sets; the opportunity to thoroughly understand and comment on any potential project impacts via a comprehensive, transparent engagement process; and the ability to shape alternative mitigation and remediation strategies currently lacking in your Environmental Assessment including but not limited to:

1. Implementing equitable congestion pricing with transit subsidies before undertaking urban freeway expansion projects, including RQIP. Traffic is worsening as our region grows, affecting our economy, environment, and quality of life. However, the phenomenon known as induced demand means that widening I-5 as proposed will not alleviate congestion near that interchange (or in our region); it will only increase congestion, pollution, and sprawl. Thus, it is imperative that ODOT collaborate with municipal, regional, business, and community partners to thoroughly implement and evaluate congestion pricing on this stretch of I-5 prior to further consideration of the RQIP. The RQIP should be considered only as a last resort once congestion pricing has been demonstrably proven inadequate to solve congestion and improve transit service. The EA dismisses analysis of a congestion pricing alternative on the basis that it will be considered at a future time. Such an excuse is antithetical to NEPA, which requires

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reasonable forecasting and consideration of all reasonable alternatives.

2. Closing on-ramps to reduce fender-benders and ease congestion. Both PBOT and ODOT have acknowledged that given the principle of induced demand, the RQIP is not a project that can actually relieve congestion as proposed, so ODOT has shifted its marketing to emphasize safety concerns, noting accurately that there are a lot of fender-benders at the interchanges near Lower Albina and that reduction of these fender-benders would dramatically ease backups in the area. If reducing fender-benders and easing backup for the convenience of through-traffic is truly the problem for which we are trying to solve, a simple (much cheaper) solution is to reduce the number of cars merging onto I-5 in that area by closing adjacent onramps.

Ramp closures have been used to reduce congestion in other cities, yet the agencies overseeing this project have failed to fully evaluate this alternative in the EA.

3. Reallocating resources away from central city freeway expansion to high crash network intersections and orphaned highways across Portland in addition to 100% build-out of the city's bicycle and pedestrian networks. If ODOT truly cares about traffic safety and reducing the loss of life on thoroughfares in the Portland area, they would redirect the half-billion dollars allocated to this project toward safety infrastructure in places where serious injuries and loss of life to traffic violence is highest and work with PBOT on a fully-funded jurisdictional transfer of state "orphaned" highways to local control, where "Vision Zero" is the prevailing policy framework. The City of Portland's Bicycle Advisory Committee has strongly recommended the No-Build Alternative for I-5 RQIP (based on diligent analysis of very limited information provided in the EA), noting that the Build Alternative would fail to achieve the stated project goals and objectives, especially in critical areas related to bicycling, but also including the resulting conditions for walking and transit, local connectivity, safety, equity, and climate outcomes in direct conflict with city planning goals.

4. Removal of I-5 freeway ("decommissioning") as the best option for local communities, regional prosperity, and climate action. Although the EA highlights a pattern of environmental injustice, racist policymaking, and displacement in lower Albina, it proposes nothing to adequately remediate the situation as it currently exists. In fact, it is likely to exacerbate dangerously poor air quality conditions adjacent to Harriet Tubman Middle School, a historically Black school that currently has a 40 percent African American student population,

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according to Portland Public Schools (PPS) data. As Rukaiyah Adams of the Albina Vision Trust in her comments to you on this EA points out, only “remediation is remediation.” The buildable highway covers (“caps”) as currently proposed are insufficient to achieve the Albina Vision. Adams’ observation is supported by other engineering and design experts in our community who have pointed out that the caps as proposed are wholly inadequate to support housing, quality parks and green spaces, or improved air quality. The people of Lower Albina deserve far better than window dressing; the residents of Lower Albina (past, present, and future) deserve the very best remediation efforts physically possible in support of their vision for a vibrant, prosperous neighborhood between the Willamette River and Lloyd District. Mounting evidence from freeway removal projects around the world suggests that many of the fears involved with removing freeways are unwarranted; when considered alongside the many positive impacts of freeway removal, it’s clear that freeway removal has very little downside for cities. At this critical time in human and climate history, and given the history of inequity in Lower Albina, it is essential that ODOT consider the highest quality freeway removal option possible in an Environmental Impact Statement.

In conclusion:

It’s clear that the public is correct in demanding an EIS process from ODOT and FHA on the proposed RQIP. But we need to think beyond that: freeway widening projects like this one do not actually reduce congestion and/or improve safety. As a state, region, and city our priorities should be providing increased mobility options and improving street safety through investments in transit, walking, and bicycling. With the resources currently allocated to freeway expansion, the City of Portland could make investments that would result in substantial progress toward ensuring our city’s streets are safer, air cleaner, neighborhoods healthier, and giving people more affordable travel alternatives to driving alone.

In the last few months, many decision-makers have reminded our local community that the money earmarked for the I-5 Rose Quarter freeway expansion project is “ODOT’s money,” the result of the HB 2017 transportation package of taxes and fees intended to “Keep Oregon Moving” that was widely hailed as a successful measure to reduce congestion, maintain and improve infrastructure, and increase transit access statewide. Unfortunately for Portlanders, this bill was flawed for more than its regressive bike tax: no city in the 21st Century that

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claims to care about the health of its people, place, or prosperity can in good faith sanction freeway building through its urban core, especially in the name of “safety” and “congestion relief.” HB 2017 includes not one, but three, urban highway expansion projects.

Portland’s Transportation Commissioner asserted at a public hearing recently (March 12, 2019, at Oregon Convention Center) in response to overwhelming opposition to the project as proposed and the EA as submitted: “This isn’t a PBOT project, this is an ODOT project. This money is from the Highway Trust Fund. As much as I’d like to spend half a billion dollars elsewhere. It’s not my money, and it can only be spent on highways. We can’t take this money and spend it on Vision Zero city streets.”

With all due respect, I heartily disagree: telling ODOT that we will not permit freeway expansions in our urban areas is precisely what Portland can and should do.

Portlanders like me who care about climate action and environmental justice stand ready to reprise our Freeway Revolts of the 1960s and 70s, insisting that our local policymakers withdraw municipal and regional support of the RQIP and negotiate with state and federal governments for more racially just, operationally effective, and environmentally sound allocation of transportation resources than those currently proposed in the EA. This political about-face is necessary to ensure Portland meets its economic, equity, climate action, and transportation safety goals in the near term and for future generations.

Respectfully submitted,

Sarah Iannarone

Member, City of Portland Bicycle Advisory Committee

Resident, Mt. Scott-Arleta Neighborhood, Portland, OR 97206

**Attachments:** N/A

## 2019 0331 Sarah Jesudason

**Comment:** This project cannot be approved until the EIS is made fully public.

No pixels were harmed in the creation of this email.

**Attachments:** N/A

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## 2019 0312 Sarah Jurgensen

**Comment:** Oregon needs fewer cars on the road, not more. As a lifelong Oregonian, I do not want any of my tax dollars spent on freeway expansion. We know that higher speeds equal higher fatalities. If a freeway seems more convenient to use, it will increase usage and thus pollution, and will negatively effect the health of those of us living near this freeway. Globally we need fewer emissions and projects that support alternative transportation, such as tolls, mass transit, and safe places to ride bicycles without having to dodge cars. Oregon needs to stop giving incentives for driving, limit speeds of driving, and provide support for people to make different choices. Oregon needs to lead by example and act in a way that reduces climate change and planetary environmental breakdown. Too much driving has an obvious negative impact on Portland and the world. Oregon needs to do things differently.

**Attachments:** N/A

## 2019 0331 Sarah Kincaid

**Comment:** Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.

This is NOT innovative, it's destructive and the opposite of the direction our city needs to move. More green options, more mass transit, more rewards for using it. NOT MORE FREEWAY.

Please, as a lifelong Portlander, as a parent, as someone who wants to live in a city that makes POSITIVE change, I ask that you reconsider this backwards plan that will do nothing to help us going forward.

Sarah Kincaid

Portland, OR

**Attachments:** N/A

## 2019 0401 Sarah Lind

**Comment:** I am opposing the Rose Quarter freeway expansion for a variety of reasons.

1. It isn't going to help traffic congestion.
2. I live in the neighborhood - I use this part of the freeway on a regular basis - BUT I do not want an increase in air pollution and disruption of regular traffic flows/public transit/bike lanes. We need to be looking at alternatives to just driving where possible to make this a more livable city. A bigger freeway smack dab in the middle of town will make Portland less livable.
3. It doesn't serve the interests of those who live in the area - potentially only the folks who commute through, but even then, it's not really serving their interests because it won't help congestion!

So please, for the sake of the community, neighborhood, commuters, and the environment, do not expand the freeway there.

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Thank you.

**Attachments:** N/A

## 2019 0228 Sarah McKenzie

**Comment:** Bad idea!

Additional highway lanes does not relieve congestion. Do your homework.

The additional lanes and their construction would be harmful to students at Tubman, who already have more than their fair share of pollution.

NO HIGHWAY EXPANSION AS PLANNED!!!

**Attachments:** N/A

## 2019 0331 Sarah McLeod-Martinez

**Comment:** Please do not widen I-5 in Portland. I rely on public transit and would appreciate \$500,000,000 was not spent on roads that would significantly lower my quality of life.

**Attachments:** N/A

## 2019 0219 Sara Mirk

**Comment:** I live in North Portland and am writing in with a public comment on the Rose Quarter Freeway Expansion Project. I'm against the expansion because I think it's a misuse of money that is not the right priority for Portland's future. The biggest reason I'm against the expansion is the growing climate crisis. We need to transform the way we get around and use way less fossil fuels, otherwise the next generation will have to deal with environmental disaster. Instead of spending money to expand freeways, we need to be investing in ways to get around without cars and to make it possible for every Oregonian to feel safe biking, walking, and taking transit instead of driving.

**Attachments:** N/A

## 2019 0331 Sarah Pearlman

**Comment:** I am especially excited about the proposed waterfront park as well as the care taken to acknowledge the historical displacement of past Albina residents. I am curious about the building that would be included on the cap. I would like to see some priority given to low-income or houseless residents as opposed to more multimillion dollar condos. I know Albina Vision's,

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Rukaiyah Adams talked about including mix-income housing and it would be great to see that become a reality for this new space. I am also hopeful that this lid could mean greater access to public transit and hope to see an expansion of the MAX, either on this freeway lid or separately. I am curious what this project could mean for future advancements in public transportation. Would it be able to support a highspeed rail? Or does it need to? Finally, if there is priority for low-income housing, will there also be new supermarkets (like a Winco?) built? I'm sure you have all taken these things into account and I'm beyond excited for this project!!

**Attachments:** N/A

## 2019 0330 Satya Vayu

**Comment:** I am writing to urge you to reject the freeway expansion proposal. In this time of climate emergency we must be choosing solutions that reduce car traffic and fossil fuel use as quickly as possible, not encouraging more of it. And there are many other reasons that freeway expansion is a bad idea.

Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic \*worse.\*

This expansion will also increase in air pollution. The project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations.

Most crucially, freeway expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.

ODOT claims that this project will benefit the community, but continues to hide the data such benefits are supposedly based on, and makes it impossible for community groups to verify.

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Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations ).

Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor \*without\* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion \*completely\* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion.

Finally, ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. ODOT must study much more fully the more sensible alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement.

Thank you,

Satya Vayu

Portland, OR

**Attachments:** N/A

## 2019 0331 Saul Jones

**Comment:** To who it may concern,

Please do not expand 1-5. Every study I've seen indicates this will make traffic worse, not better. Furthermore, the damage it will do to the environment is not something we can accept at a point in history where climate change is the biggest existential threat facing humanity. Portland prides itself on its liberal views, but an expansion of 1-5 would go against the image we try to present of being environmentally conscious and will harm communities of color disproportionately with the extra pollution from traffic.

Saul Jones

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Portland, OR

**Attachments:** N/A

## 2019 0327 Saumya Kini

**Comment:** Freeway expansion has NEVER solved traffic congestion--not in any city in North America over the last sixty years. In fact, it has often made congestion WORSE at exorbitant and unnecessary cost. Construction of the proposed auxiliary lanes will subject the region to years of congestion-inducing construction in the Rose Quarter that will ripple outward--causing delays and detours across the region for bus riders, pedestrians, and bicyclists. The very groups who are already making the choices needed to reduce congestion will be severely and extensively impacted by the construction of this auto-centric project. In response to the I-5 Rose Quarter Improvement Project Environmental Assessment published by ODOT for public comment on February 15th, 2019 and in recognition that the proposed project significantly affects the quality of the human environment, I implore ODOT to perform a full Environmental Impact Statement (EIS) that includes analysis of meaningful alternatives to auto-centric approaches. Prioritization of single-occupancy vehicles has significant adverse impacts on Oregon's ability to meet carbon reduction goals enshrined in state law, as well as significant adverse impacts on public health in the the local community. A full EIS should honestly assess and mitigate the potential negative, disparate impacts this project may bring to the surrounding Albina neighborhood and the region as a whole. The methodology and outcomes of these revisions should be made available for public review and comment. The time has passed for creating more of the same infrastructure that got our cities into this mess in the first place. Do the right thing for future generations--do NOT widen I-5. Instead, put the same money toward fixing and improving unsafe or uncomfortable pedestrian and cyclist routes, or toward better transit service. If you're tempted to write this suggestion off as idealistic, remember--the future is human, not vehicular. Now is the time to be courageous and continue to set an example for the rest of the country. Thank you for reading.

**Attachments:** N/A

## 2019 0329 Saundra Schlesinger

**Comment:** All previous data show that building and expanding highways brings more traffic, not less. If congestion is the problem, then expansion is not the solution. A congestion tax is the only way to reduce congestion. People will not stop using the highway until they have to directly pay to use it. I understand that this puts a burden on those using the highway for transportation, so to ease that burden we must have effective alternatives in place, namely public transportation and safe cycling and pedestrian pathways. People stuck in traffic today will not be any less stuck in traffic after the expansion. If the goal is to cut congestion, then congestion needs to be addressed directly.

**Attachments:** N/A

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## 2019 0401 Scott Biersdorff

**Comment:** I'm disappointment after reading the Environmental Assessment for Rose Quarter project. Specifically the EA fails to properly evaluate the project in two ways:

It does not properly analyze the no-build option. By including traffic projects for the project under the assumption that the Columbia River Crossing project has been completed it cannot truly asses the project's effects. It is hard not to conclude that this was done make the project capacity improvements seem more necessary – just like this project will be used to justify any future CRC proposal. This is a very serious mistake and will lead ODOT on a binge of freeway widening – each project hoping to address a new bottleneck created by the increased traffic funneled into it from the last project.

It does not consider the anticipated congestion pricing of I-5. Unlike a potential CRC project (around which there is no consensus and which lacks funding) congestion pricing is authorized by the State and could be implement much more quickly. Including a highly speculative project (CRC) but not a resonantly anticipated one (congestion pricing) fatally biases this report. I can only conclude this was done to make this project seem more worthwhile than it would in an unbiased analysis of the alternatives, as the completion of the CRC project would increase congestion in the project area where as congestion pricing would reduce it.

These two grave omission from the report negates any conclusion it makes about the impact of this project on either traffic patterns, CO2, or local pollution levels. Oregonians deserve better from ODOT, and I urge it revalue this project and advance an alternative that reduces CO2 regionally compared to the status quo (not some hypothetical future where this region has already greatly expanded its freeways), aligns with the city of Portland and Metro's mode share goals and wins the support of Portland's bike and pedestrian committees.

**Attachments:** N/A

## 2019 0401 Scott Clyburn

**Comment:** Dear ODOT,

Portland has the opportunity to grow as a city in climate-conscious ways – unlike Los Angeles or even Seattle. Expanding a major freeway through the heart of our city is antithetical to not only this vision, but to the raw data.

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To pursue this project against the sentiment of the community, in lieu of a full Environmental Impact Statement, and in the absence of a close look at alternatives like decongestion pricing, is reckless and corrupt.

I urge you to reconsider.

Yours,

Scott Clyburn

Resident, Taxpayer, and Small Business Owner

**Attachments:** N/A

## 2019 0311 Scott Cohen

**Comment:** I have serious reservations about the Environmental Assessment, since it does not account for future congestion pricing. Considering that the EA uses all of the projects in the region's transportation plan to project trips in the future, why couldn't the impact of congestion pricing - an ODOT initiative that will significantly impact this stretch of I-5 - be included in the assessment? Without including the single most effective tool at mitigating congestion and thus air quality and vehicle miles traveled, the EA has completely failed to accurately determine the impact and need of this project. Go back and include congestion pricing in the EA and let the public know how that impacts the need for the project.

**Attachments:** N/A

## 2019 0000 Scott F. Kocher

*Forum Law Group*

**Comment:** Some people have said this is a "bottleneck" where the freeway "slams down to two lanes" each way. In fact, north-south freeway capacity balloons through Portland because 1-5 operates together with 1-205 and 1-405 for a total of seven through lanes each direction for through and commercial traffic plus auxiliary lanes. How many is enough?

This project would tear up 1-5, causing years of delays. By the time that's done, changes in vehicle technology, private vehicle use and ownership, and commuting habits will have changed. Anyone who pretends to know what the "demand" for freeway travel in 10 or 20 years will be is kidding themselves, or us. The people who pretend to know are the ones who make income from expanding freeways.

I run a law firm, which is an employer small business in Portland downtown. We generate revenue and attract lawyers who are specialists who serve the entire state. This national talent doesn't come to Portland because we have big freeways. Portland's competitive advantage is clean air, forests, beaches and snow. ODOT's agenda to keep expanding freeways is a threat to our communities and natural environment that make Portland a valued place.

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ODOT calls this an "improvement" project and promotes it with a web site that has a .org designation (i5RoseQuarter.org), suggesting it is somehow a non-profit. The web site features pictures of pedestrians and bicycles. This is greenwashing, and it confirms for many that ODOT is manipulating the process to promote a pre-determined agenda that is rooted in a 20th century freeway-building mindset. We know better than that.

Please hear us loud and clear. No more freeways.

**Attachments:** N/A

## 2019 0312 Scott F Kocher

*FORum Law Group*

**Comment:** As a second generation Oregonian, Portland business owner, and person who cares about our future, I urge ODOT to proceed promptly with tolling and not to expand 1-5 through the Rose Quarter. Here's why:

There is no safety basis for this project. There is no history of serious crashes on 1-5 in the Rose Quarter. ODOT has not tried basic safety measures to reduce the minor crashes that have occurred, such as advisory speeds or video radar to reduce top end speeding. Our safety dollars are better spent elsewhere on ODOT's network, such as SE 82nd Avenue, SE Powell Boulevard and the other high crash corridors that ODOT operates within Portland.

As for reliability, fender benders will slow the freeway even if ODOT adds more lanes. Unreliability due to minor crashes is inherent to freeways, and a reason we need other ways to bring workers to central Portland, such as light rail and bus transit, and pedestrian and bicycle corridors that are safe and comfortable for everyone. Advisory speeds and automated enforcement are proven to eliminate the top end speeding and the speed differentials that contribute to fender benders. We simply can't jump to spending this kind of money for a marginal improvement in freeway reliability.

Some people who support this project think it is for capacity. ODOT acknowledges that capacity won't significantly add capacity. And if it does, that's not good. We know that adding capacity will induce demand, and nobody will get there faster. Adding capacity for private vehicles to come onto P01iland' s surface streets is not the future we want.

ODOT has a lot of pictures of lids and trees to make this project look nice. Nobody is going to use the small, noisy, smelly lids for anything. They're a waste of space and money.

There is no reason to tie surface street improvements to the freeway expansion. If ODOT says we can't have surface street improvements unless we agree to the freeway expansion that we don't want, that's a false choice and ODOT should be ashamed.

**Attachments:** N/A

## 2019 0402 Scott Hillson

**Comment:** No more freeway expansions! Find other ways to reduce congestion (effective,

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comprehensive, and fair tolling)

**Attachments:** N/A

## 2019 0402 Scott Hillson

**Comment:** No more freeway expansions! Find other ways to reduce congestion (effective, comprehensive, and fair tolling)

**Attachments:** N/A

## 2019 0219 Scott Kocher

**Comment:** This is a freeway expansion. Stop pretending the surface street improvements are wanted. hey are just greenwashing. Toll to generate revenue and provide freight and transit priority. Don't waste our \$0.5 billion on this backward-looking boondoggle. The EA is incorrect in assuming no induced demand. What is the impact when 700 plans for that?

**Attachments:** N/A

## 2019 0219 Scott Kocher 2

**Comment:** Thank you for asking for public comments on the Rose Quarter freeway expansion. I think it is a bad idea and should be scrapped because:

Tolling and better speed enforcement would solve all the problems you claim to be trying to address. Instead of costing \$500 million, tolling would generate revenue that we can use to help the people who are hard hit by current transportation inequities, and invest in our future.

We know that by the time you've finished digging up the freeway (years of disruptions) the transportation landscape will have changed. If you're honest you can't claim to know how it will have changed. What we actually need then may well not be more freeway lanes to bring private automobiles into central Portland.

You need to include I-405 and I-205 when you talk about how many north-south freeway lanes we already have.

Freeway expansion encourages people to drive farther and drive more. The extra lanes you want to use my tax dollars to build are just going to fill up.

We need the money for other things. So many other things.

By tying ped/bike improvements to this project and claiming "environmental benefits" you are not fooling anyone.

ODOT has a terrible reputation in Portland. This is only making it worse.

Scott

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**Attachments:** N/A

## 2019 0401 Scott Lieuallen

**Comment:** If you expand I-5 through the Rose Quarter, the great likelihood is that within a few years or even sooner, the freeway will be as congested as it is now. Do we really have a half a BILLION dollars to spend on a fantasy? We should at least try to improve our prospects for the future by managing traffic with congestion pricing and investment in public transit before we spend \$500,000,000 on something that hasn't worked anywhere else.

**Attachments:** N/A

## 2019 0401 Scot Scott Mizée

**Comment:** April 1, 2019

Ms. Megan Channell

Major Project Manager Oregon Dept. of Transportation

Ms. Emily Cline, Acting Environmental Manager

Federal Highway Administration

RE: Comments in Opposition to Rose Quarter 'Expansion' Project and  
Environmental Assessment dated February 15, 2019

Dear Ms. Channell and Ms. Cline,

I stand firm in my belief that the Rose Quarter Improvement I am a North Portland Resident of more than 15 years. I have traveled through and commuted to work through this corridor nearly daily for much of that 15 year period.

I am deeply troubled by the results of the EA and the way ODOT is conducting itself as it marches onward over the people of Portland to push this project forward. The reasons I oppose this project are too numerous to mention here and I know others are already providing specifics that I do not need to repeat here.

This project does not achieve the goals it purports to pursue. It has negative effects on our city, our children, our public transportation system and our walking and biking infrastructure. I support the Albina Vision and this project does not in any way make it easier to move that

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vision forward into reality.

This project does not recognize the proven reality of induced demand and is a waste of our taxpayers time and money.

Please bring it to a stop now without going further.

I conclude my comments below with one final quote from a woman who is directly effected negatively by this project with her personal property.

Sincerely,

Scott Mizée

Portland, OR 97203

mizees+NOI5RQ@gmail.com

And Betsy Reese feels like ODOT didn't fulfill their end of the bargain when it came to promises made around the I-5 Rose Quarter project:

"My husband and I own the property known as Paramount Parking that is being taken by ODOT to create the new Hancock/Dixon.

My decades of bicycle and pedestrian safety advocacy, much of it specifically surrounding the notoriously dangerous

Broadway/Flint/Wheeler intersection, apparently made us an easy mark for cooperation in the original design phase of this project. Allowing a bicycle and pedestrian ROW to be acquired through our property was represented as the fix to one of the most dangerous intersections in the city for bikes and peds.

Several aspects of the project that we were led to believe would improve our city are now missing or negatively altered on the current plan.

The new bike infrastructure was to be two-fold, promising:

– 1. The new Hancock-Dixon street that would run through our property would provide a safer, lower-stress route from N.

Portland to the Broadway Bridge.

Instead, the new Hancock-Dixon St. will be an auto thoroughfare

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with painted bike lanes at a 10% grade that is now acknowledged by ODOT as likely being so unappealing to and unused by cyclists that they are not even indicating it on the maps they use in presenting active transportation infrastructure upgrades.

– 2. Additionally, the original plan showed two new MUPS running on ODOT property connected by the new Hancock/Dixon lid over I-5 that would effectively replace Flint Ave. The new off-street bike/ped paths were to connect the stubbed-off Flint at Tillamook to Broadway west of I-5.

Instead, of the two proper MUPS, one is completely missing, although ODOT said at March 4th meeting that it is still a “possibility”, and the other is not a MUP, but what I call BS. – BS stands for Bikes on Sidewalk – what engineers do when they can’t figure out what to do with bikes. This one is an elaborate and cramped 5%-grade switch-back MUP that will pit pedestrians and bicyclists against each other, and that few cyclists will use more than once.

This plan of passing through our property was represented as the solution to the need for a safer more comfortable bicycle route from North Portland to the Broadway Bridge.

Instead, it’s, ‘No. Sorry. It’s the Vancouver/Broadway/I-5 Freeway intersection for you, bicycle riders.’

– Yes – this is the route we are left with that most bicycle commuters will opt for. It includes a shift of the bike lane from the right side to the left side of the Vancouver, funneling cyclists into a “jug-handle” staging area for a right turn from Vancouver to Broadway across the freeway off-ramps. Given the number of daily bike commuters on this route – the highest in the city – I think it highly unlikely that the 90-degree turn into the jughandle and waiting for the light in the staging area will feel like

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an improvement over the right turn onto Broadway from Flint that we have now.”

Source: BikePortland.org

**Attachments:** [2019 0401 Scot Scott Mizée ATT](#)

## 2019 0401 Scott Murray

**Comment:** I fully support modernizing and streamlining our existing road infrastructure for efficiency, but please- do not move ahead with any \*expansions\* of existing roadways. Let's first eliminate existing bottlenecks.

Thank you,

Scott Murray

**Attachments:** N/A

## 2019 0401 Scott Simpson

**Comment:** Pave the roads we have. 82nd Ave us full of potholes. This city has horrible roads and we want to expand a highway? Vancouver BC has the same population as Portland but has expanded faster and have less cars entering the downtown core than in the late 1960s. I lived there for 4 years and found that it was quite easy to get around despite no highways through town. Highway expansions just add more cars and pollution and does little to abate congestion. Build it cars will fill it. Waste of my money!

**Attachments:** N/A

## 2019 0312 Scott Strickland

*Operating Engineers Local 701 union; Columbia Pacific Building Trades union*

**Comment:** Hello, my name is Scott

19 Strickland. I was a proud resident of Portland for  
20 about six years until I moved to Estacada recently.  
21 I am here in behalf if the Operating Engineers Local  
22 701, as well as the Columbia Pacific Building Trades  
23 unions. The building trades unions are a coalition  
24 of building construction trade unions representing  
25 workers all over the state of Oregon and some in  
southwest Washington, and we have a dedicated

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2 interest in this project. Not just because of jobs  
 3 but the impact that it can have on our communities,  
 4 both through people having family wage jobs and  
 5 availability to that, to build careers to bring  
 6 self-determination back into their communities, but  
 7 also for the environmental concerns and other  
 8 concerns.  
 9 When I see 2.5 million hours a year, I see  
 10 that as more time spent at home with your kids, more  
 11 time spent on your life with your projects, and it  
 12 is improvement to the lives of the working people in  
 13 the state of Oregon that we are interested in. I  
 14 think that this process is wonderful and that we're  
 15 bringing in all manner of people to address the  
 16 injustices of the past and look at the needs of the  
 17 community in the future, and that this ticks all of  
 18 those boxes; environmental concerns, transportation  
 19 concerns, growth concerns, the housing crisis. It's  
 20 sort of an important first step in solving the nexus  
 21 of all of these issues. So out of respect for the  
 22 community members, I yield the rest of my time.

**Attachments:** N/A

## 2019 0401 Scott Simpson

### Comment:

Hello, my name is Scott<sup>19</sup> Strickland. I was a proud resident of Portland for<sup>20</sup> about six years until I moved to Estacada recently.<sup>21</sup> I am here in behalf if the Operating Engineers Local<sup>22</sup> 701, as well as the Columbia Pacific Building Trades<sup>23</sup> unions. The building trades unions are a coalition<sup>24</sup> of building construction trade unions representing<sup>25</sup> workers all over the state of Oregon and some in southwest Washington, and we have a dedicated<sup>2</sup> interest in this project. Not just because of jobs<sup>3</sup> but the impact that it can have on our communities,<sup>4</sup> both through people having family wage jobs and<sup>5</sup> availability to that, to build careers to bring<sup>6</sup> self-determination back into their communities, but<sup>7</sup> also for the environmental concerns and other<sup>8</sup>

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concerns.<sup>9</sup> When I see 2.5 million hours a year, I see<sup>10</sup> that as more time spent at home with your kids, more<sup>11</sup> time spent on your life with your projects, and it<sup>12</sup> is improvement to the lives of the working people in<sup>13</sup> the state of Oregon that we are interested in. I<sup>14</sup> think that this process is wonderful and that we're<sup>15</sup> bringing in all manner of people to address the<sup>16</sup> injustices of the past and look at the needs of the<sup>17</sup> community in the future, and that this ticks all of<sup>18</sup> those boxes; environmental concerns, transportation<sup>19</sup> concerns, growth concerns, the housing crisis. It's<sup>20</sup> sort of an important first step in solving the nexus<sup>21</sup> of all of these issues. So out of respect for the<sup>22</sup> community members, I yield the rest of my time.

**Attachments:** N/A

## 2019 0226 Sean

**Comment:** Please do not follow through with this plan. As a community member I see nothing to gain here and so much to loose.

Environmental concerns are on the top of some many citizens priorities and investing in infrastructure for fossil fuels is not something we support.

**Attachments:** N/A

## 2019 0226 Sean Abplanalp

**Comment:** Hi Megan, I just wanted to say thank you for helping to make the Rose Quarter Exit a better place. Traffic's been so bad these last years, it will be nice to see the change. Thank you! Sean Abplanalp

**Attachments:** [2019 0226 Sean Abplanalp ATT](#)

## 2019 0325 Sean Clearley

**Comment:** The freeway expansion is a paltry smokescreen for someone getting paid off. There is no available data to say it will work, there is no community that wants it to happen, and there is no reason that ODOT should HIDE the rest of the data that is not available.

The only reason that all of these would be in place, and the freeway continues, is because of graft. Is this wrong? Is this slanderous? Don't care. Much more is at stake than someone's face-saving CYA shuffle because of some payoff.

The freeway expansion is grim, the freeway expansion is not wanted by ANY citizens of the state, and the freeway expansion will destroy our environment.

Take your bribes, your freeway expansion is killing your children. Quite a trade.

**Attachments:** N/A

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## 2019 0331 Sean Crowe

**Comment:** Good morning,

Strong evidence suggests that increasing road capacity causes a commensurate increase in traffic,

negating the effects of the expansion. Do not expand the I-5. Spend the money on biking and public

transit. There is still a lot of work to be done on the city's bike infrastructure.

Thank you,

Sean Crowe

**Attachments:** N/A

## 2019 0401 Sean Hellebusch

**Comment:** I feel this project is irresponsible and will only further our current issues. We should be putting out money in sustainable urban mobility, not additional lanes. Not to mention that this project has used statistics that involve the Columbia River expansion that was squashed many years ago. That kind of misinformation is irresponsible. Please stop misinforming the public.

**Attachments:** N/A

## 2019 0401 Sean Malone

**Comment:** Please find attached testimony for the I-5 Rose Quarter Draft Environmental Assessment. Please

place the testimony and attachments into the record. Please respond and indicate that testimony

and attachments have been received and placed into the record.

I have also had the vast majority of my attachments submitted physically on a thumb drive by Chris

Smith. The file located on the thumb drive is labeled "SM."

Thank you,

Sean Malone

Attorney at Law

**Attachments:** [2019 0401 Sean Malone ATT 1](#); [2019 0401 Sean Malone ATT 2](#); [2019 0401 Sean Malone ATT 3](#); [2019 0401 Sean Malone ATT 4](#)

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## 2019 0401 Sean Sean McClintock

**Comment:** The Environmental Assessment is not sufficient. I call upon ODOT and the City of Portland to undertake a full Environmental Impact Study. We need to fully explore alternatives to freeway expansion -- which this project certainly is despite any protestations to the contrary -- including how the implementation of congestion pricing would impact traffic patterns. Not to mention the fact that the model used in the current assessment is woefully incorrect, using traffic data from a non-existent Columbia Crossing bridge! We need a massive overhaul of the Oregon Transportation Commission and the Oregon Department of Transportation. Highways should be the project of last-choice given our need to shift away from carbon-based transportation solutions. That half a BILLION dollars (and likely more as few projects come in at budget) should be spent on other forms of transit. I-5 through Portland should be shut down, reclaimed, and all traffic routed down the I-205 bypass. And I say that, living right next to I-205. Yes, it will greatly impact my ability to drive my car, but it is a sacrifice we all need to make. Along with shifting land use regulations to add Missing Middle housing and add more affordable housing stock, greatly adding capacity, speed, and efficiency to our mass transit, we need to make it more onerous to live far from your work and driving. We need to be forward-thinking and progressive so we build the city and the region that supports a sustainable world. Please stop this boondoggle of a project that ODOT is trying to force down our throats by withholding data and designs until the majority of the public comment period is over. I don't know if it is incompetence or corruption or a little of both, but there needs to be consequences either way for how this project has been mishandled.

**Attachments:** N/A

## 2019 0331 Sean McDougal

**Comment:** Please, it is vital to the well being of those of us who work and live in Portland and surrounding areas to improve the capacity of our infrastructure, currently strained under rapid increase in population and lack of real expansion in decades. The commutes in and around Portland are awful, and it is driving away employers and workers from the area.

Don't buy in to the pipe dream that bad infrastructure will force people to use public transportation- that shows a complete lack of understanding of human nature and the existing behavioral evidence. Public transportation is a waste of resources that could better be spent on increasing the road capacity for drivers, since drivers are the ones already paying for it and deserve better infrastructure.

-Sean

**Attachments:** N/A

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## 2019 0402 Sean Rea

**Comment:** I am a resident of the Boise-Eliot neighborhood and remain steadfastly opposed to this project. This project will only bring more pollution and congestion to the area and I have a hard time finding the benefit in that. Alternatives, such as demand pricing, should be fully researched and tested before committing this project.

It is also clear that ODOT has mismanaged the project and been lazy at best and outright dishonest at worst when it comes to discussing the traffic projections. Based on that alone, I strongly believe that a full environmental impact statement needs to be conducted before this project proceeds any further. We need to know the effect such an undertaking will have on all road users -- such as transit users, pedestrians, and cyclists -- not just motorists.

Sincerely,

Sean Rea

**Attachments:** N/A

## 2019 0401 Sean Sendelbach

**Comment:** This project will have minimal impact on Portland's congestion woes (which are undeniably bad, and getting worse) or epidemic of traffic fatalities (ditto), despite ODOT's claims. Additionally, spending half a billion dollars on this freeway expansion has a significant opportunity cost on our ability to invest in transportation systems that actually support Portland's stated goals to lead on climate, provide cleaner air, support healthy communities, build infrastructure for affordable housing and invest resources equitably across the city.

**Attachments:** N/A

## 2019 0000 SeoVadmNG

**Comment:** Здравствуйте! Хочу предложить вам продвижение вашего сайта в поисковиках, методом наращивания ссылок. Чем больше ссылок будут ссылаться на ваш сайт, тем выше он будет в выдаче по вашим ключевым запросам. Для работы мне необходимо лишь ссылка на ваш сайт и ключевые слова, по которым вы продвигаетесь в поисковых системах. Если у вас установлена метрика, тем лучше, можно взять (скачать) оттуда ключи за последний месяц или квартал.

Работа занимает примерно 2-3 недели, после которой вы получите рост позиций, доверие поисковиков, увеличение траста вашего сайта, посещаемость, более 1000 ссылок на ваш сайт с различных ресурсов.

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Стоимость – 9900 рублей.

Заинтересовались? Пишите на Email: proxrur\*.\*mail.ru (уберите звездочки \*).

Подробнее обсудим.

С Уважением к вам, Вадим.

**Attachments:** N/A

## 2019 0219 Sergio Acena

**Comment:** I'm a Portland resident and I oppose freeway expansion. Freeway expansion is a flawed idea, over and over cities find that widening freeways to reduce traffic just leads to more cars on the freeway and whatever gains made are lost. ODOT's own consultants found this. As climate change threatens our nation and community more and more ODOT needs to think about ways to make transportation easier for people in the Portland Metro without leading to an increase in carbon emissions. I don't own a car and so I rely on biking and public transit to get around, if the current plan goes forward and the Flint Avenue crossing goes away it makes the city harder for me to get around.

Thank you for reading my comment.

**Attachments:** N/A

## 2019 0312 Seth Alford

**Comment:** Hi, I'm Seth Alford. I from Raleigh Hills, which is in unincorporated Washington County. I've been living in the Portland area since 1984. I am opposed to the Rose Quarter freeway expansion. The point I want to emphasize is that if this project is approved, don't expect an extra lane in the freeway, and the covers, and the active transportation features to appear the next day. Instead there will be four to five years or longer of construction. Based on my past experience with ODOT bicycle detours and what ODOT does for bicycles, specifically with Scholls Ferry Road and 217 during the construction project, if this project is approved, despite what ODOT's representative said earlier, I expect the bicycle infrastructure will be demolished first and rebuilt last. Effectively during the construction period, bicycle transportation in this area will be cut off. Furthermore, during the construction there's going to be delays and lane closures and additional traffic problems created by the construction itself. That idling motor vehicle traffic during construction will further enhance the greenhouse gases that this project will produce. If the project is being justified as reducing greenhouse gases through better traffic throughput, you have to count that idling traffic during construction against that hypothetical improvement. A better low-cost solution would be decongestion pricing as you have heard. In the meantime, spend the money you were going to spend on this on local projects that fix bike lanes, especially on Barbur. Fix the Beaverton-Hilldale, Oleson-Scholls intersection. Again, again I'm opposed to the Rose Quarter freeway expansion. Thank you.

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**Attachments:** N/A

## 2019 0226 Seth Blum

**Comment:** As someone who lives, works, and drives near the Rose Quarter, I am very very strongly opposed to this idea. My family and I all suffer from severe allergies and asthma, which is directly affected by freeway pollution. I drive through the proposed freeway widening area every day, and though the traffic can be frustrating, there is no reason this expansion needs to happen. It wouldn't even solve the congestion problem, as overwhelming evidence demonstrates. It's an exercise in futility. It will have a negative effect on our city and the Earth. Please, please reconsider. Oregonians are ready for sustainable solutions, like congestion pricing. We don't want more car traffic. We want a future for our children, our city, and our planet.

**Attachments:** N/A

## 2019 0326 Seth D Alford

**Comment:** At the hearing about the EA, we heard from an ODOT representative that they would provide bicycle detours around the project.

I testified that based on my past experience with the ODOT project on Scholls Ferry Road at 217, we should expect that bicycle infrastructure during construction will be demolished first and rebuilt last. So, I expect bicycle transportation during most of the 4-5 years of construction of this project will effectively be cut off.

I wasn't able to show this during the hearing, but I did make a video of what the construction at Scholls Ferry looked like. Here's a link:

<https://youtu.be/X5CXjrufAg8>

This is just one reason I am opposed to this project. Other reasons I'm opposed include those pointed out by others, such as promoting climate change, induced demand, and that demand tolling should be tried first.

**Attachments:** N/A

## 2019 0324 Seth Pellegrino

**Comment:** What's the best way to dig yourself out of a hole? Well, step one is to stop making the hole deeper. We know that adding freeway lanes can not reduce congestion. Ultimately, more capacity just allows for more people to be congested at the same time. We must stop thinking of traffic volume as an unstoppable external force: it is a dynamic response to the choices we make. We will solve all traffic, forever, by doing nothing more or less than making different choices. Congestion pricing, vehicle-miles traveled (VMT) fees, eliminating parking and road subsidies, changing our housing options, and providing alternative infrastructure all have a

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role to play in unwinding this spring. "Adding capacity" has been tried, and we understand its effects. We know that the money would be better spent elsewhere. By your staffers' own admission, this project is unlikely to improve safety, but widening a freeway to pump more cars into our already-overstressed arterials will harm vulnerable road users. If safety is ODOT's priority, 82nd, Barbur, and Powell are a few of ODOT's high-crash properties in the Portland area that are also deadly to pedestrians. For \$500m we could overhaul significant portions of these dangerous corridors. We know that freeways sicken us: 2.5-micron and 10-micron particulate matter (PM2.5 and PM10) consist of not just combustion products, but tire fragments and brake dust. Electric vehicles (EVs) will produce comparable levels of particulate matter to internal combustion engines, and the emerging link between PM2.5 and even non-respiratory diseases like diabetes suggests to me that we are not paying enough attention to this problem. This project's proximity to the Harriet Tubman school alone should be enough "environmental impact" to stop it! We know that the clock is running out on climate change, and we can no longer afford to deny the reality that highways are fossil-fuel infrastructure. EV sales are nowhere near high enough to replace the 4.1 million registered vehicles in Oregon any time soon, and what's worse is that EVs are mainly powered by fossil fuels. As energy usage outpaces renewable growth, new marginal demand (like when an EV owner plugs in their car for the first time) must be satisfied by burning more coal or natural gas. Your environmental impact statement claims a decrease in emissions from this stretch of highway, but it fails to account for emissions generated elsewhere, included the effect of the projected increase in nearby transit times. With atmospheric carbon dioxide approaching catastrophic levels and transportation accounting for 40% of Oregon's emissions, I have to wonder why we would build a stretch of road that must go unused in order to meet our climate objectives? This ain't it, ODOT. This ain't it.

**Attachments:** N/A

## 2019 0401 Seth Smigelski

**Comment:** Hello,

I live on the edge of Portland & Milwaukie. Even as someone who mostly gets around by car, I oppose expanding the freeway.

Take a trip to sunny southern California if you want to see how well enlarged freeways do at reducing congestion...

ODOT is good at building freeways. It's what you know, but freeway expansion should be a last resort - only used if boosting other forms of environmentally-friendly transportation are somehow unsuccessful.

This is a terrible way to spend money.

If you really want to reduce congestion in PDX... how about untangling the traffic flow the east side of the Ross Island Bridge. Shouldn't there be a ramp onto I-405 instead of the bonkers street route?

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**Attachments:** N/A

## 2019 0401 shane.a.stricker

**Comment:** I'm writing to remind you that it's 2019. Not 1960. We have learned that tearing up Portland with our highways was a costly mistake. Please stop putting money into it. Instead focus on the real reason people love living here: walking and biking safety and infrastructure.

**Attachments:** N/A

## 2019 0401 Shannon Robalino

**Comment:** I am strongly opposed to this freeway expansion. Time and time again, research evidence has shown that expanding freeways and building more roads does nothing to alleviate traffic congestion. It does, however, increase the number of cars on the road and pollution. At a time when we should be moving more people towards more sustainable forms of transportation to limit the climate crisis, building a freeway expansion is the wrong thing to do. The city knows this.

**Attachments:** N/A

## 2019 0331 Shannon Sullivan

**Comment:** Do not consider further construction or addition to the I-5 corridor. Consider further environmental impact studies, as well as implementation of congestion pricing. Further more, public transit affordability and wide-spread use (via fareless transit, perhaps?) should be considered and implemented before decimating the community and our shared environment with more roadways only for automobile vehicles.

**Attachments:** N/A

## 2019 0215 Shara Alexander

**Comment:** This project is primarily about adding freeway lanes. When you add freeway lanes you increase the number of

people driving on freeways, and that's a fact. You have only encouraged single vehicle miles. That you would

suggest that this project will reduce carbon emissions just tells me how far from reality you all are willing to stray.

Truly you live in a world of make believe.

Another hilarious spin on safety- adding speed to the freeway will increase safety and reduce deaths? The pedestrian

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overpass money could be spent elsewhere. The pedestrians who died crossing the freeway were in a mental

health/drug and alcohol crisis. If you want to try to prevent those kinds of deaths, please invest in treatment

programs, not freeway lanes.

So disappointed in your greenwashing of this nonsense. I'm not buying it, and neither are most Portlanders - hence

we elected Jo Ann Hardesty. This is just about moving freeway drivers through faster so they can get to their

outlying homes / Vancouver tax haven.

These hundreds of millions could be spent elsewhere and actually improve human health.

Thank you for the opportunity to comment,

Shara Alexander

**Attachments:** N/A

## 2019 0329 Sharon Birrel

**Comment:** I am speaking out as a Portland native against the proposed I 5 freeway expansion in North Portland. Climate change is real and the biggest threat facing us at this time. I have observed the changes over time in this area including the effects of increased wildfires and drought. It is deeply troubling. We should be working towards sustainable non carbon emitting transportation options. Sustainable forms of alternative transportation and walkable, liveable neighborhoods should be the focus, not expanded LA style freeways. To accommodate more carbon emitting traffic is counterproductive in light of the undeniable climate science.

As a native of this area I have always thought of Oregon and Portland in particular as leaders in environmental stewardship. As the city continues to grow we must keep environmental and human impact in the forefront especially when considering large impactful projects such as this. Adding freeway lanes that accommodate more carbon fueled vehicles, especially so close to a middle school, is simply not the answer. A full environmental impact study that addresses environmental and human impact of this project needs to be completed and the results be made available to the public before any action is taken by ODOT on this project.

Thank you for the opportunity to comment on this proposed project. I sincerely hope you will take this opinion under consideration.

**Attachments:** N/A

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## 2019 0311 Sharon Miller

**Comment:** Please do not implement decongestion pricing, as it disproportionately affects low income families. Working to reduce traffic in other ways seems advisable, by increasing public transportation options.

**Attachments:** N/A

## 2019 0401 Sharon Nasset

*Economic Transportation Alliance/Third Bridge Now*

**Comment:** I Testified At The Oregon Transportation Commission

March 21, 2019 Concerning How The Rose Quarter

Environmental Assessment Process

It is imperative that a Full Environmental Impact Statement be started immediately.

The Environmental Assessment for the Rose Quarter, I-5 and I-84 area has been all outreach and NO REACH IN for the public. Divide and conquer

The very fact that the hearings and “informing briefings” have been on the news stations as contentious, overly crowded, with picketing, signage, speeches, and marches demanding our BASIC CIVIL RIGHTS for a Full Environmental Impact Statement

I found it easier to drive to Salem and make my comments about the process in front of the Oregon Transportation Commission then to attend the “opportunities” and the way the citizen public comment process was being handled. I would like my video testimony to be added to the formal citizen comment for EA of the Rose Quarter.

I testified at the Oregon Transportation Commission March 21, 2019 concerning how the Rose Quarter Environmental Assessment process and citizen comment on the EA that it has not been good and the project should not continue. The OTC link is below I spoke 22 minutes and 45sec

<https://www.youtube.com/watch?v=I1Ekbi6-FQM&t=1665s>

The growing chorus of civic organizations, elected officials, neighborhood associations, business associations, and individual stating numerous significant environmental issues with the “proposal” plans the departments of transportation have cobbled together from several plans, years old, and studies that have never been though a thorough NEPA Process Environmental Impact Statement.

Sharon Nasset Economic Transportation Alliance / Third Bridge Now 503.283.9585

Sharonnasset@aol.com

**Attachments:** [2019 0401 Sharon Nasset ATT1](#); [2019 0401 Sharon Nasset ATT2](#)

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## 2019 0401 Sharon Nasset 2

**Comment:** Significant interest in the Environmental Assessment clearly states the imperative need for a full Environmental Impact Statement to take place immediately.

**Attachments:** [2019 0401 Sharon Nasset 2 ATT](#)

## 2019 0401 Sharon Nasset 3

**Comment:** Please add to the formal citizen comment on the I-84 Environmental Impact Statement A~1

**Attachments:** [2019 0401 Sharon Nasset 3 ATT1](#); [2019 0401 Sharon Nasset 3 ATT2](#); [2019 0401 Sharon Nasset 3 ATT3](#)

## 2019 0401 Sharon Nasset 4

**Comment:** Please add to the formal citizen comment on the I-84 Environmental Impact Statement A~2

**Attachments:** [2019 0401 Sharon Nasset 4 ATT1](#); [2019 0401 Sharon Nasset 4 ATT 2](#)

## 2019 0401 Sharon Nasset 5

*Economic Transportation Alliance/Third Bridge Now*

**Comment:** A Need For Study: Separate attempts to "study" the Environmental Assessment study boundaries over the decades are numerous pointing to the ABSOLUTE need for an Environmental Impact Statement

on any project being considered to go forward.

In the 1980's the Oregon and Washington Legislators came together and stated that the I-5 Freeway through

Portland was over capacity for the volume, speed of a freeway, and was rated F on FHWA traffic flow charts.

The I-5 freeway failed, even after the opening of the I-405 Freeway By-pass. This lead to putting in metered

ramps as a "temporary solution" sending additional freeway traffic overflow onto the surface level streets

adjacent to the I-5 and I-84 freeways.

The freeway Ramp Meters as a "temporary" solution started decades ago in the 1980's.

Since then several committees, study groups, and plans have developed became of the numerous traffic volume

problems in the area, stating the need for a comprehensive plan and a full EIS.

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After decades of redirecting traffic the majority of the surface level streets in the area have failed. Unable to

handle traffic levels, pushed onto local neighborhood streets that are not equipped to for high capacity vehicle

usage levels.

In 2001 the I-5 Portland / Vancouver Transportation and Trade Partnership (I-5 Partnership) Environmental

Impact Statement boundaries from I-5 and I-84 freeways in Portland to I-5 and I-205 in Vancouver WA was

shorten to the Bridge Influence Area removing the area south of Columbia Blvd. through the Rose Quarter

Area. Stating the complexity of the two areas was to great for one Environmental Impact Statement and

recommendation to start a process for the Rose Quarter Area needed to be addressed separately.

In 2006 the Columbia River Crossing Environmental Impact Statement boundaries from I-5 and I-84 freeways

in Portland to I-5 and I-205 in Vancouver WA was shorten to the Bridge Influence Area removing the area

south of Columbia Blvd. through the Rose Quarter Area. Stating the complexity of the two areas was to great

for one Environmental Impact Statement and recommendation to start an EIS process for the Rose Quarter Area

needed to be addressed separately. \*See Clark County Board of Commissioner December 18, 2006

2010-2012

I-5 Broadway/ Weilder Facility Plan

North/ Northeast Quadrant Plan

And other neighborhood plans

At least 70 "alternatives" mostly likely components where recognized by this Environmental Assessment

Separate attempts to "study" the Environmental Assessment study boundaries over the decades are numerous

pointing to the absolute need for an Environmental Impact Statement on any project being considered to go

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forward.

The challenges in this one small area demand

A Full Environmental Impact Statement

The NEPA process states the need for an Environmental Impact Statement

When significant Environmental effects MAY OR Will occur

The confluence of commerce, transportation, event centers, shopping center, restaurants galore, and

vibrate residential neighborhoods, schools, parks, old and new homes, justify a full EIS

~~ All of the below complexes, transportation infrastructure, PLUS schools, parks, historical structures,

and residents are inside the Environmental Assessment Area and directly adjacent.

No major plan that encompasses these high traffic needs of these complexes has been done.

This area of North and Northeast Portland has regional, national, international, and local traffic plus

being the area of the I-5 freeway system with the largest amount of accidents, congestion and pollution in

the entire state. The pollution and noise levels in the area exceed national health requirements. The start

of the I-84 Interstate Freeway to the interior of the United State and crossing the country is a tremendous

economic benefit.

This part of our neighborhood has the two Interstate Freeways I-5 and I-84 it also HOST :

The I-405 freeway Fremont Bridge and ramps

The Emanuel Hospital complex covering several blocks, once a residential neighborhood

The Lloyd Center first mall in America, once a residential neighborhood

The Veteran's Memorial Coliseum complex, once a residential neighborhood

The Rose Quarter complex and parking lots, once a residential neighborhood

The Oregon Convention Center complex, once a residential neighborhood

The federal government 911 building complex, once a residential neighborhood

With these large complexes

Approximately 5 large hotels with parking lots and several tall apartment complexes evolved.

Construction of light rail and streetcar systems.

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~~ All of the above complexes, transportation infrastructure, PLUS schools, parks, historical structures,

and residents are inside the Environmental Assessment Area.

No major plan that encompasses these high traffic needs of these complexes has been done. A comprehensive

Environmental Impact Statement is necessary.

It is Wrong to make our community BEG for our civil rights to an Environmental Impact Statement. We are the ones to decide what is significant to us and significant enough to have a full Environmental Impact Statement done. To know what will be done to us, our children, schools, parks, and the effects! Basic Human Rights respect us.

Attached Clark County Board of Commissioner letter dated Dec 2006

FHWA Citizen Guide to the NEPA process

NEPA Process Chart showing EIS necessary if there May or Will Occur

Sharon Nasset Economic Transportation Alliance / Third Bridge Now 503.283.9585

Sharonnasset@aol.com

**Attachments:** [2019 0401 Sharon Nasset 5 ATT1](#); [2019 0401 Sharon Nasset 5 ATT2](#)

## 2019 0401 Sharon Nasset 6

**Comment:** Please add to the formal citizen comment on the I-84EA and need for Environmental Impact Statement Historic 4(f) Historic Resources: NOTE NO ATTACHMENT PROVIDED

**Attachments:** N/A

## 2019 0401 Sharon Nasset 7

**Comment:** Please add to the formal citizen comment on the I-84 Environmental Impact Statement A~3

**Attachments:** [2019 0401 Sharon Nasset 7 ATT](#)

## 2019 0327 Shawn Fleek et al

*OPAL - Environmental Justice Oregon; Neighbors for Clean Air; 350PDX*

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**Comment:** I-5 Rose Quarter Freeway Expansion Letter - Public Comment. <<Submitted by NMF>>

Please find attached an op-ed published in BikePortland.org co-authored by representatives from OPAL - Environmental Justice Oregon, Neighbors for Clean Air, and 350PDX. We wish to submit this to the record for public comment in opposition to ODOT's proposal to widen the Rose Quarter Freeway.

A Year of Bad Headlines for Freeway Expansion: Public Comment on ODOT's Rose Quarter Freeway Expansion Project

(A slightly modified version of this letter was originally published as an Op-Ed in BikePortland.org on February 18, 2019. <<Footnote 1>> We are eager to submit this for the public record on the ODOT Rose Quarter Freeway Expansion project).

In 2017, the nascent No More Freeways coalition published an editorial in The Oregonian asking elected officials for an honest reassessment of the Oregon Department of Transportation (ODOT)'s plans to spend hundreds of millions of dollars to expand the Rose Quarter Freeway in North Portland. <<Footnote 2>>

Since then, headlines over the last eighteen months have only confirmed that this is a gravely misguided project.

Last March, the Portland Mercury reported ODOT's own consultants concluded the Rose Quarter freeway expansion wouldn't have any discernible impact on congestion. <<Footnote 3>> This finding may be counterintuitive, but it is a textbook example of the concept of "induced demand," a phrase transportation planners use to describe the phenomenon in which more lanes of freeways only lead to more eager motorists electing to drive. The Mercury also reported that, despite requests from advocates and elected officials, ODOT has refused to study whether decongestion pricing initiatives could solve the corridor's gridlock by itself, without wasting hundreds of millions on a widening project that does nothing to reduce congestion.

Secondly - as a result of induced demand, our community will suffer from worse air quality and pollution. In May, Willamette Week detailed the alarmingly poor air quality at Harriet Tubman Middle School. <<Footnote 4>> Researchers suggested students should avoid outdoor recess, and yet ODOT plans to literally expand I-5 into the backyard of the newly-reopened school. The latest studies on air pollution are grim - poor air quality is linked to lung disease, poor student performance, <<Footnote 5>> heart disease, dementia <<Footnote 6>> and diabetes. <<Footnote 7>> ODOT speaks to the importance of healing the Albina neighborhood's scars from urban renewal, but it is impossible to heal these scars by further polluting air near children's classrooms. Speaking of public health, ODOT has tried to sell the freeway widening as a safety project. But last October, Willamette Week punctured these phony claims, concluding that the stretch of freeway in question hasn't seen a traffic fatality in over a decade. <<Footnote 8>> Meanwhile, ODOT's regional arterials remain shockingly dangerous and deadly.

Finally, squandering half a billion dollars widening a mile of freeway is an egregious form of reckless climate denialism. We've all felt the unease that permeates our communities when our

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neighborhoods are cloaked with the wildfire smoke that has draped itself through the Willamette Valley three of the past four summers. October's IPCC report warned that phasing out fossil fuels in eleven years was essential to avoiding the destruction of society as we know it. Last month's reporting by The Oregonian suggests that even with passage of pending carbon legislation, Oregon won't hit carbon reduction targets without fundamentally reducing emissions from private automobiles. <<Footnote 9>> It is frustrating to watch self-proclaimed environmentalists in City Hall and Salem champion freeway expansion when 40% of Oregon's carbon emissions come from transportation. The hurricanes, fires and floods are only growing stronger.

Expansion of this freeway represents a complicit willingness to ignore Oregon's responsibility to future generations and the planet.

Future headlines will only make it more self-evident that spending billions on freeway expansions across the region is a wholly inappropriate use of taxpayer dollars given the daunting challenges Oregon faces. We encourage Oregonians committed to cost-effective governance, our children's lungs and the planet our children will inherit to join us in asking ODOT to conduct a more thorough Environmental Impact Statement that more rigorously studies the significant impacts this project will have on our community.

## FOOTNOTES:

1 This op-ed is available online at <https://lbikeportland.org/2019/02/18/guest-opinion-a-year-of-bad-headlines-for-freeway-expansion-295697>.

2 "Portland leaders have a choice: increased congestion or courageous leadership (Guest opinion)" The Oregonian: [https://www.oregonlive.com/opinion/2017/09/portland\\_leaders\\_have\\_a\\_choice.htm](https://www.oregonlive.com/opinion/2017/09/portland_leaders_have_a_choice.htm)

3 "A New Report Shows Highway Widening Won't Solve Portland's Congestion Woes" Portland Mercury: <https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes>

4 "A Middle School Prized by Portland's Black Community Would See Its Poor Air Quality Worsen With a Rose Quarter Highway Expansion" Willamette Week: <https://www.wweek.com/news/2018/07/04/a-middle-school-prized-by-portlands-black-community-would-see-its-poor-air-quality-worsen-with-a-rose-quarter-highway-expansion/>

5 "How Car Pollution Hurts Kids' Performance in School" CityLab: <https://www.citylab.com/environment/2019/02/air-pollution-kids-health-data-school-academic-test-scores/581929/>

6 "Researchers warn a common air pollutant is a driver of dementia, even at levels below current EPA standards" Washington Post

[https://www.washingtonpost.com/business/2018/09/05/researchers-warn-that-common-air-pollutant-is-driver-dementia-even-levels-below-current-epa-standards/?hpid=hp\\_hp-top-table-main-air-pollution%3Ahomepage%2Fstory&hpid=hp\\_hp-top-table-main-air-pollution%3Ahomepage%2Fstory&utm\\_term=.341e73c33e2e](https://www.washingtonpost.com/business/2018/09/05/researchers-warn-that-common-air-pollutant-is-driver-dementia-even-levels-below-current-epa-standards/?hpid=hp_hp-top-table-main-air-pollution%3Ahomepage%2Fstory&hpid=hp_hp-top-table-main-air-pollution%3Ahomepage%2Fstory&utm_term=.341e73c33e2e)

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7 "A Frightening New Reason to Worry About Air Pollution" The Atlantic:

<https://www.theatlantic.com/health/archive/2018/07/a-frightening-new-reason-to-worry-about-air-pollution/564428/>

8 "State Officials Say I-5 in the Rose Quarter Poses a Deadly Danger. Police Reports Undercut That Claim." Willamette Week: <https://www.wweek.com/news/city/2017/10/11/state-officials-say-i-5-in-the-rose-quarter-poses-a-deadly-danger-police-reports-undercut-that-claim/>

9 "With emissions on the rise, Oregon falls well short of greenhouse gas reduction goals" The Oregonian. <https://www.oregonlive.com/politics/2018/12/with-emissions-on-the-rise-ore.htm>

**Attachments:** [2019 0327 Shawn Fleek et al ATT](#)

## 2019 0327 Shelby Ness

**Comment:** Hello,

I am writing to express my opinion regarding the I5 expansion. I think the expansion of the I5 Rose Quarter corridor is exactly opposite of what this city needs and pretends to be about. Portland is supposed to be a green, forward thinking city working towards reducing climate change, yet expanding the highway corridor to give cars the advantage, while leaving buses in the dust and climate change causing pollution is in contrary to this. Portland needs to focus on ways to get more people taking public transportation and out of single occupancy vehicles. As this city grows, the citizens do not want to see it grow into a Seattle or LA. We do not want to see bumper to bumper traffic, or congestion and rush hour traffic. To best avoid this, we need to prioritize buses. When the city prioritizes buses, the citizens prioritize the bus. If a bus is sitting in the same traffic that single occupancy vehicles are sitting in and going nowhere, people will continue to drive. When a bus is zooming by single occupancy vehicles and those drivers see bus riders arriving to work faster than those sitting in their cars, they will get out of their cars and take the bus. In order for this to happen, Portland needs to spend the money that is allocated for the highway expansion on dedicated bus lanes. It is simple really. Reducing climate change and reducing the dependency on single occupancy vehicles should be the top priority of the city and dedicated bus lanes are a sure fire way to do this.

Put your money where your "green" mouth is Portland. Step up and prioritize the bus and reducing single occupancy vehicle use by prioritizing public transportation.

Thank you,

Shelby Ness

**Attachments:** N/A

## 2019 0329 Shelby Schroeder

**Comment:** I think that planning for the I-5 expansion at Rose Quarter should be halted based on the lack of transparency ODOT has provided; the known environmental impacts of highway

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expansion; the proof that expansions don't curb congestion; and because planned congestion pricing may achieve the intended results. Most importantly, ODOT's secretive inflation of congestion figures by presupposing a 12-lane Columbia River Crossing is a violation of ethics, and calls into question why ODOT is pushing so hard for this project.

**Attachments:** N/A

## 2019 0325 Shelby Simmons

**Comment:** I say no to the freeway expansion. What we should be expanding is public transit options, more bike and pedestrian lanes. Why add more pollution anyway? Portland and Oregon can do better.

**Attachments:** N/A

## 2019 0401 Shelley Allan-Cole

**Comment:** I urge you to put this freeway widening project on hold and examine other solutions to congestion. I believe that this will make congestion worse. We need to be looking at climate sensitive solutions.

I am also concerned that the project will cost a great deal more than what you propose. We will also negatively impact neighborhoods, schools, and traffic during construction.

I don't see this project as a step toward improving transportation in Portland or in Oregon in general.

Please halt this widening project now, give more time for input and take a 21st century point of view to solve traffic congestion.

Thanks for listening,

Shelley Allan-Cole

**Attachments:** N/A

## 2019 0227 Sherry

**Comment:** What happened to Oregon progressive GREEN thinking?? Why do humans have to destroy environment for its own selfish reasons- better driving?? Hello, put a train on the internet; make people pay huge driving fees- THINK of something other than making our carbon footprint bigger- what happened to OREGON, my OREGON- is it only Californians now who control our vision of a NEW GREEN WORLD? STOP now, why is it that we have to accommodate everyone that wants to move here- so you and your friends can line their pockets? That what it seems like as NO thought is being given to the rights of animals, trees and the environs of Portland. SHAME ON YOU.

**Attachments:** N/A

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## 2019 0402 Sherry Bohannon

**Comment:** What city do I live in? I thought it was PORTLAND. The Portland I helped build believed in things like GREEN spaces; reduction of toxic substances into the air, water or earth; no I-5 bridge without planning for mass transit; growth boundaries. Where am I now? I can not believe you would consider this expansion. Is all of California now in key positions in the Oregon system that once fiercely cared for our beautiful state? Really, people will come so we must build and expand? Only those who are solely concerned with profits are in power it seems. This is not the city that I helped build, disaster awaits for the generations that follow- I thought we had a plan to keep the greedy and the gas guzzling out of Oregon for generations to come- that spirit has died and California has arrived to destroy our state just like they did their state. You who would make such a decision as expanding the freeway will not have a different legacy- we came, we destroyed, we didn't think, we just reacted.

**Attachments:** N/A

## 2019 0329 Sherry Salomon

**Comment:** We do not need the freeway expanded. We need to find solutions that are environmentally sensitive and do not destroy the air we breathe and destroy our quality of life.

Expansions, at best, are temporary. Soon we will need more and more expansions leading to the destruction of our lives and the environment.

**Attachments:** N/A

## 2019 0329 Shika Kimura

**Comment:** Please invest in public transportation and the MAX. Express service and stops would be an obvious choice. Also instead of freeway expansion, please improve current infrastructure.

**Attachments:** N/A

## 2019 0329 Shirley Gibbons

**Comment:** Build a road and cars will come. I gave up my car and driving several years ago. This is not an option for everyone, but I see nearly every car with only the driver..no passengers. Trimet provides excellent service almost 24 hours a day. Try it! You might like it. Let someone else drive.

I am a very senior citizen. Lifelong Portlander. Most folks my age should have given up the right to drive long before. Remember that owning a car and driving are precious privileges, not rights.

**Attachments:** N/A

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## 2019 0401 Simone Crowe

**Comment:** To Whom It May Concern, I am very concerned about the proposal to widen I-5 in Portland, please do NOT spend \$500 million on a project that will contribute to climate change, degrade public transit and hurt our public spaces.

We know that widening this freeway will do nothing for traffic congestion in the long run. It will only induce demand and set our city's traffic problem back. It will only mean more air pollution in the Rose Quarter.

Instead, let's invest this money in bike lanes, public transportation, or even closing roads. At the very least, invest it in updates to east Portland roads.

From equity, climate change and transportation perspectives, this freeway expansion is a bad idea.

I urge ODOT to conduct an EIS.

Simone Crowe Portland, OR

**Attachments:** N/A

## 2019 0330 Sohpia Cain

**Comment:** Please don't expand the freeway! We already have some of the worst air pollution and this will just make it worse. What we need is better public transit options and safer biking routes to get cars off the road. Please don't disrupt our city traffic with this unneeded expansion. It will be a massive waste of money and it won't fix the problem. Look at the research!

**Attachments:** N/A

## 2019 0307 Soren Impey

**Comment:** The claims that this project will significantly enhance multimodal service are not credible. The project eliminates a high quality ped/bike-friendly bridge (Flint) and replaces it with a steep and less accessible crossing. The bike improvements on Williams and Vancouver also seem minimal. Why no improvements on Broadway and Wiedler?

The analysis of air toxics and pollutants is also not credible. Why were there no analyses of pollution levels on the caps and on the new crossing infrastructure? The decrease in pollution relies on the premise that vehicle idling would be reduced. This is ridiculous given the likelihood of induced demand. Moreover, many vehicles no longer idle. Given that these new two lanes are likely to fill up this ill conceived project is almost certainly to increase pollution, increase climate-destroying motor vehicle use, and increase the stress and harm to Portlanders living in this area of NE Portland. Please reconsider this terrible project.

**Attachments:** N/A

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## 2019 0402 Soren Impey

**Comment:** The City of Portland and the metro region have committed to reducing greenhouse gas (GHG)

emissions by 80% by 2050. Oregon has also committed to a 75% reduction in emissions by 2050. Because transportation represents ~40% of emissions in Oregon and Portland, ODOT's proposal to expand the I5 freeway near the Rose Quarter makes a mockery of these goals. The principle of "induced demand" has been repeatedly replicated and indicates that this highway expansion would stimulate increased driving and increased vehicle emissions (<https://www.citylab.com/transportation/2018/09/citylab-university-induceddemand/569455/>). Thus, ODOT's proposal to build two additional highway lanes is a form of dangerous and quixotic climate change denial. Moreover, the transportation modeling conducted in ODOT's EA is not credible at all.

Instead of using Portland and the metro region's transportation and climate action plans as the basis for modeling, ODOT concocted a model where all infrastructure, including the canceled CRC, would be built and utilized. This is absurd and patently in bad faith! The city of Portland has seen significant reduction in vehicle miles traveled since the 1990s and its stated goal is to reduce VMT by over 60% by 2050 (<https://www.portlandoregon.gov/bps/article/531984>). It is deeply insulting to Portland residents for ODOT to fabricate a model that ignores past trends and shamelessly dismisses the City's own transportation planning.

The planned improvements in public space and active transportation infrastructure are also "shams". For example, the loss of the flint avenue bridge – a direct and heavily used connection – and its replacement with a kafkaesque facility with an unusable ~10% grade is horrifying. The freeway caps are nothing more than left-over construction equipment that are unusable as buildable space and make virtually no effort to connect with the existing streetscape. And many of the other "alleged" cycling and pedestrian improvements on surface streets completely fail to mitigate the risk of crossing multiple lanes of fast moving traffic. Adding additional lanes is not compatible with the city's stated goal of encouraging multimodal traffic and discouraging driving.

I urge ODOT to cancel this ill-considered, unneeded, and over expensive freeway expansion. This revenue must be used for transportation projects, such as light rail, that genuinely take

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into account the region's transportation needs and a more sustainable future.

Sincerely,

Soren Impey

**Attachments:** N/A

## 2019 0306 Sorin Garber

**Comment:** I'm having difficulty finding the Transit Technical Report which is referenced in the ERA. The New and Library tab has a link to Environmental Technical Reports and below that is a link to Transit - Appendix A. The material in that link are descriptions of figures. I'm looking for the detail that supports the analysis of transit operations described on pages 68 and 69 of the EA.

I left a voice mail this afternoon with the same request.

Thank you.

Sorin Garber

**Attachments:** N/A

## 2019 0330 Spencer Alan

**Comment:** I am a resident of Portland and I oppose the Rose Quarter expansion project.

It is hard for me to think that my typed words here will have any impact on the outcome of this discussion. There are far more learned folks than me who also oppose this project but who know and have studied induced demand, congestion pricing, environmental impacts, and climate change. I am afraid that the cacophony of voices in opposition, growing louder and more pained, will be ignored. I wish I knew the magic combination of words, the correct things to write, that would change the minds of the people who can pull the plug.

We, collectively, have the power to build the society we want to live in. I may not know the magic words to stop this project but maybe I can paint a picture of what the society I want to live in looks like to me.

I want to walk around my neighborhood unafraid of being stuck and killed by a motor vehicle.

I want to bike to work unafraid of being struck and killed by a motor vehicle.

I want to sit outside and breathe unpolluted air.

I want to walk along the Willamette river to the sounds of birds and water, not cars and trucks.

I want open plazas, cafes with ample room for outdoor seating reclaimed from streets, pavement turned to grass and trees.

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I want enforced lower speed limits, fewer streets dedicated to vehicle traffic, dedicated bus lanes, expansive light rail.

I want a government that sees the insanity in expanding a freeway that would never suggest such a thing in the first place.

I am a resident of Portland and I oppose the Rose Quarter expansion project. Please, do not do this.

- Spencer Alan

**Attachments:** N/A

## 2019 0326 Spencer Bushnell

**Comment:** I am writing to express my dismay at the proposed highway expansion in the Rose Quarter. I am firmly opposed to enabling more induced demand. Expansion will induce demand and further cement (literally) our city, region, and country in an archaic transportation system.

More needs to be done to combat climate change and enabling more vehicles to travel burns more CO2 and creates more climate change. We need to implement congestion pricing now prior to any expansion. In addition, removal of the Flint avenue bridge makes absolutely no sense whatsoever. Countless pours of concrete went into that along with vast amounts of CO2. Why don't we continue to use that as a facility?

Furthermore, any project in this area should enable re-knitting the street grid and allow building high density buildings on top of the Rose Quarter road sections so that we do not waste more valuable urban land space on SOV's.

Any road project must allow rapid mass capacity transit as well. It does no good to have a bus sitting in traffic.

Please perform the Environmental Assessment / EIS as dictated by current law.

This is a boondoggle that will instantly be filled with greater volumes of traffic ( just like the LA freeway expansion years back).

Thank you

Spencer Bushnell

**Attachments:** N/A

## 2019 0320 Spencer Kroll

**Comment:** The expansion of the I-5 in the Rose Quarter will not solve the traffic problems that Portland is experiencing. The expansion of freeways only creates a situation where more cars fill up the roads and gridlock will still exist. This will not solve the situation. Where more

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investment needs to be spent is at the Columbia River crossing. This is the only spot where I-5 shuts down between Canada and Mexico. This bridge needs to be re-built as soon as possible. Additionally, major investments in the improvement of city infrastructure, such as expanding the max throughout southeast Washington and separate bus only lanes, need to happen. This will more effectively help to mitigate traffic than expanding a freeway and enabling continued gridlock.

**Attachments:** N/A

## 2019 0401 Staci Monroe

*CoP BDS*

**Comment:** On behalf of the Portland Design Commission, we want to thank you for the excellent briefing on March 7, 2019. We also commend you for your continuing work with community members and other stakeholders through the alternatives analysis to-date. It's important that this project accomplish the community urban design goals as identified in the project vision. Below is a summary of our concerns and recommendations to you as you proceed into the next phase:

1. Overall urban design: From our perspective the potential to re-connect and rebuild the community that was lost is paramount. Therefore, the design of the infrastructure is critical and should support these efforts.

2. Pedestrian/Bicycle Features: We commend the effort to improve pedestrian and bicycle connections through this area, but we do note a few areas of concern:

---Some of the intersection corner radii appear very driven by large vehicle turning criteria and not pedestrian safety. On the preliminary plans, these features seem to coincide with unusually wide pedestrian crossings. Higher potential turning speeds and less pedestrian queueing area could lead to a place that does not encourage walking or a safe walking environment. This project should embody more of PBOT'S urban street standards that have evolved to accommodate multimodal mobility.

--- Street design should employ current best practices used by PBOT in existing street re-design and new street design projects throughout the city. Highway geometric design should not encroach into the surface streets of this project. 3. Highway Covers: The concept of covering over a trenched highway to re-connect urban districts is a strong idea and critical to re-establishing a viable neighborhood structure. However, the cover configuration as currently show is flawed in several ways:

---Fragmented, staggered lid shapes due to structural span or ventilation constraints (or other?) are not valuable or useable as open space and are not sized or shaped to accommodate new air rights buildings. The way to re-establish continuity of street level experience from east of I-5 to west of I-5 is to provide continuous public sidewalks and commercial uses at street level. We are at a point in Central City Portland where new fragments of landscape open space that are not programmed with activities, don't have an adjacent active use that spills out to occupy, don't

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have visual cues as to ownership of the space, and don't have a robust management and maintenance program are more liability than asset. Un-housed citizens, substance abuse victims, and a lack of mental health services all produce a population that seeks out unclaimed fragments of public space to set up temporary living. That outcome is not going to advance the re-connecting and re-birth of Lower Albina Neighborhood. Central Open Space: the proposed one-block park space shown in the concept simulations is potentially ill-conceived. Active ground floor uses in future buildings are across very busy traffic streets and essentially cut off from activating the proposed park. Passive activities like strolling, sitting, small gatherings, eating lunch, etc., will all be subject to significant noise impacts of both the surrounding surface streets, highway entrances and exits, and the mainline freeway itself. The covers as illustrated aren't extensive or continuous enough to provide effective noise mitigation. An active building use like offices with ground floor retail or common rooms would seem to have a higher chance of providing continuity at this critical block. The project team should look further into structural capacity for a low-rise commercial building here. 4. Noise Barriers: We have a concern about the possibility of noise barriers against sections along the east edge of the freeway as planned. In the effort to re-connect a fragment of an original neighborhood to a larger, intact adjacent district, physical and visual continuity are important. Buildings with active ground floor space, adequate sidewalks, street trees and amenities all contribute to a continuous experience. However, visual continuity of neighborhood on either side of I-5 is also important. More detail is needed, but it should be noted that noise walls are typically 10-12' tall and made of dense material like concrete to provide noise mitigation. These will isolate the two sides of the neighborhood, to their detriment. Consider transparent noise barriers or other alternative configurations that don't cut off views between areas.

The Commission's feedback is based on the Central City Fundamental Design Guidelines, the approval criteria that applies to most of the project area. Specifically:

- A3: Respect the Portland Block Structures
- A5: Enhance, Embellish & Identify Areas
- A7: Establish and Maintain a Sense of Urban Enclosure
- A8: Contribute to a Vibrant Streetscape
- B1: Reinforce and Enhance the Pedestrian System
- B2: Protect the Pedestrian
- B3: Bridge Pedestrian Obstacles
- B4: Provide Stopping and Viewing Places
- B5: Make Plazas, Parks & Open Space Successful
- C1: Enhance View Opportunities
- C4: Complement the Context of Existing Buildings
- C5: Design for Coherency

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C7: Design Corners that Build Active Intersections We encourage to continue the dialogue with all stakeholders as you move into the project's next phase. We look forward to our next briefing with the project team during the public urban design phase planned for Spring of this year. As mentioned in the briefing, a Design Commissioner may be available to be on urban design panel. Please reach out when this panel is being formed.

**Attachments:** [2019 0401 Staci Monroe ATT](#)

## 2019 0401 Staci Monroe

*City of Portland Bureau of Development Services*

**Comment:** Thank you, Megan.

**Attachments:** N/A

## 2019 0330 Steph Gaines

**Comment:** Freeway expansion will not solve congestion. The facts support this. Portland should be leading environmental initiatives and coming up with smarter ways to solve traffic issues.

**Attachments:** N/A

## 2019 0401 Stephan Leger

**Comment:** I am writing to express my strong opposition to the proposed Rose Quarter I-5 freeway expansion. There are many deeply problematic issues with the project, but some of the most important ones are: racial inequity, environmental pollution, ineffectiveness in terms of reducing congestion, and wasting/misusing our public funds. I will elaborate on each of these reasons below.

- Racial Inequity: I-5 runs alongside the historically black community of Albina, and its emissions disproportionately impact people of color. This particularly impacts the Harriet Tubman Middle School, which sits right next to the freeway. Rukaiyah Adams of the Albina Vision Trust has sent a letter requesting a full Environmental Impact Statement for the project.
- Environmental Impact: Research has shown that freeway expansion projects like this one, increase traffic and, therefore, emissions as well. Transportation accounts for 40% of Oregon's climate emissions. We need to decrease these emissions, not increase them, and this project is a major step in the wrong direction in this regard.
- Ineffectiveness: The project goal is to decrease congestion, but because expansions have been shown to increase the number of cars on the road, they don't actually improve congestion.
- Misuse of Public Funds: The project is projected to cost \$500,000,000 and it would likely go over budget and cost even more. There are so many useful projects that could be done with that money (things like adding sidewalks to historically under-served neighborhoods in East Portland

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or expanding our buses and other forms of public transit) rather than on harmful and counterproductive projects like this one.

**Attachments:** N/A

## 2019 0325 Stephan Morris

**Comment:** The last thing we need is more freeways. Put the money into transit and active transportation.

**Attachments:** N/A

## 2019 0326 Stephanie Byrd

**Comment:** Please do not expand any more freeways until we improve our existing infrastructure to make it safer, healthier, and easier for Portlanders to get around our city. What a waste of money when it has been proven over and over that widening freeways only worsens traffic, increases pollution, and encourages the kind of development patterns that weaken our cities. Please implement decongestion pricing to reduce congestion and create revenue for maintaining our current infrastructure. If you aren't willing to at least try this first, I have a hard time believing you have the best interests of regular Portlanders in mind.

**Attachments:** N/A

## 2019 0401 Stephanie Byrd

**Comment:** Please don't go ahead with this project. I drive my car often in Portland and would love to get rid of it, but auto travel is subsidized to such an extent (via zoning regulations, building codes, parking subsidies, tax code, and many other ways) that transit and active transportation can't compete. Please invest in making it safe and easy to walk, bike, and ride transit instead of adding to the mess that cars are making of our city. Why are there still places it is impossible to walk to but possible to drive a car to? Let's take care of that problem first.

**Attachments:** N/A

## 2019 0523 Stephanie Jarem

**Comment:** The I5RQ project's main goal is "safety" which seems reasonable as it relates to the fact that it is the highest crash corridor; however, the focus should really be on improving areas where there are the highest fatal and severe injuries, as THAT would be the greatest improvement in safety and health. There are other ODOT roads that are incredibly dangerous and could save lives with improvement. This project does not do enough for safety, congestion, air quality, or even reliability to warrant the cost to the state, especially when other projects in areas that are less well-served or are historically underserved (e.g., east Portland's 82nd Ave) could benefit.

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**Attachments:** N/A

## 2019 0306 Stephanie Noll

**Comment:** I'm writing to express my concern about the environmental impacts of a Rose Quarter Freeway Expansion.

I am a resident of North Portland, living just a few blocks from I5. I cross over the highway daily to bike my children to our neighborhood school, Beach Elementary, and I too have spent my share of time in stopped or slow-moving traffic on I5 on my frequent commutes to Salem. My family breathes the polluted air of traffic idling on I5 on a daily basis.

Investing in expanding the interstate bottleneck at the Rose Quarter is not a reasonable solution to congestion, especially when regarding the cost of the project. Expanding freeway capacity will only expand drive alone trips and associated emissions.

If we are serious as a region about reducing congestion and carbon emissions, we should instead invest on the same scale in increasing transit capacity and bike and pedestrian infrastructure. I live only 5 miles from downtown Vancouver, yet have no reasonably direct option for getting across the river except by personal vehicle. (I find the current bike facilities on the Interstate bridge terrifying.) I have great transit options for getting to downtown Portland and use them frequently, but our transit system is inadequate for traveling efficiently on the regional scale. My family bikes daily for neighborhood trips, and would bike much farther, but there are huge gaps in our regional trail and bike/ped network.

Investing \$500 million instead in light rail, enhanced transit lanes, and off-street or protected bike and pedestrian infrastructure would be far more transformative for our region and our daily commutes. We will not meet our climate smart or freight mobility goals by investing this sum in a 1.5 mile freeway project.

There are much better solutions to the problem we're trying to solve than freeway expansion.

Sincerely,

Stephanie Noll

5801 N. Albina Ave.

Portland, OR 97217

**Attachments:** N/A

## 2019 0303 Stephen Bachhuber

**Comment:** I strongly, vehemently oppose the freeway expansion proposed for the Rose Quarter area of Portland. It is an ineffective way to spend taxpayer money when ODOT's own calculations report that congestion will return again by 2027. It is a waste when \$500 million could be spent to improve transportation in so many other ways. It ignores the urgency of

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climate change and the need to act swiftly and decisively to terminate all new fossil-fuel infrastructure, which includes freeway expansion. Finally, it is poisoning us. Diesel and gasoline exhaust contain extremely hazardous substances directly linked to deteriorating health and higher death rates. I live in an area of high fine-particulate contamination- the Brooklyn neighborhood sandwiched between Highway 26 and Highway 99. I personally suffer from the effects of bad air, and I worry about the effects on my children and grandchildren. I don't wish this problem on anyone, especially the children of Tubman Middle School and the people of North Portland. All of us can't just sell out and move to the suburbs- isn't that part of the problem anyway? Stop expanding freeways and stop fossil fuel infrastructure. This idea is a boondoggle.

**Attachments:** N/A

## 2019 0402 Stephen Carson

**Comment:** Widening roads doesn't fix traffic. At best, it pushes congestion to the next bottleneck. In the face of a climate catastrophe, spending half a billion dollars to widen a stretch of road is gross malpractice. You could be taking vehicles off the road. You could be expanding buses, light rail, bike lanes, and sidewalks. You could be relieving people of the necessity and economic burden of car ownership, and lessening the hardship of those who cannot drive, be it due to disability, poverty, or legal status.

Fewer cars, not wider roads! Public transportation now!

**Attachments:** N/A

## 2019 0227 Stephen Galas

**Comment:** Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor.

Have you seen our video highlighting how ODOT's proposed freeway widening would expand I-5 into the backyard of Harriet Tubman Middle School?

Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black.

Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a

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transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.

Opportunity Costs: Even \*if\* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.

Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community)

Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor \*without\* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion \*completely\* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. (There are meaningful, valid concerns about how to implement decongestion pricing fairly – we've explored that in letters to the Oregon Transportation Committee last year)

**Attachments:** N/A

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## 2019 0305 Stephen Gomez

**Comment:** I write to oppose the investment of +/- \$500M in the I-5 Rose Quarter area as proposed by ODOT.

It is a well known fact that expanding freeways does nothing to reduce congestion--we only have to look to Los Angeles and the failure of the expansion of I-405 as one recent example: <https://www.lawweekly.com/news/11-billion-and-five-years-later-the-405-congestion-relief-project-is-a-fail-5415772>

The expansion of I-5 will directly impact Harriet Tubman middle school which sits above the freeway with increased pollution. This is a school historically and currently serving young students of color. The impacts of gentrification and displacement to this neighborhood, including the original construction of I-5 are well known--expanding the freeway will only continue this legacy.

We have arrived at point where all science says that climate change is definitively man-made and in Oregon our leading cause of greenhouse gases is transportation. A half-billion dollar investment in enabling more single-occupancy vehicle transportation is willfully ignoring climate change science.

Investments to enable transportation around our region are needed but should be directed into public transportation including bus rapid transit and safety and flow improvements to state highways that run through urban areas including protected bike lanes and sidewalks.

Lastly the only proven tool to manage decongestion is road use pricing including variable pricing schemes to reduce or redirect trips at peak hours. This tool reduces single-occupancy vehicle trips and enables the flow of truck freight. Road pricing can employ modern technologies to provide solutions that do not burden low income community members.

Thank you for your consideration.

Stephen Gomez

**Attachments:** N/A

## 2019 0331 Stephen Hodges

**Comment:** Please widen the freeway! The congestion is so bad now. Any amount of money to alleviate congestion is worth it.

Stephen Hodges

Portland Oregon

**Attachments:** N/A

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## 2019 0401 Stephen Judkins

**Comment:** I am deeply concerned about the assessment, which is not consistent with any recent, real environmental impact of freeway expansion. It will almost certainly increase miles driven and emissions.

Further, I am concerned that the engineering drawings are inconsistent with the promotional graphics used to promote the project in previous meetings. Multiple switchbacks have appeared and we have no guarantees it will not change further.

**Attachments:** N/A

## 2019 0401 Stephen Judkins

**Comment:** Hello,

I live in North Portland near the Rose Quarter and expect my children to attend Tubman middle school. Further I am a regular commuter through the area. I've been following this project closely and have concluded it would be an enormous mistake to continue with the current plans, for the following reasons:

The project represents a real increase in capacity that will increase the amount of traffic and pollution according to the well-understood, empirically verified concept of induced demand. Traffic projections include a non-existent new Columbia River bridge expansion, as well.

Air quality will absolutely decline at a historically disadvantaged middle school. Children will not be able to play outside much of the year if they follow medical recommendations.

Initial promises included improvements in pedestrian and bicycle infrastructure in the area. As plans are solidifying, it's clear that this will represent a far worse pedestrian experience and a more dangerous situation for vulnerable road users. Some of the infrastructure--on one of Portland's busier cycling and walking routes--won't even be ADA-compliant because it's so steep.

Studies show an improved level of service for drivers, but speed and convenience for transit users, pedestrians, and cyclists were not even included. Further, it's implied that the streetcar and esplanade may be closed during construction but there is zero indication for how long or what the alternatives will be. One the busiest and most popular cycling routes--the esplanade--may be closed for several years without an

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alternative.

I will do whatever I can to halt this project, since it's clear it offers few benefits with enormous costs.

Thank you,

Stephen Judkins

**Attachments:** N/A

## 2019 0327 Stephen Tokarski

**Comment:** Even if this freeway expansion would reduce traffic (it won't), it would be so far down on the priority list that it shouldn't be part of the discussion. There are so many other things that you could do with this \$500 million, it boggles the mind that this is what we would choose to spend it on.

So it's no wonder that ODOT has launched a deliberately deceptive campaign in order to support it, and ignored public comments thus far, which have been almost universally opposed to it.

Don't do it, don't do it, don't do it.

**Attachments:** N/A

## 2019 0312 Steve Bozzone

**Comment:** Hi, I'm Steve Bozzone. I used to live in the neighborhood before I was no-cause evicted, but that's a whole other story. I was on the committee, I was joined by my neighborhood in voting no on the project. I just want to say that this has never been about the surface streets. The first meeting started with this big flying diamond diagram and that's where we started. And so we're supposed to be happy that we didn't bulldoze the entire Rose Quarter and we just bulldozed most of it. So I just wanted to dispel that myth. That this is completely a highway widening project and it has been from the start. And as someone who has been a part of the process this entire time, I've been very disappointed. In fact, ODOT staff -- I tried to build relationships with them at these meetings, and they laughed at me. They laughed at me for asking for information, and we're seeing that again with the failure to release all the data that we've been asking for and the failure to extend the comment period or to take a full environmental assessment. To address the point about funding, Commissioner, I think we can do it. I think we can do it together. This is Oregon money and we're Oregonians and we can do this. Yes, it takes some work and we would have to be strategic, but we can redirect that money. And that money doesn't start flowing until 2022. We have plenty of time to direct this money to where it matters most and where it will save the most lives on ODOT's high-crash corridors. Thank you.

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**Attachments:** N/A

## 2019 0331 Steve Bozzone

*North/Northeast I/5 Rose Quarter Stakeholders Advisory Committee Member*

**Comment:** To Whom it May Concern:

The proposed I-5 Rose Quarter Freeway Widening Project is a scientific, environmental and moral failure.

I say this project is a failure confidently as a community member who sat on the N/NE I-5 Rose Quarter Stakeholders Advisory Committee (SAC). What I found to be concerning during that dubious and highly inequitable public process remains today, only now that we have more information on the details of ODOT's plans, my concerns have grown into show stoppers that must be addressed before the project can move forward.

The project must undergo a full Environmental Impact Statement process. Anything less sets a troubling precedent for future freeway expansion projects through Oregon's most populated county.

The project will have serious impacts on Portland's local air quality and public health and must undergo further study. This project will bring more cars and their pollution. The widening of the freeway by over 20 feet will lead to an increase in the heat-island effect of the current highway. Brake dust, diesel, oil, gasoline and other pollutants will be emitted on the ground and dispersed into the air. The project will permanently disturb the riverbeds of the Willamette River.

ODOT failed to provide necessary information to the public in a timely manner, releasing data late into the current public comment period. ODOT has refused to extend the public comment period. ODOT conducted design meetings for the public during afternoon work hours. ODOT has acted in bad faith, obscuring public records and data until the last minute.

ODOT has not conducted adequate public outreach and meaningful engagement of the local community in addition to local agencies. This includes Portland Public Schools, Harriet Tubman School, Eliot Neighborhood, Boise Neighborhood, King Neighborhood, Portland Parks, and Albina Vision. I can also speak to this first hand having been a long term participant of ODOT's disappointing public process.

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ODOT has not calculated the amount of delay created for people walking, biking or riding transit. Due to the location of ODOT's desired highway widening, there are serious deleterious impacts to the local urban walking, biking and transit networks. While ODOT has not adequately studied admits transit will be delayed by this project. We need more information about the impacts of the highway widening, replete with new ramp designs, new auxiliary lanes and new surface street lanes.

This project fails to address the harmful, racist impacts of the current I-5 freeway on Portland's historically Black Albina and Jumptown neighborhoods. There are no components of this project that address the impacts of I-5 to Portland's Black community, including historic redlining, systemic divestment and institutional racism.

The I-5/RQ Freeway project fails to support the community-led Albina Vision coalition, which proposes a true reconnecting of the neighborhood grid over I-5, buildable freeway caps, new mixed-use development and affordable housing. ODOT already admits the proposed freeway "lids" will not support these development goals in any shape and form.

In violation of Oregon's Climate this project fails to address climate change and Oregon's carbon reduction goals in any meaningful way, and will likely lead an increase in carbon emissions. According to the Oregonian and the Oregon Global Warming Commission 2018 Report, " There are three main ways to lower those emissions: Boost the conversion rate to electric vehicles; substantially increase public transit; and modify urban design over time to support electric vehicles, bikes, walking and public transport. " See attached chart illustrating the path necessary for meeting Oregon's carbon reduction goals. All of our transportation projects must be considered in the context of Oregon's frontline battle with climate change.

The project will encroach into an existing Public park, the Vera Katz Eastbank Esplanade. The new support structures and bridge decking that must be built to accommodate the addition of new lanes to the I-5 highway will take away important public access from the riverfront. It will bring short and long term detours to existing bike and pedestrian pathways. The project as currently designed is not compatible with public use of Portland's Eastbank Waterfront park.

The project uses inaccurate traffic projections and fails to consider planned Congestion

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Pricing tools in ODOT's near-future plans. Congestion pricing is a proven method for successfully reducing traffic congestion. ODOT has failed to incorporate this available tool in their planning. ODOT has put their thumb on the scale and factored in predicted vehicle trips based on unbuilt, long dead projects along the corridor. ODOT has not provided any Average Daily Traffic data (ADT). ODOT must use accurate data for traffic projections as they impact this project. Ideally those will be made available and analyzed in a full EIS process. ODOT failed to consider HOT lanes, HOV lanes, tolling, or pro rated/pro tem highway ramps as design options for this project. During the public design process many proposals were submitted by participants that included these concepts. ODOT dismissed all alternative design concepts without any explanation for why they were unacceptable by ODOT's standards. Those alternative concepts all lead to less surface, soil and environmental impacts. The alternative proposals all cost less funding and disruption to local air quality and pollution. They also mitigate the surface level neighborhood congestion created by the highway's location in the heart of central Portland. Those concepts deserve to be adequately considered and not thrown out at ODOT's whim.

Attached to my comment I am submit into the record the attached previously submitted letter containing earlier expressed concerns from 2012, which ODOT has never addressed or responded to.

I look forward to ODOT conducting a full EIS, this time using more accurate traffic projections and factoring in all available tools at ODOT's disposal so that we can successfully manage congestion in the Rose Quarter.

Sincerely,

Steve Bozzone

North/Northeast I/5 Rose Quarter Stakeholders Advisory Committee Member

ATTACHED: Steve Bozzone I5 RQ Public Comment 3-31-19 - Attachments 1 and 2 - PDF format. To be included in full public comment report.

CC: Portland City Council, Senator Lew Frederick, Representative Tina Kotek, Oregon Department of Transportation, Portland Bureau of Transportation

**Attachments:** [2019 0331 Steve Bozzone ATT 1](#); [2019 0331 Steve Bozzone ATT 2](#)

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## 2019 0312 Steve Brown

**Comment:** Yes, my name is Steve Brown. I'm a long-term resident of Portland. I speak to you today not only as a resident of Portland but as a citizen of the area. I am absolutely opposed to the Rose Quarter freeway expansion. And there's lots of good reasons, perhaps technical ones, but I want to address really the effect on climate change. When I was 10 years old, 53 years ago something, I had the fortune of going to Mt. Rainier. I got to go through this ice cave. Incredibly beautiful blue sculpted. The sun was coming down. A couple years ago I went back. I looked for that ice cave. The park ranger said that doesn't exist. It hasn't existed for some time. Then he looked at me and he goes, you know, it's only you guys with silver hair that even ask me about that. That is really frightening. But you don't have to listen to the rantings of me. We just have to look at the last several years when this beloved state of Oregon was on fire, on fire. Just go to California. We are blessed that the effects of climate change are less in Oregon. We have nice water supplies. My point being is we cannot wait. We have to make good, sound decisions. And I understand there's lots of different interests. Everybody makes decisions on a lot of things, how it affects them. If you're a project manager at ODOT and this was your project, you're fully supportive. But it's time to come back and say we need to make decisions, not only for Portland, but for the U.S. and for the world. I give up the rest of my time. Thank you for listening.

**Attachments:** N/A

## 2019 0000 Steve Callaway

*City of Hillsboro*

**Comment:** RE: 1-5 Rose Quarter Auxiliary Lane Improvements

Dear Commissioner Eudaly and Mr. Windsheimer,

On behalf of the City of Hillsboro, I appreciate the opportunity to share our thoughts on the value of the proposed improvements to 1-5 generally between the N. Greeley Avenue and 1-84 interchanges. The region's interstate freeway system, together with the State's freeway system including US-26, are essential to the ability for our region to compete economically in a highly competitive world market. Hillsboro's high tech and manufacturing industry is a critical economic driver of the region and the State of Oregon, but its products, as well as, Washington County's agricultural products must get out timely and reliably to the world market daily through the Interstate system connecting north, south, and east of Portland. The 1-5 Rose Quarter is uniquely situated in the center of this critical distribution hub.

Auxiliary lanes have proven to be highly beneficial in facilitating safer and more efficient flow of vehicles through complex corridors challenged by multiple entrance and exit ramps. Eliminating merging and weaving movements between interchanges will optimize the capacity of the freeway system, improve its safety, and enhance the reliability of the 1-5 corridor. Enhancing this bottleneck will in turn improve traffic flow and reliability on the 1-405 loop, benefitting the US26 corridor by minimizing the negative impacts of 1-405 on US26 eastbound travel during the

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critical afternoon freight mobility window. These improvements also deliver the benefit of reduced emissions as tens of thousands of vehicles travelling through the corridor daily are able to do so more efficiently and with less pollution emitting delays.

Hillsboro applauds the leadership in making strategic bottleneck relief investments supporting both the environment and our economic competitiveness. We look forward to our ongoing partnership in supporting the state's economy and quality of life.

Sincerely,

**Attachments:** N/A

## 2019 0328 Steve Cheseborough

**Comment:** Please drop the proposal. No freeway expansion. It would hurt many people through air pollution and traffic. And it would damage Portland's progressive image.

The earth is in crisis. It's time to remove urban freeways and discourage driving. Please use this money for good, not for the evil of freeway expansion.

Thank you.

Sincerely,

Steve Cheseborough

**Attachments:** N/A

## 2019 0225 Steve Daggett

**Comment:** ODOT

Re: Public comments on Rose Quarter Freeway Expansion

I am strongly opposed to this expansion. It will not improve transportation.

I live within walking distance of the NE Broadway overpass above I-5. On a daily basis I walk, ride my bike, or drive thru one or more of the streets, bridges, or freeway under discussion. The proposed plan and years of negative construction impacts will result in no improvements and during construction will very negatively impact use of all the existing infrastructure.

I strongly encourage ODOT to invest in initiatives that positively address climate change, air quality, walking, biking, and mass transit.

I look forward to the abandonment of this proposal.

Thank you.

Steve Daggett

Resident 97212

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**Attachments:** N/A

## 2019 0225 Steve Leathers

**Comment:** I am a resident of Portland, Oregon writing to state my opposition to the proposed expansion of I-5.

It has been well documented for decades that expanding capacity for vehicular traffic only leads to induced demand. The idea that adding a lane would lead to decreased congestion and travel times is incorrect. The idea that we will be spending a half billion dollars on something that doesn't work makes me incredibly sad.

Decongestion pricing and increasing the cost of owning and parking cars will have to be countered with bold, progressive legislation that prioritizes affordable, equitable transit and vastly improved infrastructure for cyclists and pedestrians.

If Vision Zero is really a priority, I urge you to consider spending more resources on traffic calming measures east of 82nd avenue, where many people have been struck, injured and killed by vehicles that are moving too quickly.

Expanding I-5 would be an expensive, critical mistake that generations ahead of us will be paying for with their health. I urge you to move forward with the plans for improving the Rose Quarter without expanding I-5.

Thank you for your time and consideration.

Best of luck,

Steve Leathers

**Attachments:** N/A

## 2019 0311 Steve Rauworth

**Comment:** Two things are certain: the volume of traffic will expand to fill any new lanes as soon as they are built, and the earth becomes a less inhabitable place with every gallon of gasoline burned. Wasting time and money on a technology and infrastructure whose time has past is irresponsible, an admission of failure.

**Attachments:** N/A

## 2019 0218 Steven

**Comment:** Please don't continue plans to expand I-5. Public discussion and consideration of all options is important. People may complain about slow transit times during peak hours, if they feel it is too slow, they should be introduced to and consider public transportation. I drive this corridor because it is easy/convenient adding to congestion and pollution. A bit of promotion

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and improvement of our public transportation system is money better spent and much more insightful of our long term needs. Trucks should be limited to one lane unless exiting left.

Thank you,

Steve Vorenkamp M.D.

16562 NW Canton Street

Portland, OR

97229

**Attachments:** N/A

## 2019 0402 Steven Chambers

**Comment:** In light of projected traffic statistics including a new Columbia crossing and the limited amount of knowledge based on other more likely scenarios, it is my opinion that the best course of action would be to delay the rose quarter project until the other likely scenarios can be studied. Tolling and congestion pricing should also be studied.

**Attachments:** N/A

## 2019 0218 Steven

**Comment:** Hi,

This is probably the wrong email address to write to but I've been on your website i5rosequarter.org and on

Linkedin, and was unable to find the person to get in touch with.

I was wondering if you could help me find the coworker who is currently making product descriptions and content -

Maybe that this is the one in charge of SEO / Marketing? It would be awesome if you could point me to the right

one.

The reason I am asking is that my company is developing a Software that automates content production with the use

of AI and I am trying to understand better how it is done without such a tool.

**Attachments:** N/A

## 2019 0401 Steven Rosenbaum

**Comment:** I am opposed to expanding the freeway along I-5 at the Rose Quarter.

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My family lives nearby and I believe it will make our community's livability worse, both short-term and long-term.

I believe the project is based upon flawed assumptions about the future of transportation.

A new wave of smaller, safer autonomous vehicles will rapidly replace current transport.

The future is about more walking and fewer roads. The costs of this project far outweigh the benefits.

Steven Rosenbaum

**Attachments:** N/A

## 2019 0326 Stewart Buettner

**Comment:** Please, please, please listen to those in the public (students, their teachers, bicyclists, pedestrians, public transit riders) who are opposed to widening I-5 in the vicinity of the Rose Quarter, Portland. Such widening will likely not improve (but, in the long run, add to) traffic congestion. We have known for almost fifty years now that more freeways breed more, not fewer, cars, more air pollution and (more recently) global warming. Let's take the \$500 million and spend it on projects that will IMPROVE, not undermine public health. Thanks

**Attachments:** N/A

## 2019 0331 Stone Doggett

**Comment:** As a Portland resident whose family's health will be directly impacted by the Rose Quarter I-5 project, as a physician who is well versed in the evidence linking highways that dissect residential areas to diseases like asthma and obesity, and as a citizen who is concerned about the negative impact on climate change that will result from building more infrastructure that encourages single occupancy vehicle trips rather than expanding transit and smart safe travel infrastructure, I am strongly opposed to this project. Extensive research and experience has shown the negative impacts of these projects, so I will be succinct in listing the reasons why this project must not go forward.

1. The environmental assessment has been wholly inadequate and was not presented in good faith by the Oregon Department of Transportation. The supporting data was not initially provided, projections are not based on current conditions or conditions that will reliably exist in the future, details that will directly affect people who live and travel in areas near the project are lacking and some details were released toward the end of the comment period, such as the expansion over the east esplanade, that have a tremendous negative environmental impact. This area is one of the most popular public outdoor spaces in the metro area.

2. This is a 500 million dollar solution in search of a problem. Safety, congestion and rebuilding the damage done to the Albina neighborhood by I-5 could all be accomplished in a much better way by investing in transit and in congestion pricing. These solutions are currently under

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consideration by ODOT and should be at the forefront rather than secondary to auxiliary I-5 lanes.

3. The delays and congestion caused by construction over 4-5 years will likely not be recaptured by the addition of the auxiliary lanes. They will disproportionately burden the surrounding neighborhoods including Tubman school with delays and traffic.

4. The proposed caps and "green spaces" are poorly designed and lack capacity for buildings, place making structures or trees. The road designs on the caps prioritize through traffic at the expense of pedestrians. Although the expense of the caps are being attributed to pedestrian facilities, they are a byproduct of construction the extent to which they must be improved to meet their stated purpose is outside of the budget and scope of the project.

5. Transit is predicted to be slower as a result of the project, which is in conflict with other regional priorities.

6. The documents submitted by ODOT for the EA reveal a lack of competence and expertise within ODOT to integrate a highway into an urban center in a manner that is safe for pedestrians and people riding bikes. This is evident in the high crash corridors that ODOT has neglected in the Portland area that have contributed to serious injuries and fatalities.

7. The EA does not account for climate impact from greenhouse gases in a meaningful way. Assumptions regarding decreased car emissions due not account for increased car size that offsets gains in fuel efficiency.

8. A crucial bike bridge, the Flint bridge, is being removed and is being replaced by a bridge with an unacceptable grade that will not be possible for very young and old riders and intimidating for inexperienced riders. The other bridge has a circuitous route that will be impractical to most bike riders.

In summary, this project will have significant negative impacts on the environment with regards to greenhouse gas production, air pollution, noise pollution, visual disruption, transit disruption and bicycle travel. It prioritizes single occupancy vehicle miles traveled over transit and will encourage more sprawl at a time when the great majority of intelligent people understand that this is harmful to future generations. The benefits that are promised are minimal at best, even if the EA is accurate, and are not worth the negative impact during construction and once it is built.

**Attachments:** N/A

## 2019 0328 Stuart Emmons

**Comment:** The expansion of I-5 at the Rose Quarter in Portland is the most obscene colossal waste of money in decades. The enlargement is at odds with everything we Oregonians stand for and I am amazed that our progressive state is still pursuing this boondoggle.

**Attachments:** N/A

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## 2019 0311 Stuart Johnson

**Comment:** Hello,

I completely oppose the Portland Rose Quarter freeway expansion. Making bigger freeways only increases congestion and encourages more people to drive motor vehicles. Look at California to see how bigger freeways have only increased congestion by expanding the sprawl further and further outwards.

Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor \*without\* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion \*completely\* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion.

\$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.

Thank you.

**Attachments:** N/A

## 2019 0311 Sue Ellen Liss

**Comment:** Please! Please e more forward thinking than to think that a bigger freeway will solve anything! If we don't solve climate change this planet will not be livable. Air polution from fossil fueled cars is causing illness and climate change. It's science! The answer is more electric mass transit and fewer cars. That freeway you want to build will be a polluting traffic jam immediately. Come up with smarter, more innovative, effective solutions to move people around this city. All of our lives depend on it. Think of your children and grandchildren. No more freeways as a short-sighted, pretend solution. Please!

**Attachments:** N/A

## 2019 0329 Sue Ellen Liss

**Comment:** It is insane to build such a freeway, when we MUST encourage people to use clean energy mass transit instead of fossil fuel cars or we won't have a livable planet and in the meantime the polluted air will be making us sick. You are not going to improve anything with this project. Put more mass transit in that area and across the Columbia River Bridge. Let it be

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difficult to drive in this area and easy to park their cars and hop on mass transit. Wake up, wake up, wake up to the imminent danger of climate change...We have 12 years to turn things around before it is TOO late. Quit being in denial. My grandchildren deserve better. Shame on us...shame on you!!!

**Attachments:** N/A

## 2019 0226 Summer Boslaugh

**Comment:** I Have lived in Portland for 13 years and at various times in the late 90s. I have seen how much Portland has changed and the impact on traffic. I am fortunate to be able to bike and bus to work. Many others are not able to do this. Spending \$500 million on freeway expansion won't help them do so. And it won't help the traffic congestion ODOT says it is focused on. That money would be much better spent building bus rapid transit lines across town, or beginning the proposed underground light rail tunnel. These initiatives will help people move around the Portland metro area ways that are better for air quality, carbon emissions, public health, and congestion relief. As a taxpayer I want my money invested in ways that make economic sense and deliver an ROI that is measurable and meaningful. Spending millions on a proposal that doesn't solve the problem and creates new problems is a waste of funds and squandering taxpayer dollars.

**Attachments:** N/A

## 2019 0311 Susan Bickerstaff

**Comment:** I am opposed to freeway expansion. Instead I encourage ODOT to prioritize other approaches to easing congestion including increased bus service and congesting pricing. My children will attend Harriet Tubman Middle School and I am very concerned about the impact of I-5 pollution on their well-being. Please implement other strategies that can reduce traffic congestion and air pollution. Freeway expansion will do neither. Thank you.

**Attachments:** N/A

## 2019 0301 Susan McLawhorn

**Comment:** Do not spend my tax dollars on freeway expansion! Better use of funds would be to expand public transportation options and to make the existing ones faster and more reliable (they're pretty good already!) We need more bike lanes and more dedicated lanes for buses. We need more pedestrian crosswalks and more pedestrian-friendly streets, NOT more cars on the freeway!

**Attachments:** N/A

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## 2019 0311 Susan Ferguson

**Comment:** Please don't waste our tax dollars on the Rose Quarter I-5 road widening. It will not relieve congestion, nor will it encourage people to use public transit. And we need to mitigate the air pollution around Harriet Tubman School.

**Attachments:** N/A

## 2019 0326 Susan Ferguson

**Comment:** Stop the Expansion of the I-5 at the Rose Quarter. It is a band-aid boondoggle. We need to invest in better, faster, more frequent mass transit to get people out of their automotive cocoons and onto trains and busses. Our air quality is already bad - imagine Harriet Tubman kids playing outside - would you want your kids breathing that filthy air? By the way, while you're at it, do something truly valuable and get the filthy diesel castoffs from CA and WA off our roads. Put the "Oregon" back in ODOT.

**Attachments:** N/A

## 2019 0331 Susan Gilsdorf

**Comment:** I lived in Portland from 1998-2009, and moved back here in 2018. I can attest to the fact that freeway traffic has worsened as a result of a population increase and more drivers on the road. An expansion of freeways is not the answer! Portland enjoys a reputation as a city that thinks outside the box, "the city that works," and we should try to live up to that high standard by increasing the amount of public transportation, and incentivizing its use, instead of putting major resources behind a project that will undoubtedly go over budget, cause more traffic problems in the short term while the freeways are under construction, and result only in an ugly, pollution-aggravating, short-term fix. We need a full environmental impact statement before moving forward with a freeway expansion. Let's rethink the existing bus routes, and add some additional routes. How about using \$500,000,000 to create more MAX lines? Portland needs to consider the long-term future health of the city and its citizens. Freeway expansion should be the very last option on the table.

**Attachments:** N/A

## 2019 0000 Susan Gisvord

**Comment:** I am not interested in having you get back to me. I just want to convey my concern about this project. In my view, you can't build way out of congestion. Frankly, as a Portlander I'm tired of letting people dictate what I need to do for them. I think it would be very destructive to businesses and so-called affordable housing to have that project in the works. I hope the project will never come to fruition and I want to tell you my concern. I live in NE Portland and my name is Susan Gisvord and that's my message. Thank you.

**Attachments:** N/A

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## 2019 0330 Susan Hayden

**Comment:** More freeways do not reduce cars. They just make more room for them. Having lived in N. Portland since 1979, we have watched this area mowed down, suffered additional pollution in residential and school areas, and also watched the traffic grow and grow.

NO NO NO to this proposed expansion.

Susan Hayden

**Attachments:** N/A

## 2019 0220 Susan Haywood

**Comment:** Please don't expand freeways! This does nothing to relieve traffic congestion and will increase air pollution. We need to increase public transportation, including trains to outlying areas, and be mindful of the climate crisis that we are facing.

**Attachments:** N/A

## 2019 0226 Susan Haywood

**Comment:** The problem we have now is congested traffic, and an increase in pollution from the congestion. We cannot widen a lane of traffic for a short stretch and expect it to solve this problem. The problem is that the downtown area is a throughfare for long distance trucks. We need to reroute the big trucks, which will solve both the congestion and the pollution.

Portland cannot afford to throw \$500,000,000. at this problem in any case. A lot of our streets are unsafe due to deep potholes, and we have many unpaved, almost impassable roads. We are not managing our money well, and this project is an example of how not to spend it. I vote for my considerable tax dollars to not be spent in this way.

In addition, we have less than a dozen years now to completely change our priorities and our transportation models. There is no point to add more concrete and infrastructure to accommodate fossil fuel vehicles. There is no point in taking any modicum of nature still remaining in the city.

We need to reroute trucks away from the civic center, and we need to fix roads that Portlanders use for safety's sake. Those roads accommodate not only vehicles, but bikers and pedestrians.

Let's have a Green New Deal here in Portland.

Thank you,

Susan Haywood

2146 NW Everett St.

Portland, OR 97210

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**Attachments:** N/A

## 2019 0330 Susan Horky

**Comment:** Use mass TRANSIT! BICYCLE! CARPOOL! WORK FROM HOME!

**Attachments:** N/A

## 2019 0318 Susan Mates

**Comment:** I have some serious concerns about the I-5 Rose Quarter Project. This does not seem to be the moment to be expanding freeways in order to reduce congestion.

About 90% of Oregonians today live where diesel exhaust exceeds health benchmarks, putting us at the sixth highest health risk in the nation due to diesel pollution and causing more than 450 premature deaths per year in our state according to the United States Environmental Protection Agency. Besides degrading air quality from particulate matter and ozone, diesel exhaust is responsible for over 70% of the cancer risk from all air toxics. Pollution levels near freeways - and in the low income, minority communities and industrial areas that are often near them - are often two or three times as high and put some of our most vulnerable citizens at risk.

Please consider investing in public transportation instead. Freeway expansion has never solved traffic congestion.

This freeway expansion seems to fly in the face of the slow and painful moves we are trying to make to alleviate climate change and environmental injustice in our Metro area. More than 40% of Oregon's carbon emissions come from transportation. This is the time to be improving and prioritizing public transportation projects such as providing bus rapid transit lines across town and helping fund the proposed underground light rail tunnel.

My understanding is that the state is mandated with moving forward with decongestion pricing. While that has its own problems, including how to fairly implement it, surely we need to determine what inroads that might make into reducing traffic congestion.

Please reconsider the focus of this project.

Thank you for the opportunity to comment on this important issue.

**Attachments:** N/A

## 2019 0312 Susan Nolte

**Comment:** I am opposed to freeway expansion as presented in this project. It does not solve traffic congestion, and impacts local populations heavily with increased noise and vehicle emissions. Please share the data that you have on the number of trips that are crosstown commuters, commercial freight, local traffic, airport bound, etc so we can craft creative solutions

Environmental Assessment Comments

First Name Begins with S



that put livability FIRST and support more public transit. The East side esplanade is a delightful space but needs less noise, and school children should be able to hear their own playful shouts over the traffic noise. Spending on highway expansion is an outmoded approach to an age old problem. Figure out how we can get people out of cars onto shared transit whether it is more convenience, more pleasant and safer bus stops, certifying pets for travel on transit that have earned the right with excellent training or requiring basket muzzles. Take that huge some of money and build light rail and install toll booths on roads to retrain people!

**Attachments:** N/A

## 2019 0321 Susan Rosenthal

**Comment:** I oppose the expansion of the I 5 freeway through the Rose Quarter. This project will not improve traffic congestion. Building extra highways does not improve congestion. When highways are built people drive more than they did in the past. The amount of congestion increases.

ODOT should be spending money improving local infrastructure such as Barbur Blvd. I have ridden my bike on Barbur many times. It can be very dangerous, especially on the two bridges between Capitol Highway and downtown. The Rose Quarter project will cost 500 million dollars. This money could be better spent on improving. Conditions on our local roads.

**Attachments:** N/A

## 2019 0227 Susan Royce

**Comment:** I am on board with the campaign to stop the Rose Quarter Freeway Expansion for all of the reasons that they propose - it will increase air pollution and traffic congestion and the funds dedicated to that should be aimed at reducing congestion and improving alternatives to driving. Money should be spent on improving and prioritizing public transportation including train, bus, bike, and scooter, ride share programs, and building walkable communities.

**Attachments:** N/A

## 2019 0327 Susan Westby

**Comment:** I live a few blocks from and commute by bike daily through the proposed freeway expansion area. I am dismayed at ODOT's backward-looking freeway expansion plan. Please rethink this terrible boondoggle! Save Flint overpass!!

**Attachments:** N/A

## 2019 0330 Susan Westby

**Comment:** I live in NE Portland in the Eliot neighborhood. The prudent choice is to try congestion pricing before launching a costly lane-adding project to I-5. I commute by bike to

Environmental Assessment Comments

First Name Begins with S



and from work most days. Other days, I take mass transit. Of course I sometimes use the freeway to get to and from someplace. This project would only invite more car trips, so the net the benefit seems to be negligible (or non-existent). It WOULD increase air pollution. It WOULD harm the students at Tubman school and anyone in the vicinity breathing the air. It would cut off Flint Street, a valuable route through the neighborhood. PLEASE CONSIDER LESS COSTLY, LESS POLLUTING OPTIONS to improve our transportation infrastructure first.

Over the years, my neighborhood has suffered incalculable harm from the freeway on many levels. More is not better.

Respectfully,

Susan Westby

**Attachments:** N/A

## 2019 0303 Susie MacPherson

**Comment:** Hello!

I'm a concerned Portlander. Our air quality is threatened and our children's health is at risk. We have too many cars, pollution and accidents already. I urge you to NOT move forward with further expansions of our freeways. The current proposal is wasteful, unwanted and unnecessary, if we address the larger issue of too many cars on our roads.

Thank you for reading this public input. Thank you for all of your hard work every day.

**Attachments:** N/A

## 2019 0318 Sutter Wehmeier

**Comment:** I am writing to express my strong opposition to the Rose Quarter Freeway Expansion project. No matter how the project is framed, expanding the freeway simply adds up to more cars on the road, and I am shocked that ODOT has not published their methodology to demonstrate the claim that induced demand will not increase.

I am a bike commuter and small business owner in NE Portland, and I am dismayed that the funds proposal could be funneled to a freeway expansion instead of more pressing issues of equitable access to transit, pedestrian safety, and bike infrastructure. As a parent of two young sons, I am also infuriated that the children of Harriet Tubman Middle School will be subjected to worsened air quality and that the pattern of environmental injustice to the African American community in Portland may be perpetuated.

On the issues of environmental justice, climate change, walkability, and transparency of planning, this project deserves a failing grade. We can do better.

Environmental Assessment Comments

First Name Begins with S



**Attachments:** N/A

## 2019 0311 Suzan K Ireland

**Comment:** I am very concerned about the plan for expansion of I-5 in Portland. This project will not decrease congestion, will increase carbon pollution and will not encourage other forms of transportation in our city.

**Attachments:** N/A

## 2019 0315 Suzanne Clarke

**Comment:** No road expansion until diesel trucks are banned in Oregon! The air quality in Portland is abysmal. Expanding the freeway is an unhealthy solution and it doesn't work; it did not solve Seattle's traffic woes. I would put in an express lane that people can pay to travel in during rush hour like Washington DC implemented. Improving public transit is the way to go! If folks want to work in Portland, they can live in Portland. leave the highways open for ambulances, firetrucks and hybrid commercial trucks delivering goods to our communities!

**Attachments:** N/A

## 2019 0312 Suzanne Moulton

**Comment:** Dear Committee,

Portland doesn't need to spend billions on one lane expansion to connect two highways.

What Portland needs is a real rapid transit system like Chicago's or San Francisco's. Portland's MAX system is the most slow moving and least expansive of any city I've lived in that has "rapid" transit. The MAX needs more elevated rails or tunnels to allow faster transit with fewer stops between outlying suburb city centers and Portland city center. The MAX should not be a bus on rails on regular city streets.

If you analysis San Francisco's three transit systems; the Bart, the Metro (trolleys and street cars) and bus system, the Bart is the rapid transit on which the most people rely for transit to and from work and traveling long distances. The Metro is the slowest system mainly for sight-seeing and mostly used by tourists, while the Bus system is used to connect to shorter destinations after using the Bart.

Respectively here in Portland, we do NOT have a BART type system- only the slower sight-seeing Metro style Max and Bus. Portland seems to expect the MAX to serve as the BART, but the MAX is NOT designed to be rapid transit along nearly all of the lines, only by the airport.

If we want to reduce road traffic, pollution and better connect our communities, we need to invest in a rapid transit system that can get people to work in a reasonable amount of time and ultimately is the better way to get around the city. Put your billion dollar budget toward a rapid transit solution and congestion will be more manageable as the population grows in the Portland region.

Environmental Assessment Comments

First Name Begins with S



Thanks for your time.

All the best,

Suzanne Moulton

**Attachments:** N/A

## 2019 0315 Suzanne Steffen

**Comment:** Portland should prioritize pedestrians, cyclists, & public transport - not cars! Adding freeway lanes to the tune of hundreds of billions of dollars would make Portland pro global warming, anti human health, pro increasing car traffic, anti environment, & pro government waste.

I'd been commuting by bike in Portland since the mid 90s. Part of the reason I moved away from Portland last year was because the huge increase in auto traffic in the last few years made cycling stressful. I used to consider Portland a progressive city. If this freeway expansion is approved Portland will be officially just another carcentric US city.

Thank you for your time,

Suzanne

**Attachments:** N/A

## 2019 0306 Suzy Elbow

**Comment:** To Whom It May Concern,

I'm a longtime Portland and a current resident of North Portland (97203). I continue to be deeply troubled by this project. It feels profoundly shortsighted to invest this heavily in such a short term fix--we know that expansions like this induce demand over time, and with our future depending on radical climate action over the next decade, we need to be making more thoughtful investments in transportation. We could be funding a huge number of improvements to our various transit options instead of dumping \$500 million into this misguided, polluting project. \$500 million is way too much for a band-aid solution to our traffic woes. I'd like to see action taken to implement decongestion pricing before any freeway expansion efforts.

Sincerely,

Suzy Elbow

Environmental Assessment Comments

First Name Begins with S



**Attachments:** N/A

## 2019 0228 Sydney Herbst

**Comment:** More freeways will not fix our congestion problem. We need to implement smart TDM programs in order to encourage people to get around in other ways than driving alone. Portland is supposed to be a progressive City, but this would be taking several steps backward.

**Attachments:** N/A

## 2019 0327 Sylvan Clendenon

**Comment:** This plan is immoral and unethical at best. Even if the entire project was entirely harmless, inexpensive, and beneficial, the fact that you hid a ~\$3B bridge proposal? really, folks? That's just not okay. It's shady, manipulative, and I seriously expected better from you.

Don't run away from this guilt, either; embrace it. Use it to weed out such similar terrible behavior, make yourselves stronger and more benevolent. We're counting on you.

**Attachments:** N/A

IN CONSIDERATION OF RESOLUTION NO. 26-5600

FOR THE PURPOSE OF AMENDING THREE I-5 ROSE QUARTER PROJECTS TO THE 2024-27  
MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

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**Date:** July 6, 2026

**Department:** Planning, Development and  
Research

**Meeting Date:** July 16, 2026

**Prepared by:** Gabriela Lopez, Planning,  
Development and Research

**Presenter:** Gabriela Lopez, Planning,  
Development and Research, Monica  
Blanchard and David Kim, ODOT

**Length:** 60 minutes

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**ISSUE STATEMENT**

The July FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment #2 proposes the following programming changes:

- Amends the I-5 Rose Quarter Improvement Project
- Amends the I-5 Rose Quarter: Phase 1A project
- Amends the I-5 Rose Quarter: Broadway to Weidler Phase 1 project

Resolution No. 26-5600 authorizes the proposed MTIP Formal Amendment.

**ACTION REQUESTED**

Recommend approval of Resolution 26-5600 to amend three I-5 Rose Quarter projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements

**IDENTIFIED POLICY OUTCOMES**

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

**POLICY QUESTION(S)**

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

**POLICY OPTIONS TO CONSIDER**

The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to consider action to recommend approval of Resolution 26-5600 to the Metro Council on the morning of July 16, 2026.

Should JPACT recommend approval, the Metro Council is scheduled to consider action to adopt Resolution 26-5600 at its meeting on July 16, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the three projects in the July FFY 2026 Formal Amendment #2.
- If the Metro Council does not adopt the resolution, the required programming actions will not be completed, the projects will not move forward with next steps, and the amendment will return to JPACT for further consideration.

## **STAFF RECOMMENDATIONS**

Metro staff recommend approval of Resolution 26-5600.

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

1. **Metro's Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met. Metro staff have confirmed that a complete build of the IBR program is included in the 2045 fiscally constrained model for the 2023 RTP.
2. **Metro's racial equity and climate action goals:** While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located.

Metro staff assessed how the Rose Quarter Improvement project advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience. (See **Attachment 1: Staff memo on Rose Quarter Improvement Project Major Project Assessment**).

Model results for RTP Investment Priorities for addressing Equitable Transportation and Climate Action and Resilience show neutral or no significant change towards the desired outcome with one exception: model results show a positive trend towards completing active transportation infrastructure gaps with the full build of the I-5 Rose Quarter Improvement Project.

3. **Known Opposition/Support/Community Feedback:** Based on previous testimony, 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 Association

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.

Beginning June 1, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment to conclude at 5 p.m. on July 1, 2026.

Metro received:

- Testimony from two attendees at the JPACT meeting on June 18, 2026
- Three written testimonies via email

Comments included concerns about the proposed delivery of the project not addressing community needs, concerns about challenges with freeway investments, and concerns on the Environmental Assessment completed for project.

A staff report that includes the emails and transcripts of the testimonies received are in **Exhibit B to Resolution 26-5600: Public Comment Period Summary**.

**4. Legal Antecedents:**

- 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)
- Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
- 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

**5. Anticipated Effects:** Enables the projects to be amended in the MTIP, as well as the Statewide Transportation Improvement Program, or STIP, which is managed by the Oregon Department of Transportation. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.

**6. Financial Implications:** The proposed amendments have no impact to the Metro budget.

## **BACKGROUND**

The 2024-2027 MTIP is a program implementation tool. It includes an investment profile and performance analysis of the progress expected toward the 2023 RTP's regionally significant transportation investments. The MTIP must accurately maintain project information throughout the life of a project, from initial award/allocation to funding obligation and through all phases of project delivery. If a change emerges to a project's

scope, schedule or budget, the MTIP may need to be amended to reflect the change. As new federally funded and regionally significant projects emerge and are funded, the MTIP is amended to include the projects.

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

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Project Number: 1 | <b>Key Number: 19071</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Status: Existing Project</b> |
| Project Name:     | <b>I-5 Rose Quarter Improvement Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                 |
| Lead Agency:      | ODOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                 |
| 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. |                                 |
| Funding Summary:  | <p>The project is currently programmed with a total funding of \$247,641,997.</p> <p>Project funding includes Advance Construction funds, Neighborhood Access and Equity (NAE) funds, National Highway Freight Performance (NHFP) funds, National Highway Performance Program (NHPP) funds, ODOT funds, and local funds.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                 |
| Added Notes:      | <p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Increase the Preliminary Engineering (PE) phase by \$3,000,000 of NHPP funds, moving funds from ODOT Key 23672</li> <li>• Decrease Other (OT) phase by \$250,000, removing rescinded grant funds</li> <li>• Slip OT phase from FFY 2026 to 2027</li> </ul> <p>Technical correction was completed to ensure consistency with identified STIP fund types. Total project increase from \$247,641,997 to \$250,391,997.</p>                                                                                                                                                                                                                                                                                            |                                 |

|                   |                                                                                                                                                                                                                                                                                                                                       |                                 |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Project Number: 2 | <b>Key Number: 23682</b>                                                                                                                                                                                                                                                                                                              | <b>Status: Existing Project</b> |
| Project Name:     | <b>I-5 Rose Quarter: Phase 1A</b>                                                                                                                                                                                                                                                                                                     |                                 |
| Lead Agency:      | ODOT                                                                                                                                                                                                                                                                                                                                  |                                 |
| Description:      | 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.                                                                                     |                                 |
| Funding Summary:  | The project is currently programmed with a total funding of \$69,165,000 of Advance Construction funds with a State Match of \$5,835,000.                                                                                                                                                                                             |                                 |
| Added Notes:      | <p>The formal amendment is to increase Construction (CN) phase by \$18,000,000 of Advance Construction funds, moving funds from ODOT Key 23672. The approved scope associated with these funds is planned to be delivered under ODOT Key 23682 to expedite work.</p> <p>Total project increase from \$75,000,000 to \$93,000,000.</p> |                                 |

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                 |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Project Number: 3 | <b>Key Number: 23672</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Status: Existing Project</b> |
| Project Name:     | <b>I-5 Rose Quarter: Broadway to Weidler Phase 1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                 |
| 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:  | The project is currently programmed with a total funding of \$549,450,000. Project funding includes Advance Construction and NAE funds.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                 |
| Added Notes:      | <p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Change project name to I-5 Rose Quarter: Phase 1B</li> <li>• Change project description to: <ul style="list-style-type: none"> <li>○ On I-5 between the Fremont Bridge and the Burnside Bridge, widen the Holladay/Hassalo bridge structure, construct structural deck overlay, replace bridge and median rail, provide seismic retrofit, reconstruct adjacent retaining wall and embankment, upgrade signage, and reconstruct impacted local street and light rail facilities. Preliminary design and right of way are</li> </ul> </li> </ul> |                                 |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>programmed under project key 19071 I-5 Rose Quarter Improvement project.</p> <ul style="list-style-type: none"> <li>• Reduce CN phase by \$402,950,000. <ul style="list-style-type: none"> <li>○ Decrease of \$21,000,000 Advance Construction funds to be distributed to ODOT Keys 19071 and 23682,</li> <li>○ Decrease of \$382,250,000 of rescinded USDOT Neighborhood Access and Equity grant funds</li> <li>○ Add \$300,000 of Advance Construction funds.</li> </ul> </li> <li>• Slip CN phase from FFY 2026 to 2027.</li> </ul> <p>Total project decrease from \$549,450,000 to \$146,500,000.</p> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Attachment 2: Project Fact Sheet: Construction Phases (April 2026)** provides additional information about the scope of Phase 1A, Phase 1B, and Phase 1C.

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

## PROPOSED PROCESSING AND APPROVAL ACTIONS:

| <u>Action</u>                                                    | <u>Target Date</u>   |
|------------------------------------------------------------------|----------------------|
| • TPAC agenda mailing.....                                       | May 29, 2026         |
| • Initiate the required public notification/comment process..... | June 1, 2026         |
| • TPAC amendment overview – no action.....                       | June 5, 2026         |
| • JPACT amendment overview <sup>1</sup> – no action.....         | June 18, 2026        |
| • Metro Council amendment overview – no action .....             | June 30, 2026        |
| • Completion of public notification/comment process.....         | July 1, 2026         |
| • TPAC action .....                                              | July 10, 2026        |
| • <b>JPACT action .....</b>                                      | <b>July 16, 2026</b> |
| • <b>Metro Council action.....</b>                               | <b>July 16, 2026</b> |
| • Final amendment package submission to ODOT & USDOT.....        | Late July 2026       |
| • USDOT clarification and final amendment approval.....          | September 2026       |

Note: The above dates are anticipated and could change.

1. Information about the proposed amendment was included in the June 18, 2026 JPACT meeting packet. Due to insufficient time at the meeting, JPACT did not hear a staff presentation. However, JPACT members received an email with a link to the recording of the staff presentation at the June 30, 2026, Metro Council meeting to review in advance of the vote at the July JPACT meeting. The [YouTube livestream clip](#) begins at 2:13:44 and ends at 2:54:30.

## ATTACHMENTS

- **Resolution 26-5600** For the Purpose of Amending Three Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements
- **Exhibit A to Resolution 26-5600:** MTIP Project Detail Report
- **Exhibit B to Resolution 26-5600:** Public Comment Period Summary
- **Attachment 1:** Metro staff memo on Rose Quarter Improvement Project Major Project Assessment
- **Attachment 2:** Project Fact Sheet: Construction Phases (April 2026)



# I-5 ROSE QUARTER IMPROVEMENT PROJECT

## CONSTRUCTION PHASES

April 2026

### Phase 1A – Funded & In Construction (CN)



1. Stormwater improvements near the intersection of I-5 and I-405
2. Bridge work near the intersection of I-5 and I-84
3. Extension of the southbound auxiliary lane along I-5 between the I-84 and Morrison Bridge/OMSI exits
4. Signage to help travelers navigate the area

### Phase 1B – Funded & CN start Summer 2027



1. Signage to help travelers navigate the area
2. Widen I-5 structure over Rose Quarter Transit Center to increase shoulder width on I-5 and reconstruct impacted transit center infrastructure

3. Begin right-of-way acquisition for future Phase 1C construction

## Phase 1C – Design & ROW Funded, Need CN Funding, Planned for Q1 2029

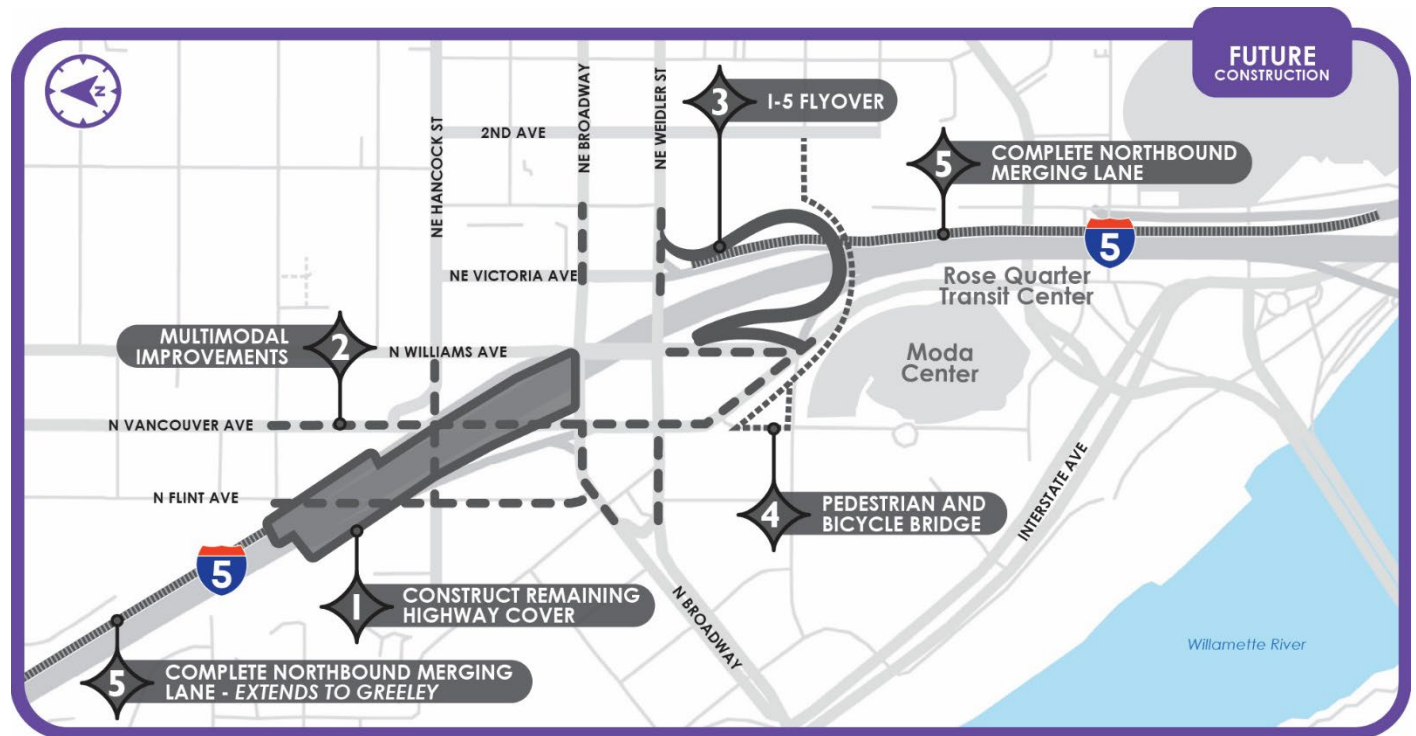


1. Complete southern portion of the highway cover from Broadway to south of Weidler (30% of cover length) and local street reconstruction (Broadway, Williams, Weidler)
2. Complete I-5 southbound merging lane from I-405 to I-84
3. Extend northbound merging lane and shoulders to Broadway

### Why this portion of the cover? Why not smaller? Why include the cover & freeway?

- Due to the constraints of the existing Broadway/Williams/Weidler overcrossings, this is the smallest functional area of the cover that can be constructed
- Freeway widening and lowering are necessary within the cover limits in order to provide the necessary vertical clearance through the cover and maintain traffic through the cover during construction
- Makes remaining portions of the auxiliary lanes and highway cover achievable either as one complete larger package or smaller packages based on available funds

## Remaining Project Elements - No Design or CN Funding



1. Construct remaining highway cover north of Broadway (including Hancock St extension)
2. Complete remaining multimodal local street improvements
3. I-5 flyover & ramp relocation
4. Pedestrian and bicycle bridge
5. Complete I-5 northbound merging lane, including segments from I-84 to Weidler, Weidler 2-lane exit, and I-84 and I-405

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Friday, June 8, 2026  
To: JPACT, Metro Council and Interested Parties  
From: Blake Perez, Associate Transportation Planner  
Jean Senechal Biggs, Resource Development Manager  
Subject: 2024-27 MTIP Formal Amendment Request: Rose Quarter Improvement Project Major Project Assessment

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**Purpose:** The purpose of this Major Project Assessment is to document how the proposed amendments to the 2024-27 Metropolitan Transportation Improvement Program (MTIP) for the Rose Quarter Improvement Project performs in accordance with local, regional, and state transportation policies, as well as how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP).

## Overview

The MTIP is a federally required document that helps track and manage regionally significant transportation investments. The MTIP is a list of transportation projects and programs that are scheduled to receive federal transportation money for the four-year reporting period. An active MTIP may be amended if additional funding becomes available. The Metro Council adopted the 2024-27 MTIP in July 2023.

Major Project Assessments (MPAs) are conducted when a proposed MTIP amendment has at least one of the following:

- The project is capacity enhancing,
- The project is regionally significant, and/or,
- The amendment is over \$100 million.

The proposed amendment for the Rose Quarter Improvement Project is a regionally significant project prompting the need for this assessment. While the complete build of the Rose Quarter Improvement Project is capacity enhancing and will be over \$100 million, this proposed amendment does not include either capacity enhancing elements or add over \$100 million funding. In this case, the Major Project Assessment is prepared solely to meet the requirements for a regionally significant project.

This assessment uses results from analysis that Metro completed in 2025. In March 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved a formal amendment to the 2024-2027 MTIP which amended three projects associated with the Rose Quarter Improvement Project. As part of that 2025 amendment process, Metro completed an MPA of both the amended phased projects (1a & 1) and a completed Rose Quarter Improvement Project, also called the “full build.” **The analysis for this Major Project Assessment remains the same since the Rose Quarter Improvement Project does not propose changes to the full build project in this amendment.**

This Major Project Assessment models, reviews, and evaluates both the phased projects (Phases 1A & 1) and the complete build of the Rose Quarter Improvement Project against local, regional, and state transportation policies, and the five goals of the adopted 2023 Regional Transportation Plan (RTP). This evaluation shows how adding the Rose Quarter Improvement Project funds to the 24-27 MTIP influences the full package of investments in the 24-27 MTIP (Note: Metro included a

complete build of the Rose Quarter Improvement Project in the 2045 fiscally constrained model for the 2023 RTP.)

The Oregon Department of Transportation (ODOT) and Rose Quarter Improvement Project staff provided project information, such as, but not limited to, project plans, finance, cost estimates, and programming, that supported this assessment. This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

### **Rose Quarter Improvement Project Proposed Amendments**

The proposed formal amendment for the Rose Quarter Improvement Project amends the three existing projects in the 2024-27 MTIP. Goals and objectives, along with major work elements and milestones, for each project and phase are described below.

#### **I-5 Rose Quarter Improvement Project (ODOT Key Number K19071)**

- *Goals & Objectives*  
This amendment would transfer \$3,000,000 in funding to I-5 Rose Quarter Improvement Project (K19071) from I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672). Funding will be utilized for the construction contractor to provide pre-construction support services.
- *Major Work Elements & Milestones*
  - Constructability reviews
  - Cost estimating
  - Scheduling
  - Contracting
  - Other required tasks during Phase 1 design

#### **I-5 Rose Quarter: Phase 1A (ODOT Key Number K23682)** **Construction Phase**

- *Goals & Objectives*  
Phase 1A is an active construction package that provides near-term safety, preservation, and operational improvements with independent utility. The primary goals of Phase 1A are to address deferred maintenance, improve safety and seismic resilience, and maintain reliability at a critical segment of the I-5 corridor while advancing elements necessary to support future phases of the project.  
  
This amendment would transfer \$18,000,000 in funding to I-5 Rose Quarter: Phase 1A (K23682) from I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672).
- *Major Work Elements & Milestones*
  - Bridge deck overlays and structural repairs
  - Bridge rail upgrades and seismic retrofits
  - Stormwater treatment facilities to meet regulatory requirements
  - Pavement rehabilitation, signing, lighting, and striping
  - Construction of the southern portion of the southbound auxiliary lane between I84 and the Morrison Bridge
  - Key milestones for Phase 1A include completion of design procurement through the CMGC delivery method, initiation of construction in August 2025, and execution of staged construction activities through 2026, including planned short-term and long-duration I-5 closures to safely and efficiently complete deck overlay and structural repair work.

**I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT Key Number K23672) – To be known as I-5 Rose Quarter: Phase 1B**

- *Goals & Objectives*

In 2024, ODOT received a \$450 million grant from the Federal Highway Administration (FHWA) under the banner of the Reconnecting Communities and Neighborhoods (RCN) program. This funding was for the Broadway Weidler Phase 1 package, which includes constructing the southern portion of the highway cover, completing the southbound I-5 auxiliary lane and shoulder from I-405 to the Moda Center, and other improvements. The OTC supplemented this grant with \$250 million in HB 2017 Urban Mobility Strategy funding to allow completion of Phase 1.

ODOT was able to obligate \$67.5 million of the RCN grant funding while the unobligated balance of \$382.5 million in Construction and Other Phase funds was rescinded as part of the federal budget reconciliation bill H.R. 1, known as the "One Big Beautiful Bill Act" of 2025. Following this action, the Rose Quarter Project has \$480,891,997 in total funding available.

This amendment would update I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672) to I-5 Rose Quarter: Phase 1B and update the Project Description to remove scope and funding associated with rescinded \$ 382,250,000 Reconnecting Communities and Neighborhood (RCN) grant. The remaining funding will be used to construct Phase 1B as agreed by the Commission in December 2025 and ratified in March 2026 after discussion with project partners.

Phase 1B represents a redefined and reduced scope construction phase formerly referred to as Broadway to Weidler Phase 1. The goals of Phase 1B are to advance critical bridge preservation, seismic retrofit, and supporting infrastructure improvements using remaining available funding after the federal RCN grant rescission, while preserving consistency with the project's approved environmental clearance.

- *Major Work Elements & Milestones*

- Widening and strengthening the Holladay/Hassalo bridge structure
- Structural deck overlays and bridge rail replacement
- Seismic retrofit of affected structures
- Reconstruction of adjacent retaining walls and embankments
- Upgrades to signage, local street facilities, and impacted light rail infrastructure

## Proposed MTIP Amendment Major Project Assessment

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

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

| <b>Value / action</b>                                                                                                                                                                                               | <b>Status</b>             | <b>Staff comments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>1. Advancing racial equity and committing to restorative justice</i>                                                                                                                                             | <i>Complete / ongoing</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1A. Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to take into account the land value created by this project and the urban design features described in the Albina Vision. | Ongoing                   | Albina Vision Trust (AVT) has completed their Metro-funded Community Investment grant project. This work continues to inform their engagement with I5RQ, including through partnership with PBOT on two federally-funded Reconnecting Communities grant projects <sup>1</sup> that focus on development strategies and surface street improvements in and around the project area. Coordination between AVT and ODOT is ongoing. In March 2024 the OTC directed ODOT to work with AVT to prioritize offering AVT the right to develop new parcels created by I5RQ. AVT also recently signed a letter of commitment indicating its intent to continue coordinating with ODOT and other partners on I5RQ. |
| 1B. Appoint a landscape design team to inform a community-led decision-making process on highway cover design.                                                                                                      | Complete                  | The consultant team completed the Independent Cover Assessment in July 2021, which recommended a cover design that maximized developable space on and around the cover, as well as changes to surrounding transportation facilities to improve access to and foster development on the cover. <sup>2</sup> All project partners subsequently agreed to a cover design through a letter of agreement with the Governor's office signed in January 2022.                                                                                                                                                                                                                                                  |

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

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

|                                                                                                                                                                                                                                                                                                                                                  |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1C. Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities. | Ongoing             | The goals and strategies outlined in the Project's Diversity and Subcontracting Plan <sup>3</sup> are designed to help develop, mentor, expand expertise and build the capacity of small businesses, as well as to promote a diverse workforce and economic opportunities. Other topics discussed in this outcome, including anti-displacement, restorative community building investment, wealth creation, and land ownership opportunities are the subject of one of the collaborative PBOT-AVT projects discussed under item 1A. <sup>4</sup>                                                  |
| Establish a committee to oversee implementation of the Diversity and Subcontracting Plan.                                                                                                                                                                                                                                                        | Complete            | ODOT established the Community Oversight Advisory Committee <sup>5</sup> to oversee implementation of the contractor's Subcontracting and Diversity Plan in 2020. The committee met between 2020 and January 2023 and resumed meeting in January 2025 as construction on the project began. The committee continues to meet quarterly.                                                                                                                                                                                                                                                            |
| <i>2. Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions</i>                                                                                                                                                                                                                                      | <i>Not on track</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2A. Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.                                                                                                                                | Not on track        | In March 2024, Governor Kotek and the Oregon Transportation Commission ordered ODOT to stop work on the Regional Mobility Pricing Project (RMPP; the official project name of the I-5 tolling program); the project is now on hold indefinitely. <sup>6</sup> This decision poses an obstacle to achieving all actions associated with pricing.                                                                                                                                                                                                                                                   |
| 2B. Link the project with larger I-5 corridor planning efforts by taking into account the transportation needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.                                                                                                                          | Ongoing             | As discussed in more detail in the project Supplemental Environmental Assessment (SEA), <sup>7</sup> the modeling assumptions provided by Metro to the project account for all projects up and down I-5 that were then included on the Regional Transportation Plan project list, and the SEA analyzed potential project impacts to traffic speeds and volumes at locations on I-5 outside the immediate project area. However, the decision to pause RMPP (see 2A) eliminates some of the needs and/or opportunities for this project to coordinate with larger I-5 corridor planning activities |

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

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

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

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

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

|                                                                                                                                                                                                                                                   |                 |                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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>                                                                                                                                                    |                 |                                                                                                                                                                                                                                                                                                                                                                                |
| 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, HAAB, and other project committees, including their charters, membership, and meeting minutes. <sup>8</sup>                                                                                                                                                                  |
| 3B. Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).                                                                                | Complete        | See response to 3A—this information is described in the charters of these committees, which are available via the project website.                                                                                                                                                                                                                                             |
| 3C. Clearly describe to agency partners how the OTC’s 11 actions will be incorporated into the project and have timelines synchronized in a way that ensures transparency and accountability.                                                     | 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 evaluation, apply congestion pricing, and coordinate with partners. The majority 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.                                                                                                                              |

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

## **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 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 & 1A**

| RTP Priority | Measure 1 | Measure 2 | Measure 3 |
|--------------|-----------|-----------|-----------|
| Equity       | o         | o         | +/o       |
| Climate      | o         | o         | +/o       |
| Safety       | 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         | +         | 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 an increase from 73,711 to 73,715 for transit trips. 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.</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.             | 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.                                                                                                                                                                    | TIP modeling shows small but positive increase in access to community places. Results were the same from the phased build out.                                                                                                                                                                                                                                                                                                                                                                                        |
| 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. | 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.                                                                                                                                                                                                                                                                                | 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.                                                                                                                                                                                                                                                                                                                    |

## 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, 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. | 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. |
| 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 an Equity Focus Area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 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.<br>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.<br><br>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.<br><br>There is an increase in personal vehicle miles traveled from 21,256,521 to 21,257,976. An increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,986. An increase in transit miles traveled from 2,020,953 to 2,021,685. There is a decrease in bike miles traveled from 842,597 to 842,412 and a decrease in pedestrian miles traveled from 292,789 to 292,765. |

## Economy

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

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



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**2026 Federal Advocacy Priorities Consideration**

Betsy Emery, Federal Affairs Advisor, Metro

# JPACT Worksheet

**Agenda Item Title:** 2026 Federal Advocacy Priorities Consideration

**Presenters:** Betsy Emery, Federal Affairs Advisor, Oregon Metro

**Contact for this worksheet/presentation:** Betsy Emery, [Betsy.Emery@oregonmetro.gov](mailto:Betsy.Emery@oregonmetro.gov)

## Purpose/Objective

Each year, JPACT travels to D.C. to advocate to members of Congress and the U.S. Department of Transportation (USDOT) for the transportation policy and funding priorities that would benefit the region. With the current surface transportation bill, *Infrastructure Investment and Jobs Act* (IIJA), expiring on September 30, 2026, JPACT's federal advocacy has largely focused on the next surface transportation reauthorization bill.

In May, the House Transportation and Infrastructure Committee released the highly anticipated *BUILD America 250 Act* (BA250), their draft of the next surface transportation reauthorization bill, giving JPACT specific policy proposals to consider as advocacy priorities for the 2026 trip are finalized.

During this agenda item, staff will provide a high-level overview of the BA250 bill and present a set of federal advocacy priorities for consideration. The proposed priorities were informed by staff review of the BA250 in comparison to JPACT's 2025 adopted federal and state advocacy priorities, other JPACT-adopted policies like the 2023 Regional Transportation Plan, and conversations among electeds as well as transportation policy and governmental affairs staff at multiple jurisdictions represented at the JPACT table.

## Background

In advance of the annual JPACT trip to D.C., JPACT adopts a set of federal advocacy priorities that inform what the JPACT discusses with members of the Congressional delegation and the USDOT.

The attached "Federal Advocacy Priorities" document will serve as the text for the "leave behind" materials. Staff from JPACT member jurisdictions collaborated to update JPACT's 2025 federal advocacy priorities to reflect the current Administration's and Congressional transportation policies and proposals. Further, in response to the recent release of the *BUILD America 250 Act*, staff included an additional document to accompany the "Federal Advocacy Priorities" leave behind materials that outlines a concise list of what JPACT wants to see included or amended in any final legislation based on last year's adopted priorities for the reauthorization bill.

### The BUILD America 250 Act

The BA250 is a 5-year bipartisan package that authorizes \$580 billion for federal surface transportation programs. As anticipated, the bill is much narrower in scope and focuses on traditional transportation infrastructure. It includes the largest ever investment in bridges, significant permitting reforms, an electric vehicle and plug in hybrid electric vehicle fee structure, the first ever autonomous commercial motor vehicle framework, and repeals several climate-related programs established under the IIJA. Disagreements between the House and Senate over key provisions, limited legislative days on the Congressional calendar, and a high stakes mid-term election make it unlikely an entirely new reauthorization bill will be passed by the September 30, 2026 deadline. An extension of the IIJA's existing authorities is anticipated.

**Outcome**

JPACT will learn about the *BUILD America 250 Act* and consider the proposed federal advocacy priorities, which will inform the D.C. trip materials and talking points.

**What has changed since JPACT last considered this issue/item?**

Staff provided an update on the surface transportation reauthorization bill during the April 2026 JPACT meeting. Staff was scheduled to present the draft advocacy priorities for feedback during the June 2026 JPACT meeting, but that presentation was bumped to accommodate the IBR agenda item. This agenda item will be the first time that JPACT discusses the 2026 federal advocacy priorities for the D.C. trip. JPACT will not consider these again before the September trip.

**What packet material do you plan to include?**

- JPACT Federal Advocacy Priorities 2026

# JPACT's Priorities for BUILD America 250 Act – FINAL Draft

*Last Updated: 07/07/26*

JPACT would like the following provisions from the *BUILD America 250 Act* included or amended in the final surface transportation reauthorization bill. They are not listed in any priority order.

RETAIN the following provisions:

- The **\$3 billion/year authorization level for FTA Capital Investment Grants** and reforms to the program that will streamline review and set the region's four CIG projects up for success
- The redirection of funding from any eliminated discretionary programs to the **Surface Transportation Block Grant** given its flexibility.
- The dramatic **expansion of the Bridge Formula Program**, 25% set aside for locally-owned bridges, and prioritizing investments based on bridge condition
- The **reauthorization of Safe Streets and Roads for All (SS4A) using HTF contract authority** so the program isn't subject to annual appropriations
- Tying NHTSA Section 405/402 formula funding to specific **transportation safety performance outcomes**
- The **increased transit formula funding** to assist transit operators in mitigating cost increases and improving system safety and reliability
- The **increased FHWA Metropolitan Planning funding and expanded eligible uses**, enabling MPOs to do holistic systems level planning and initial project scoping

AMEND the following provisions:

- Include language that **requires restoration of IIJA grant awards that were rescinded or paused**
- Remove **preemption of state and local autonomous vehicle regulations**
- Restore the **Carbon Reduction formula program**, which supported \$15 million in projects across the Metro region
- Increase **SS4A planning set aside** to the IIJA level
- Restore eliminated grant programs, including the **Active Transportation Infrastructure and Investment Program**
- Provide **guaranteed funding for passenger and high speed rail** to protect existing state and local corridor investments
- Embed **seismic safety, structural resilience, disaster mitigation, and emergency-route continuity** as evaluation criteria across capital grant programs
- Balance any **new Highway Trust Fund (HTF) revenue sources** across vehicle types
- Include **alternative fuel infrastructure as an eligible use** within the Congestion Mitigation and Air Quality (CMAQ) program instead of a dedicated set aside.

# PROPOSED COPY FOR 2026 JPACT TRIP PACKET – Final Draft

*Last Updated: 07/07/26*

## Cover Page: Joint Policy Advisory Committee on Transportation Federal Policy Agenda

### MAIN COPY:

Metro is the Metropolitan Planning Organization (MPO) representing the urban areas of 3 counties and 24 cities that comprise the Oregon portion of the greater Portland region.

The Joint Policy Advisory Committee on Transportation (JPACT) and the regional elected Metro Council are jointly responsible for maintaining a regional long-term transportation plan and programming hundreds of millions of federal dollars to transportation projects every year.

JPACT is comprised of representatives from agencies within the Portland Metro MPO area and the adjacent Southwest Washington MPO, known as the Regional Transportation Council (RTC). JPACT agencies are responsible for planning for the Oregon portion of the metropolitan area, which includes a vast transportation system serving more than 1.7 million people that live, work, and commute through the region. This system includes more than 3,700 miles of roads (627 miles of highways), seven transit agencies providing 250,000 daily trips, and six freeway corridors—anchored by I-5, a critical Canada-to-Mexico connection moving over 70,000 tons of goods through Portland every day. JPACT members and our partners appreciate the delegation and Administration’s continued support to improve the region’s transportation system.

As Congress considers the next surface transportation bill, **JPACT is advocating for policies that:**

- Prioritize investments that create jobs and **promote economic development**
- Diversify and **expand transportation revenue sources** for a sustainable Highway Trust Fund
- Create a **safe transportation system** that quickly and efficiently moves people and goods
- Increase **multi-modal transportation options** for families and commuters to reach jobs and essential services
- Modernize transportation infrastructure to **maintain a state of good repair**

## Page 2: Prioritize investments that create jobs and *promote economic development*

### CALL OUT TEXT:

We need federal support to deliver the pipeline of transportation projects that will create tens of thousands of jobs, expand housing development opportunities, connect workers and businesses to jobs and markets, and strengthen the industries that power the bi-state region's economy.

### FEDERAL POLICY POSITIONS:

- Renew the **FTA Pilot Program for Transit-Oriented Development** so it is easier to concentrate affordable housing and economic opportunities along high frequency transit corridors
- Ensure the local economy accrues benefits by **incentivizing grant awards for projects with Community Benefit Agreements** or Project Labor Agreements
- Renew the **Nationally Significant Multimodal Freight and Highway Projects (INFRA) Program** to support projects that improve freight transport and reduce congestion.

### MAIN COPY:

The Portland-Vancouver region's pipeline of transportation projects will create tens of thousands of high-paying construction jobs and shape how people get to school, work, and healthcare; access businesses along busy corridors; and where housing gets built.

Regional partners are **seeking FTA Capital Investment Grant Program (CIG) funding** to transform **82ND AVENUE, TUALATIN VALLEY (TV) HIGHWAY, MONTGOMERY PARK STREETCAR**, and the **I-5 BRIDGE REPLACEMENT (IBR)**, all of which are directly linked to economic development. The **82ND AVENUE** and **TV HIGHWAY** projects incorporate Economic Development Strategies to recruit and train local workers, support small businesses, and promote transit-oriented development along the corridors.

The **MONTGOMERY PARK** project will transform an underutilized industrial district adjacent to Highway 30 into a transit-oriented, mixed-use hub with over 2,000 new housing units and 400 middle-wage jobs. The **SUNRISE CORRIDOR PROJECT** will create safer access to businesses, housing, and industry along the Hwy 224 and 212 interchanges, improve freight movement to central Oregon, and is projected to add 14,000 new jobs and 17,000 new housing units.

The **ROSE QUARTER** AND **IBR** projects address one of America's worst freeway bottlenecks, cutting travel times for more than 70,000 daily bi-state commuters and improving market access for manufacturers, distributors, and exporters along the West Coast. Together, these projects will generate over 2 million labor hours and drive long-term economic growth beyond construction. Another example is the Project Labor Agreement for the **EARTHQUAKE READY BURNSIDE BRIDGE PROJECT**, which is the strongest in Oregon and expected to generate more labor hours than all but the IBR.

### Page 3: Diversify and expand transportation revenue sources for a sustainable Highway Trust Fund

#### CALL OUT TEXT:

The federal gas tax is a diminishing revenue mechanism that cannot keep pace with the cost of operating, maintaining, and improving our nation's transportation system. New and expanded revenue sources are urgently needed.

#### FEDERAL POLICY POSITIONS:

- **Stabilize the Highway Trust Fund (HTF) with new revenue sources** that are balanced across vehicle types, such as registration fees for electric vehicles, increasing or indexing the gas tax to inflation, or implementing a national road user charge program
- **Preserve the HTF's 80/20 funding split** between the Highway and Mass Transit accounts with any new revenue sources
- **Direct a greater share of formula funds to local governments** so they can be used more flexibly and more efficiently deliver projects, as aligned with the *BASICS Act*.
- **Expand eligibility for federal funding programs to include maintenance activities**, like resurfacing roads and repairing potholes, so local agencies can maintain a state of good repair

#### MAIN COPY:

The federal gas tax—fixed at 18.4 cents per gallon since 1993—does not generate enough revenue to support the nation's highways, bridges, transit, and other transportation infrastructure. Without revenue reform, the Congressional Budget Office projects that the Highway Trust Fund (HTF) will be fully exhausted by 2028. Rising construction costs, inflation, and the ongoing transition to fuel efficient vehicles is making HTF revenue increasingly unreliable and increasing the gap between transportation revenue and funding need.

Across our bi-state region, this structural funding challenge is creating shortfalls at multiple levels that are straining the Oregon and Washington Departments of Transportation, transit agencies, and local governments that depend on local, state, and federal funds to maintain roads, sidewalks, bridges, multimodal, and transit infrastructure. Shrinking resources delay projects, increase deferred maintenance backlogs, and limit the ability to improve infrastructure or expand transit service in the areas with greatest need. State and local jurisdictions are adopting and exploring additional revenue sources, like Portland's new Transportation Utility Fee, to reduce the funding gaps but these options are not enough to cover the costs entirely.

Without a stable and adequately funded Highway Trust Fund, it is exceedingly difficult to address maintenance backlogs while also building out the region's pipeline of priority capital projects. Transportation funding reforms that generate more revenue are urgently needed. JPACT also urges the USDOT to obligate funding awards and agreements as quickly as possible to avoid delays that further increase project costs and potentially jeopardize completion of projects.

**Page 4: Create a safe transportation system that quickly and efficiently moves people and goods**

**CALL OUT TEXT:**

Regional jurisdictions in Oregon and Washington have received more than \$39 million through the Safe Streets and Roads for All program to develop safety action plans, upgrade infrastructure, and deliver projects that make every trip safer. The recommended projects need funding to save lives and prevent life-altering injuries.

**FEDERAL POLICY POSITIONS:**

- **Reauthorize the Safe Streets and Roads for All Program** and maintain the dedicated planning set aside.
- **Streamline permitting requirements or issue guidance for proven quick-build safety projects**, like curb ramps and pedestrian crossings, on developed land without significant environmental impacts to speed up project delivery
- **Reduce federal match requirements and administrative burden for smaller-scale safety projects** so federal funds are more accessible to smaller jurisdictions
- Retain explicit direction to **embed Safe System principles** into federal USDOT regulations

**MAIN COPY:**

JPACT jurisdictions are making streets safer for all roadway users through investments in sidewalks, bikeways, streetlights, crossings, and local programs like Safe Routes to School. These efforts are working: our region has one of the lowest traffic fatality rates in the nation and saw a 19% decline last year, but JPACT remains committed to the Safe System approach and aims to eliminate traffic deaths and serious injuries by 2035.

Some of the region's deadliest roads, [82ND AVENUE](#), [TUALATIN VALLEY HIGHWAY](#), and the [SUNRISE CORRIDOR](#) were built as agricultural freight routes, not to accommodate the dense residential and commercial growth that surrounds them today. Their original design favored speed, resulting in highly congested, high-crash corridors that now serve as critically important, heavily used connections to schools, healthcare, housing, and jobs. The original design has resulted in highly congested "high crash corridors." **Federal programs like the Highway Safety Improvement Program (HSIP), Safe Streets and Roads for All, and FTA Capital Investment Grants are essential to deliver safety improvements** that will make these roads safer for children, families, older adults, and people with mobility challenges.

Bottlenecks on busy regional interstates and highways create congestion, collisions, and unreliable travel times, placing Portland among the nation's top 25 cities for traffic delays. These conditions affect commuters, freight transport, and workers moving between job sites. Interchange and ramp improvements in the [I-5 BRIDGE REPLACEMENT PROJECT](#), [I-205](#), and [ROSE QUARTER](#) projects will reduce crashes and improve traffic flow on key freeway corridors.

**Page 5: Increase multi-modal transportation options for families and commuters to reach jobs and essential services.**

**CALL OUT TEXT:**

JPACT envisions a regional multi-modal transportation system that is well integrated across modes and scales: from high-capacity transit, to shared use paths and first/last mile connections.

**FEDERAL POLICY POSITIONS:**

- **Preserve robust FTA Capital Investment Grant (CIG) funding** in the FY26 budget and reauthorization to advance the region's pipeline of high-capacity transit projects
- **Renew the FHWA's Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) program** to support transit signal priority and smart signal technology that improves transit reliability, reduces travel times, and makes crossings safer.
- **Maintain the Transportation Alternatives Program set aside within the Surface Transportation Block Grant** to promote safe, seamless, and well-connected multi-modal and active transportation infrastructure.

**MAIN COPY:**

The Portland-Vancouver region has grown significantly, and travel patterns have shifted in ways that demand a more connected multi-modal network. JPACT's transportation vision calls for investments at every scale, from high-capacity to bus rapid transit and neighborhood-level connections, so residents can reach jobs, businesses, and services.

The region has a pipeline of transit projects: **82ND AVENUE, TUALATIN VALLEY (TV) HIGHWAY, MONTGOMERY PARK, AND THE I-5 BRIDGE PROJECT** that collectively are **targeting \$1.4 billion from the FTA Capital Investment Grant (CIG) program over the next decade**. These projects will expand and improve transit service along heavily traveled corridors; connect families and commuters to housing, jobs, businesses, and essential services; and reduce congestion. **JPACT urges USDOT to grant funding agreements for CIG projects that have completed the engineering phase so our projects are not delayed** in the pipeline.

The region is committed to a fully integrated multi-modal network. **BUILD grants** and the **Transportation Alternatives Program** support the sidewalks, bike lanes, and shared use paths that make walking and biking more viable. The **EARTHQUAKE READY BURNSIDE BRIDGE** project exemplifies these efforts, featuring a shared-use path, crash-worthy barrier, and an ADA-accessible connection to the Eastbank Esplanade. The region is also exploring microtransit and shuttle solutions where fixed route service is not feasible. **FTA programs should be expanded to support alternative forms of transit**, like first- and last-mile connections, vanpools, and shuttles, alongside high-capacity investments, to bridge ridership between transit providers and respond to local needs.

**Page 6: Modernize transportation infrastructure to maintain resilience and a state of good repair**

**CALL OUT TEXT:**

Much of the region's critical transportation infrastructure is aging, deteriorating, and urgently requires maintenance, retrofits, or replacement to remain safe, resilient to extreme weather and earthquakes, and reliable for communities and commerce.

**FEDERAL POLICY POSITIONS:**

- **Renew the FTA State of Good Repair, Low-No Emissions, and Bus and Bus Facilities programs** so agencies can modernize their fleets and facilities to stay safe, operational, and reliable for riders.
- **Renew the Bridge Completion Program and Bridge Formula Program** to fund seismic retrofits, resilience upgrades, and replacement of aging bridges.
- **Restore the PROTECT formula program**, which is not included in the *BUILD America 250 Act*.
- **Include maintenance and structural resilience as eligible activities across all transportation funding programs.**

**MAIN COPY:**

The [I-5 BRIDGE](#), [BURNSIDE BRIDGE](#), and [I-205 BRIDGES](#) are designated emergency lifeline routes and major freight and commuter connections carrying hundreds of thousands of travelers and billions of dollars in freight. Some of these bridges are over 100 years old and unlikely to withstand a magnitude 8 earthquake, which has a 1-in-3 chance of occurring within the next 50 years. If any fail, emergency response and disaster recovery will be severely delayed. **Renewing the Bridge Completion Program, Bridge Formula Program, PROTECT formula and grant programs, and FTA Capital Investment Grant Program is essential** to ensure these lifeline and freight routes are resilient.

The region's transportation system faces threats beyond earthquakes. Heat domes and ice storms are buckling asphalt and freezing light rail tracks, compounding maintenance backlogs and threatening system safety and reliability. Extreme weather events, like the 2020 wildfires, demonstrated the danger when evacuation traffic overwhelmed the Highway 212/224 interchange, creating a life-threatening bottleneck. **Federal programs must fund retrofits, modernization, and maintenance** that keep roads, bridges, and transit systems in a state of good repair and operational across the full range of extreme weather and emergencies.

Local agencies also face growing backlogs of routine maintenance, like filling potholes and replacing deteriorating pavement. Federal **funding programs for smaller maintenance projects** would help agencies address deferred maintenance before it becomes a more costly capital investment.



# Metro

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## Agenda #: 6.2

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**File #:** COM 26-1133

**Agenda Date:** 7/16/2026

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### **2028 Regional Transportation Plan Work Plan and Engagement Plan**

André Lightsey-Walker, Senior Transportation Planner, Metro

Alfredo Haro, Senior Regional Planner, Metro

Kim Ellis, Principal Transportation Planner, Metro

Ted Leybold, Program Director, Metro

## JPACT Worksheet

**Agenda Item Title:** 2028 Regional Transportation Plan Work Plan and Engagement Plan

**Presenters:** André Lightsey-Walker, Alfredo Haro, Kim Ellis, Ted Leybold

**Contact for this worksheet/presentation:** André Lightsey-Walker

### **Purpose/Objective:**

Metro is developing the work plan and engagement plan that will guide the 2028 Regional Transportation Plan update. The Regional Transportation Plan is a state and federally required long-range transportation plan for the Portland metropolitan area. The plan serves as the region's long-range blueprint for transportation priorities, investments, policies and funding across all modes.

The Metro Council and JPACT must adopt an updated RTP every five years to maintain compliance with federal and state requirements. The 2028 RTP update is due by November 30, 2028, when the current plan expires. The plan guides investments in all forms of travel, including motor vehicles, transit, bicycle and walking, as well as the movement of goods and services throughout greater Portland. The plan identifies regional priorities and establishes eligibility for federal and state transportation funding.

This discussion is an opportunity for JPACT to review and provide feedback on the draft 2028 RTP work plan and engagement plan before staff return to JPACT and MPAC for consideration in September and Metro Council in October requesting adoption of the work and engagement plan. The draft work plan and engagement plan provide a proposed roadmap for completing the 2028 RTP update by November 30, 2028. They describe the scope, schedule, decision making process, technical analysis, engagement approach, major milestones, and deliverables needed to complete the update.

JPACT feedback is requested on the following questions:

- Does JPACT support the direction the RTP project team has outlined in our work planning documents?
- Are there any key missing elements in the draft work plan or engagement plan?
- What engagement does JPACT want to ensure is reflected in the engagement plan that is critical to support adoption of the RTP and Climate Smart Strategy and implementation moving forward?

Staff will use JPACT feedback to refine the work plan, engagement plan, schedule, milestones and decision points before requesting approval by JPACT and the Metro Council this fall.

## **Outcome**

No formal action is requested at this meeting.

The desired outcome is JPACT discussion and feedback on the draft 2028 RTP work plan and engagement plan, including the proposed five phase schedule, major deliverables, decision making structure, engagement approach, and key milestones.

Staff will use JPACT feedback to refine the plans, clarify major milestones and decision points, strengthen the engagement approach, and prepare the work plan and engagement plan for consideration by MPAC and JPACT in September and Metro Council in October.

JPACT feedback will help confirm whether the draft plans provide a clear, transparent, and coordinated process for completing a federal and state compliant RTP update that is practical, financially realistic, and responsive to regional needs.

## **What has changed since JPACT last considered this issue/item?**

JPACT last considered the 2028 RTP update in April 2026 as part of the initial scoping phase. At that time, JPACT and MPAC expressed support for the policy and process outcomes that had emerged from early conversations with Metro Council and regional partners.

Since JPACT last considered this item, staff have continued developing the draft work plan and engagement plan. Staff have engaged Metro departments, regional technical and policy advisory committees, local jurisdictions, transportation agencies, county coordinating committees, community and business partners, and state and federal partners to seek feedback on the scope of the update, coordination points, engagement and consultation opportunities, and major deliverables. Scoping engagement and consultation activities will continue throughout the summer as staff refine the work plan and engagement plan.

Metro Council reviewed the draft work plan and engagement plan at a July 7, 2026 work session. That discussion built on Council's March 2026 scoping discussion by moving from early direction setting to review of the draft plans that will guide the full update.

The draft work plan provides an updated five-phase schedule for completing the 2028 RTP update by November 30, 2028. It identifies major products and decisions, technical analysis, policy milestones, engagement opportunities, and adoption actions. The draft engagement plan describes how staff propose to engage local, regional, state, tribal and federal partners, community and business partners, and the public throughout the update.

The draft work plan is organized to answer the following questions:

- Why is the 2028 Regional Transportation Plan update needed now?
- What products and decisions must be completed through the update?

- When will key phases, milestones and adoption actions occur?
- Who is responsible for technical review, policy recommendations, and final decisions?
- How will local, regional, state, tribal and federal partners, community and business partners, and the public be engaged?
- What opportunities are there to shape the development of the plan and adoption actions?
- How will the final plan meet federal, state and regional requirements?
- How will the adopted plan guide future investment and implementation?

The 2028 RTP update also needs to respond to federal and state requirements, corrective actions and recommendations. This includes strengthening financial planning, documenting how project priorities align with RTP goals, updating the Climate Smart Strategy, and improving the process for developing and evaluating the RTP project list.

### **Engagement and Coordination**

The 2028 RTP update will require extensive coordination with local, regional, state, tribal and federal partners, community and business partners, and the public. The draft engagement plan is intended to guide that coordination and identify opportunities for meaningful input at key points in the planning process.

The work plan and engagement plan prioritize engagement with communities that have been historically underrepresented in transportation decision making, including Black, Indigenous and other people of color, people with low incomes, people with disabilities, people with limited English proficiency, youth and older adults. The engagement approach will seek to reduce barriers to participation, elevate lived experience, and clearly document how input informs decisions.

The project team has identified the following agencies and groups to engage in the update:

- Community leaders and community-based organizations representing historically underserved communities, health and equity interests, environmental protection, affordable housing, transportation, and social, climate and environmental justice.
- Business, economic development and freight groups, including large and small employers, freight shippers, business organizations, associations and chambers of commerce.
- Local jurisdiction staff and elected officials representing counties and cities in the region, including through county coordinating committees, regional technical and policy advisory committees, and local jurisdiction coordination.
- Tribal governments, through consultation and engagement activities in coordination with Metro's Tribal Affairs team.
- Special districts and transportation agencies, including TriMet, SMART, Port of Portland, and other regional transportation partners.

- Southwest Washington Regional Transportation Council and other Clark County partners, as appropriate, through existing regional coordination structures.
- State agencies, including the Oregon Department of Transportation, the Oregon Transportation Commission, the Oregon Department of Land Conservation and Development, the Land Conservation and Development Commission, the Oregon Department of Environmental Quality and the Oregon Health Authority.
- Federal agencies, including the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency and other federal resource agencies.

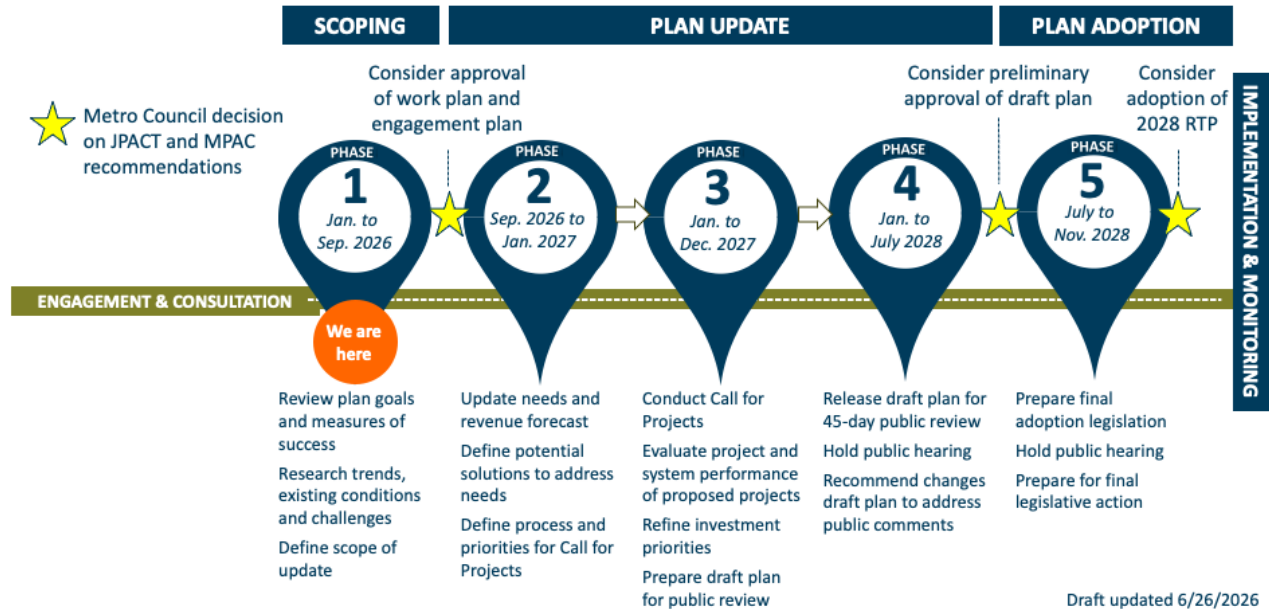
Staff will continue engaging regional advisory committees, county coordinating committees, local jurisdictions, transportation agencies, community and business partners, Tribes, and state and federal partners throughout the summer. This engagement will help clarify partner coordination needs, refine technical work, prepare the Call for Projects, and support a transparent process for future Council and JPACT decisions.

**What packet material do you plan to include?**

1. 2028 RTP Timeline and Scoping Schedule
2. 2028 RTP Work Plan Overview, June draft
3. 2028 RTP Engagement Plan Overview, June draft
4. 2028 RTP Draft Work Plan, June draft
5. 2028 RTP Draft Engagement Plan, June draft

## 2028 RTP Timeline and Scoping Schedule (draft)

# Proposed planning process for 2028 RTP Update



**Introduction – Introduce RTP timeline, process and next steps; seek feedback on RTP goals, process and priorities for the update to address**

| Who                                                                                  | Date                           |
|--------------------------------------------------------------------------------------|--------------------------------|
| Metro Council Work Session                                                           | March 10, 2026                 |
| Joint Policy Advisory Committee on Transportation (JPACT)                            | March 19, 2026                 |
| Clackamas County Transportation Advisory Committee (CTAC)                            | April 2, 2026                  |
| Transportation Policy Alternatives Committee (TPAC)                                  | April 3, 2026                  |
| C4 Metro Subcommittee                                                                | April 15, 2026                 |
| Metro Technical Advisory Committee (MTAC)                                            | April 15, 2026                 |
| Metro Policy Advisory Committee (MPAC)                                               | April 22, 2026                 |
| Metro Committee on Disability Inclusion                                              | May 12, 2026                   |
| Community Leaders' Forum                                                             | May 19, 2026                   |
| East Multnomah County Transportation Committee (EMCTC TAC)                           | June 3, 2026                   |
| Washington County Coordinating Committee TAC (WCCC TAC)                              | June 4, 2026                   |
| Transportation Policy Alternatives Committee (TPAC) ( <i>scoping status update</i> ) | June 5, 2026                   |
| TPAC Workshop ( <i>feedback on performance analysis approach</i> )                   | June 10, 2026                  |
| Interviews with electeds and regional leaders                                        | June – July 2026               |
| Consultation meetings with Federal, State, and Regional Agencies                     | June 24, 2026 and July 9, 2026 |
| Metro Public Engagement Review Committee (PERC)                                      | June 23, 2026                  |
| Tribal consultation in coordination with Metro Tribal Affairs program                | TBC                            |
| Metro Committee on Racial Equity                                                     | TBC                            |

### Seek feedback on draft work plan and engagement plan

| Who                                                       | Date                |
|-----------------------------------------------------------|---------------------|
| Metro Council Work Session                                | July 7, 2026        |
| Clackamas County Transportation Advisory Committee (CTAC) | July 8, 2026 (TBC)  |
| Transportation Policy Alternatives Committee (TPAC)       | July 10, 2026       |
| Washington County Coordinating Committee (WCCC)           | July 13, 2026 (TBC) |
| East Multnomah County Transportation Committee (EMCTC)    | July 13, 2026 (TBC) |
| C4 Metro Subcommittee                                     | July 15, 2026 (TBC) |
| Metro Technical Advisory Committee (MTAC)                 | July 15, 2026       |
| Joint Policy Advisory Committee on Transportation (JPACT) | July 16, 2026       |
| Metro Policy Advisory Committee (MPAC)                    | July 22, 2026       |

### Action – Share feedback and seek recommendation on proposed work plan and engagement plan

| Who                                                       | Date               |
|-----------------------------------------------------------|--------------------|
| Transportation Policy Alternatives Committee (TPAC)       | September 11, 2026 |
| Joint Policy Advisory Committee on Transportation (JPACT) | September 17, 2026 |
| Metro Policy Advisory Committee (MPAC)                    | September 23, 2026 |
| Metro Council                                             | October 1, 2026    |

TBC = To be confirmed

TBR = To be requested

## 2028 Regional Transportation Plan Update Work Plan Overview

*Summary of planning and engagement activities and key milestones (draft)*

| When                                                                                                | What                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Phase 1: Scoping</b><br>January to September 2026                                                | <p><b>Planning Focus:</b> Develop a shared understanding of the trends, challenges and priorities the 2028 RTP update should address. Review adopted RTP goals and measures of success, relevant plans and policies, RTP system maps, and projects completed or under construction since 2023. Develop the data, tools and methods needed to support the needs analysis, project evaluation and other technical work.</p> <p><b>Engagement Focus:</b> Engage decision makers, jurisdictional and agency partners, Tribal governments, community and business leaders, and members of the public to identify priorities and shape the work plan and engagement plan.</p> <ul style="list-style-type: none"> <li>• Engage Metro Council, regional advisory committees and county coordinating committees on RTP goals, priorities and the planning process</li> <li>• Conduct individual meetings with elected officials and other regional leaders</li> <li>• Convene a Community Leaders' Forum</li> <li>• Support Metro Councilor engagement with constituents, including presentations to city councils</li> <li>• Hold TPAC workshop on the performance evaluation framework, measures for project and system analysis</li> <li>• Consult with federal, state, regional and resource agencies</li> <li>• Invite consultation with Tribal governments</li> </ul>                                                                                                                                                                                                                                                                                                                                          |
| <b>Key Milestones:</b><br>September to October 2026                                                 | <p>MPAC makes recommendation to the Metro Council</p> <p>JPACT and the Metro Council consider adoption of the work plan and public engagement plan</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Phase 2: Prepare Needs Analysis and Draft Revenue Forecast</b><br>September 2026 to January 2027 | <p><b>Planning Focus:</b> Document current and future transportation needs, update the plan's policy framework, refine performance measures and evaluation methods, and develop a draft revenue forecast. Define the process and timeline for the Call for Projects and establish funding targets for the financially constrained and strategic project lists.</p> <p><b>Engagement Focus:</b> Work with local, regional, state, Tribal and community partners to identify transportation needs and potential solutions, review the existing RTP project list, develop financial assumptions, and prepare partners for the Call for Projects.</p> <ul style="list-style-type: none"> <li>• Host a regional transportation tools and data workshop for practitioners and other constituents</li> <li>• Provide Project Tracker workshops, training and office hours for jurisdictional partners and Tribal governments</li> <li>• Develop an online public open house or StoryMap</li> <li>• Support Metro Councilor engagement with constituents, including city councils</li> <li>• Hold TPAC workshops supporting the needs analysis and Call for Projects</li> <li>• Convene Community Leaders' Forum, small group constituent meetings and RTP informational sessions</li> <li>• Present and discuss the update at county coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings</li> <li>• Continue engagement with partners and community members to identify regional transportation needs and potential solutions</li> <li>• Share social media videos highlighting transportation needs and successful completed projects across the region</li> </ul> |
| <b>Key Milestones:</b>                                                                              | <p>Complete the updated evaluation framework, the regional transportation needs analysis, the draft revenue forecast, initial policy updates, and the draft process and timeline for the Call for Projects.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| When                                                                                               | What                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Phase 3: Call for Projects and Evaluation of Proposed Solutions</b><br>January to December 2027 | <p><b>Planning Focus:</b> Conduct the Call for Projects, evaluate proposed projects and programs, climate smart analysis, update the financially constrained and strategic project lists, complete the financial plan, and prepare the draft RTP and appendices for public review.</p> <p><b>Engagement Focus:</b> Provide opportunities for partners, community members and decision makers to review project submissions, evaluation results, funding assumptions, and proposed investment priorities.</p> <ul style="list-style-type: none"> <li>Engage regional technical and policy advisory committees and county coordinating committees on the Call for Projects process</li> <li>Work with transportation providers to document and forecast reasonably available funding sources</li> <li>Seek feedback on updated project and program lists and evaluation results</li> <li>Continue presentations, briefings and discussions with advisory committees, county coordinating committees, and jurisdictional and community partners</li> </ul> |
| <b>Key Milestones:</b>                                                                             | <ul style="list-style-type: none"> <li>JPACT and the Metro Council initiate Call for Projects, providing direction on the process and evaluation of proposed solutions</li> <li>Conduct Call for Projects to update financially constrained and strategic project and program lists (Feb. 1 to March 12, 2027)</li> <li>JPACT and Metro Council consider feedback on draft project and program lists, performance evaluation, and recommendations for finalizing draft plan, appendices and Climate Smart Strategy for public review</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Phase 4: Public Review and Preliminary Plan Approval</b><br>January to July 2028                | <p><b>Planning Focus:</b> Release the draft 2028 RTP, appendices, draft Climate Smart Strategy, technical documentation, and project and program investment priorities for public review. Compile public comments, develop Metro staff recommended changes, and prepare materials for preliminary plan approval.</p> <p><b>Engagement Focus:</b> Provide the public, local governments, transportation agencies, Tribal governments, community partners and other interested parties with opportunities to review and comment on the draft plan and proposed investment priorities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Key Milestones:</b>                                                                             | <ul style="list-style-type: none"> <li>Conduct a 45-day public comment period (Jan. 14 to Feb. 29, 2028)</li> <li>MPAC makes a recommendation to the Metro Council</li> <li>JPACT considers preliminary approval of the 2028 RTP and Climate Smart Strategy</li> <li>Metro Council considers preliminary approval of the 2028 RTP and Climate Smart Strategy</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Phase 5: Final Legislative Adoption Process</b><br>July to November 2028                        | <p><b>Planning Focus:</b> Finalize the 2028 RTP, appendices, project and program investment priorities, adoption legislation, and findings of compliance with applicable state requirements. Complete the final public engagement report and prepare the plan for final legislative action.</p> <p><b>Engagement Focus:</b> Provide final opportunities for public testimony, committee review and decision maker consideration before adoption.</p> <ul style="list-style-type: none"> <li>Hold legislative hearings, including first and second readings</li> <li>Present the final plan and recommended changes to MPAC, JPACT and the Metro Council</li> <li>Document how engagement, public comments and policy direction informed the final plan</li> </ul>                                                                                                                                                                                                                                                                                       |
| <b>Key Milestones:</b>                                                                             | <ul style="list-style-type: none"> <li>MPAC makes recommendation to the Metro Council</li> <li>JPACT considers adoption of the 2028 RTP and Climate Smart Strategy</li> <li>Metro Council considers adoption of the 2028 RTP and Climate Smart Strategy</li> <li>Submit the adopted plan for state review and acknowledgement</li> <li>Publish adopted plan online and submit to Federal agencies</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



## 2028 RTP update public engagement plan overview

*A review on the direction of the 2028 RTP public engagement plan. A draft will be available in July 2026.*

The Regional Transportation Plan (RTP) is a federally mandated document and planning process shaping the future of greater Portland's transportation system. The RTP facilitates the long-term vision, policies and investment priorities. The 2028 update will coordinate transportation investments across Multnomah, Washington counties and urbanizes areas of Clackamas county. These investments are guided by shared regional goals for how transportation can improve safety, equity, mobility, climate and the economy of greater Portland.

Greater Portland, like other regions across the country, is facing a series of significant and interrelated challenges. Revenue uncertainty and volatility in federal funding have created instability for long-term planning and delayed upgrades to aging infrastructure. Reductions in transit funding have led to service reductions while travel behavior continues to alter transit ridership across the region. Taken together, the regional challenges present both a call to action and an opportunity to advance a transportation system that is safer, more resilient and aligned with regional goals.

### Building a plan together

The 2028 Regional Transportation Plan (RTP) engagement plan is grounded in Metro's guiding principles for meaningful public engagement, documented in [Metro's Public Engagement Guide](#) and the U.S. Department of Transportation's promising practices for meaningful public involvement in transportation decision-making. During the scoping phase, Metro received input about desired meaningful engagement components and goals for the 2028 RTP.

## Defining meaningful engagement

Meaningful engagement occurs throughout the life of the project intentionally including the perspectives of people and communities who are affected by the 2028 Regional Transportation Plan. Meaningful engagement is rooted in nurturing relationships, addressing the diverse communication and engagement needs of participants. Similarly, meaningful public engagement requires transparency with participants about how their input will be used and how it can affect change.



## Draft RTP engagement goals

### *Broad regional participation*

Regional perspectives are reflected in the plan by accomplishing the following:

- Engaging regionally and including historically underserved communities
- Documenting how community input directly shaped the final RTP

### *Support community participation in local transportation decisions*

Metro will encourage participants to engage in local transportation decision-making

### *Facilitate a transparent RTP process*

Metro will explain RTP decision-making structure, funding sources, project timelines and key trade-offs.

- Host opportunities for community members and interested parties to review and respond to project concepts. Timely and effective communication

### *Integrate lived experience alongside technical data*

Metro will integrate regional lived experience alongside technical data.

- Lived experience is collected, reported, and considered throughout the process
- Document how lived experiences are shaping RTP analyses and recommendations (e.g., needs assessment, investment priorities, performance measures)



2028 Regional Transportation Plan

# **Draft Engagement and Consultation Plan**

June 26, 2026

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the greater Portland region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. The Metro Council and JPACT act together as the MPO policy board.

**Project website:** [www.oregonmetro.gov/projects/2028-regional-transportation-plan](http://www.oregonmetro.gov/projects/2028-regional-transportation-plan)

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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## Purpose and background

The purpose of this engagement and consultation plan is to guide development of the 2028 Regional Transportation Plan for the Portland metropolitan region. The document is a companion to the work plan, which establishes the scope, schedule, decision making process, technical program, engagement approach, and major deliverables needed to complete the update by November 30, 2028, when the current plan expires.

The Regional Transportation Plan is the federally-required metropolitan transportation plan and the regional transportation system plan for the region under state law. Adoption of an updated plan is necessary to maintain compliance with federal requirements and eligibility for federal transportation funding.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated Metropolitan Planning Organization (MPO) for the Portland metropolitan area. As the MPO, Metro is responsible for leading and coordinating updates to the Regional Transportation Plan on a regular cycle – every five years. Each update addresses the evolving needs of our growing region and meets federal and state requirements for the plan. The last update was adopted in 2023.

For transportation projects to be eligible to receive Federal and state transportation funding they must be in the RTP. Transportation projects come from local, regional and state adopted plans, strategies and studies that had a public process with opportunities for public input. This includes locally adopted transportation system plans, investment areas plans, facility plans, corridor refinement plans, transit service plans, concept plans, area plans, and the Oregon Legislature.

The 2028 update comes at a critical time for the region as public agencies and transportation providers face rising project costs, revenue uncertainty, changing travel patterns, climate obligations, safety challenges, aging infrastructure, and increasing demand for safe, reliable and affordable travel options.

[Map of Metro Region] [RTP Update Cycle] [Regulatory Framework]

The Regional Transportation Plan guides long-term decisions about transportation investments, policies, and priorities across the Portland metropolitan region. It connects transportation planning with broader regional goals for safety, equity, climate action, housing affordability, economic prosperity, and quality of life. The plan plays a key role in:

- Shaping how people move and live by identifying the projects, programs, and policies that support access to jobs, housing, education, essential services, recreation, and nature.
- Setting shared goals for transportation that align with broader values and desired outcomes related to equity, safety, climate action, mobility, thriving economy, and regional housing and land use goals.
- Coordinating billions of dollars in federal, state, regional, and local transportation funding by determining which investments are regionally significant and priorities for the near- and long-term.
- Measuring our progress over time through goals, objectives, and performance targets that ensure accountability and guide future policy and investment decisions.
- Supporting coordination across jurisdictions and agencies, ensuring that cities, counties, transit providers, freight partners, and state and federal agencies work together toward a safe and connected transportation system.

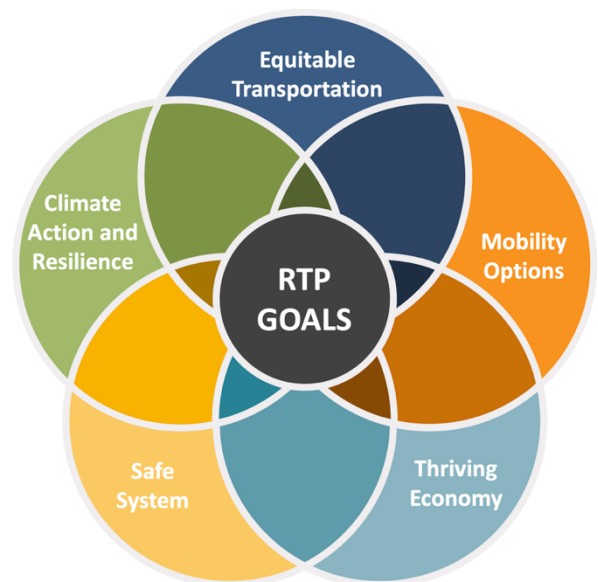
Since the last update, the region has experienced significant changes in travel behavior, project costs, revenues, public expectations, and transportation system needs. The 2028 RTP update provides an opportunity to update and align transportation projects and programs with current and future needs and available revenues through a practical, implementable, and regionally supported plan.

The update will consider how transportation investments can improve safety, expand access to opportunity, support economic prosperity, reduce emissions, maintain critical infrastructure, and improve quality of life.

## Project goals and desired outcomes

The 2028 Regional Transportation Plan update will build from and advance the five adopted goals of the latest RTP. These goals, adopted by JPACT and the Metro Council in 2023, MPAC, JPACT and the Metro Council continue to support these goals as the policy foundation for regional transportation decision making and the 2028 RTP:

- Safe System
- Equitable Transportation
- Climate Action and Resilience
- Mobility Options
- Thriving Economy



During the scoping phase, the Metro Council, JPACT and MPAC identified the following priorities and desired outcomes to be the focus of the 2028 Regional Transportation Plan update. These priorities reflect both policy direction and the need for a credible, actionable, and regionally responsive plan.

By **November 30, 2028**, we aim to adopt a Regional Transportation Plan that:

- **Elevates safety as a leading regional transportation priority**, with emphasis on reducing fatalities and serious injuries across all modes.
- **Strengthens the RTP's economic focus** by better connecting transportation investments to job access, freight reliability, business vitality, and regional competitiveness.
- **Sets the table for updating the region's transit vision** by identifying current challenges, future opportunities, and strategic choices for transit service and investment. An update to the Regional Transit Strategy is anticipated to follow the 2028 RTP and Climate Smart Strategy updates and will reflect the updated Future Vision and, subsequently, changes to the 2040 Growth Concept.
- **Provides clarity on available revenues and funding capacity** to support future efforts to secure additional transportation resources for the region.
- **Navigates tradeoffs created by state and federal funding uncertainty** through transparent prioritization and fiscally realistic planning.

- **Communicates transparently about the region’s ability to meet adopted climate goals** under current funding and policy conditions.
- **Elevates community voices and priorities** throughout the planning process, with emphasis on inclusive and accessible engagement.
- **Optimizes local participation** by coordinating Metro outreach with local government, agency, and partner engagement efforts already underway.
- **Delivers a federally- and state-compliant regional transportation plan** that can guide investment, decision making, and implementation through the planning horizon.

## Building a plan together

The following 2028 RTP engagement plan is grounded in Metro’s guiding principles for meaningful public engagement documented in [Metro’s Public Engagement Guide](#) and the U.S. Department of Transportation’s promising practices for meaningful public involvement in transportation decision-making.

During the scoping phase, Metro received input about desired meaningful engagement components and goals for the 2028 RTP. One prominent theme that arose was the need to include meaningful engagement throughout the RTP process. Meaningful engagement also fulfills federal and state requirements.



*Meaningful engagement will occur throughout the life of the project intentionally including the perspectives of people and communities who are affected by the 2028 Regional Transportation Plan.*

Meaningful engagement occurs by intentionally including the perspectives of people and communities who are affected by the 2028 Regional Transportation Plan. Meaningful engagement is rooted in nurturing relationships and taking into consideration the diverse communication and engagement needs of participants. It acknowledges the role trauma plays in people's lives to mitigate harm and foster a welcoming and collaborative

environment. Similarly, meaningful public engagement requires transparency with participants about how their input will be used and how it can affect change.

## A retrospective of past engagement

The project team reviewed previous input gathered from community members, organizations, transportation agencies and government partners during the 2023 Regional Transportation Plan update and through more recent regional transportation planning efforts. The engagement from the 2028 RTP update is not starting from scratch and builds upon the priorities and expectations expressed by participants in earlier engagement efforts. By bringing previous engagement feedback forward into the 2028 RTP update, Metro is honoring the time and effort community members and partners have provided in helping Metro understand local and regional transportation needs and priorities.

A review of previous engagement efforts revealed several consistent themes that will guide the 2028 RTP process. Across communities, partners, and organizations, people expressed the following desires related to engagement and RTP priorities:

- **RTP process transparency** - Partners and community members reflected on a general desire to continue learning how decisions are made and how they can influence the outcomes of the RTP.
- **Meaningful engagement** - There was a sense of appreciation and continuous improvement in providing engagement opportunities that go beyond informing to create genuine dialogue, collaboration and shared problem-solving.
- **Tying investments to community transportation challenges and priorities** - Participants offered tangible investment recommendations aligned with addressing the RTP's goals.

The captured themes were presented during a 2028 RTP Community Leaders' Forum in Spring 2026 where participants from across the region unanimously supported the engagement analysis. A separate and detailed analysis is under development and will be available on [Appendix XYZ – August 2026].

## Understanding regional demographics

Metro is designing audience-specific outreach strategies, identifying communities that have been historically underrepresented, and tailoring materials and engagement formats so they are accessible and relevant to residents of the greater Portland region. Most importantly, grounding engagement in demographic realities ensures that the voices shaping the RTP reflect the full region, so people can genuinely see their needs and lived experiences represented in the project.

### 2028 Regional Transportation Plan Update Draft Engagement and Consultation Plan

The following table (XY) showcases the demographics of the population who lives in the region necessary for adjusting community engagement efforts.

[data table on population demographics]

[Exploring demographic of trends]

## Identifying interested parties

The 2028 RTP update offers engagement opportunities for a variety of participants. Identifying key interested parties ensures the update process gathers the voices across the region. Similarly, the process helps address the diverse engagement needs particularly for communities historically excluded from transportation planning. Clear identification also supports coordinated decision-making across jurisdictions and improves transparency of the plan. Together, these strategies contribute to a more equitable, effective and responsive Regional Transportation Plan.

- Metro Council
- Local jurisdictions and special districts, including transit providers and Ports
- State agencies, including the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development and Oregon Department of Transportation
- Advisory committees involved with partner agencies that are engaged in transportation and/or related issues
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Metro Policy Advisory Committee (MPAC)
- Business and economic development interests, including large and small employers, business organizations, associations and chambers of commerce
- Southwest Washington Regional Transportation Council (RTC) and other Clark County governments
- Federal and state legislators and elected officials representing counties and cities in the region
- Federal agencies, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency
- Committee on Racial Equity (CORE)

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- General public
- Community leaders and organizations, including community-based advocacy organizations working with historically under-represented communities, health and equity interests, environmental and land use issues and transportation advocacy groups
- Philanthropic foundations and institutions
- Black, Indigenous and people of color (BIPOC) majority communities, people with low incomes and people with limited English proficiency
- Youth and older adults
- People with disabilities
- People at the intersection of multiple communities who have been underserved in decision-making processes

## Public engagement goals

Meaningful public engagement will integrate regional perspectives across all phases of the 2028 Regional Transportation Plan update, from scoping through adoption. The public engagement goals will guide the implementation and assessment of the 2028 RTP engagement activities. Metro will track and communicate how the RTP process is advancing the engagement goals.

The following goals are outlined in a specific, measurable, achievable, relevant and time-bound (SMART) format. Establishing SMART goals aligns engagement efforts and resources. First, the goals help demonstrate how Metro uses public input to influence RTP decisions. The goals also establish success indicators and evaluation processes. Together, these goals ground the RTP update in a transparent and accountable process.

## Broad regional engagement

By the Metro Council adoption of the 2028 Regional Transportation Plan, the RTP team will ensure that regional perspectives are meaningfully reflected in the plan by (1) engaging communities across the region, including underserved communities, through documented engagement opportunities, (3) engaging regional jurisdictions and interested parties and (2) demonstrating how community input shaped each phase and the final RTP by publishing engagement summaries linking public feedback to plan strategies, policies and investment recommendations.

## **Support community participation in local transportation decisions**

Metro will encourage participants to engage in local transportation decision-making by sharing opportunities for community members to participate in development of local Transportation System Plans (TSPs) and regional transportation engagement opportunities for the RTP update. Metro will provide timely information, with community specific input, to county coordinating committees during relevant RTP engagement findings.

## **Providing RTP process transparency**

At each phase of the RTP update, Metro will support public understanding of how regional transportation decisions are made by (1) explaining the RTP decision-making structure, funding sources, project timelines, and key trade-offs; (2) establishing a coordinated communication approach for community members and interested parties to review and respond to project concepts; and (3) delivering timely and effective communications explaining the RTP process.

## **Integrating lived experience alongside technical data**

Metro will integrate regional lived experience alongside technical data to inform the process.

- Lived experience is collected, reported and considered throughout the process
- Document how lived experiences are shaping RTP analyses and recommendations (e.g., needs assessment, investment priorities, performance measures)

## **Consultation with Tribal governments**

Metro will consult with Tribal governments throughout the process, beginning in the scoping phase. The earlier involvement ensures that Tribal perspectives help shape the consultation approach and strategies from the very start. By moving from consultation to early and ongoing collaboration, Metro creates an effective planning process that reflects the sovereignty, knowledge and priorities of Tribal nations across the region.

Metro invited consultation with seven tribes to inform the 2028 update to the Regional Transportation Plan during the scoping phase. In alphabetical order, these Tribes included:

- Confederated Tribes and Bands of the Yakama Nation

- Confederated Tribes of Grand Ronde
- Confederated Tribes of Siletz Indians
- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of the Warm Springs Reservation of Oregon
- Cowlitz Indian Tribe
- Nez Perce Tribe

In response to the 2023 RTP consultation findings and recommendations, Tribal priorities, concerns, themes and requests identified through consultation, the Metro Tribal Affairs program will work with Metro planning staff to create a distinct Tribal consultation plan detailed recommended approaches to Metro's tribal consultation process for the update.

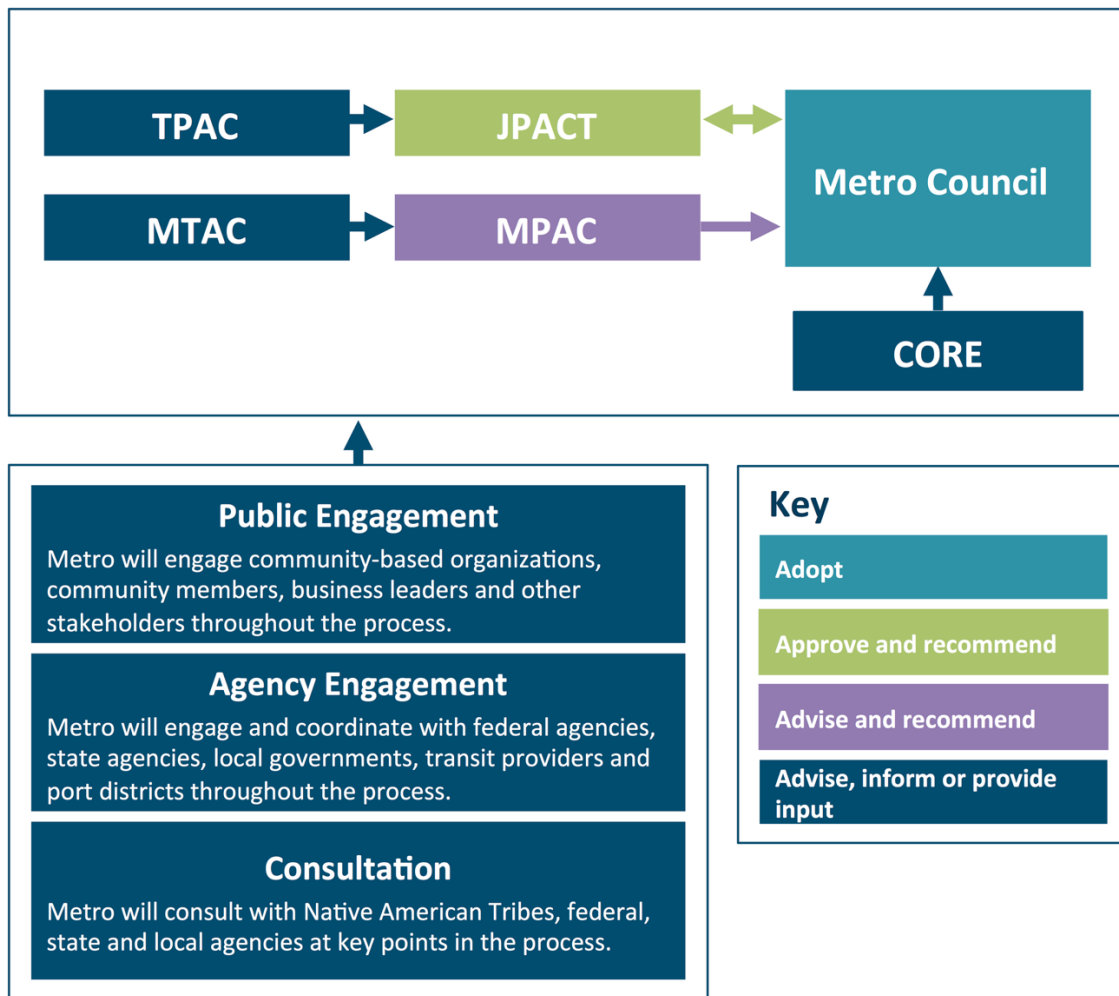
## **Regional transportation decision-making framework**

The 2028 RTP update relies on Metro's role as the federally designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, as designated by the U.S. Department of Transportation and the Governor of Oregon. Metro's regional transportation decision-making framework is shown in Figure 1.

The Metro Council and JPACT act together as the MPO policy board. Other committees have varying levels of responsibility to review, provide input and make recommendations on the development of the 2028 RTP.

Integral to this decision-making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.

**Figure 1. Regional transportation decision-making framework**



Metro's Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of [the Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#). CORE will provide input at key points in the 2028 RTP process. CORE's input will be shared with Metro's other advisory committees for consideration.

The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management and land use issues, including the RTP, at the policy level, and the Metro Technical Advisory Committee provides input to MPAC at the technical level.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council

develop regional transportation policies, including updating the RTP every five years. The Transportation Policy Alternatives Committee (TPAC) provides input to JPACT at the technical level.

Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. For the purposes of the RTP, JPACT approves the RTP and periodic amendments and submits these to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

## **Engagement strategies**

The RTP engagement will offer multiple ways for agency partners, community members and interested parties to provide feedback. The varied formats help make the RTP planning process accessible and ensure that interested parties can participate. The approach is guided by the following engagement practices.

- Engagement will include accessible and welcoming opportunities for community members and interested parties to share their experiences and ideas
- Engagement strategies will be responsive to evolving relationships, feedback and changing conditions, to the extent possible.
- The constraints of this process, including federally designated timelines, will be clearly communicated.

## **Interactive online engagement**

Online engagement will feature interactive surveys, concise and accessible information, and videos that make RTP topics relatable. Community members can participate in ways that are comfortable and convenient for them. Providing brief, plain language content creates a more inclusive process where participants do not need technical expertise to contribute meaningfully.

Metro staff will promote online engagement through news feeds, social media, email lists, and jurisdictional and community partners. Staff will also collaborate with community organizations and leaders to encourage survey participation among underserved groups. Whenever possible, Metro will work with partners to offer multiple survey formats—including phone options, translations, and accessible document versions—to reach more community members and expand participation.

## Community storytelling

Storytelling amplifies the voices of community members who have been historically left out of public decision-making processes and are affected by transportation policies and investment decisions. When community members tell the stories of their lived experiences they become involved in the decision-making without needing to become experts in transportation policy. Further, their stories help to ground decision-makers in the lives of the community members and provide information that may be obscured in quantitative data. Metro staff will work with community members and community partners to tell the stories of people who work and live in greater Portland.

Story-telling and place-based conversations will highlight recently completed transportation projects that have had an impact on people's lives. Examples include showcasing stories of safer crossings and new transit options. These stories will show how investments that support the RTP goals meet community needs.

## Community partnerships

Metro works with community-based organizations (CBO's) serving and expressing the perspectives of Black, Indigenous and people of color to elevate the voices of communities that have been historically ignored or marginalized in policy decisions. Through these partnerships, CBO's have consistently invested their expertise, leadership capacity and limited resources in working with Metro to have a meaningful impact in the policies and investments that affect their communities. Metro's relationships with CBO's continue to evolve and Metro staff and leadership continue to recognize and address the institutional structures and norms that are often barriers to Black, Indigenous and people of color, people with disabilities, people with limited English proficiency, youth and older adults being involved in Metro discussions and decision-making spaces.

## Engagement activities and tools

The following describes the types of outreach and engagement tools that will be used during the development of the 2028 RTP. These tools will be available to best leverage the needs of the RTP and its components.

**Public Engagement Plan** (September 2026) Details outreach activities, schedule, public engagement framework and interested parties.

**Comment tracking database** (Ongoing) The team will log public comments, questions and concerns and respond to or coordinate a response when appropriate. The log is intended to include direct comments or comment themes from all sources, including

emails, phone calls, email submissions and comments made during presentations and briefings with stakeholders.

**Website** (Ongoing) The project website will be the primary portal for information about the project. It includes pages that describe project activities and events, the process timeline and support documents and materials. The site will host online quick polls, open houses and surveys. At any time, members of the public may submit comments through the project website's online comment tool. Staff will receive comments, coordinate responses as needed and track comments.

(<https://www.oregonmetro.gov/projects/2028-regional-transportation-plan>)

**Interactive online engagement** (Ongoing) Surveys will be available to the public in advance of key decision points. Participants will engage with multimedia educational content and a variety of formats for providing input including a mapping tool, ranking activities and open-ended comments. Engagement opportunities will be promoted widely. Translated surveys will be made available when Metro is able to work with culturally specific organizations to promote and support community members with limited English proficiency to participate. Metro will collect and report demographic information as part of each survey to track whether we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region.

**Social media** (Ongoing) Metro staff will use social media, including Instagram and Facebook, to invite members of the public to participate in online polls, surveys and other major public engagement activities. Social media will also be used to announce major project milestones.

**Tribal consultations** (Ongoing) The project team in collaboration with Metro's Tribal Affairs office will consult with Tribes. Metro will invite Tribes to consult early in the process (Summer 2026). In this invitation, Metro will seek feedback on how Tribes would like to be involved in the 2026 RTP process. A separate Tribal consultation plan will be developed detailing these consultation efforts.

**Regulatory and resource agency consultations** (Ongoing) The project team will consult with federal and state regulatory, natural resource and other public agencies identified during the scoping process. Activities will include: email updates and consultation meetings to gather feedback.

**Engagement toolkits** with informational materials, presentations and discussion questions will be made available for Metro Councilors, JPACT members, jurisdictional partners, community and business organizations and other interested parties to engage constituents in advance of key decision points.

**Storytelling, project newsfeeds and emails** (Ongoing) Metro staff will develop multimedia stories, newsfeeds and emails to provide information about key milestones and to invite the public to participate in engagement opportunities. The stories and newsfeeds will also be important tools for audiences to learn about the people and places that make up the region and related transportation needs and priorities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement effort.

It is expected that newsfeeds and email updates will be developed during these key points:

- Introduction and announcement of the project
- Invitation to participate in online surveys
- Refinement of RTP goals, objectives and performance targets
- Identification of transportation needs and priorities
- Development of a shared investment strategy and action plan

**Community Leaders' Forums** (Ongoing) will be held in advance of major decision points to hear priorities and concerns from community leaders and receive feedback about the RTP process. The forums are also intended to hold space for community leaders to coordinate and build relationships around regional transportation policy.

**Regional Transit Forum** (Quarterly) Metro formed a staff-level group in June 2026 to support ongoing coordination of local, regional, and state transit planning and operations activities, to share lessons learned and best practices, and to provide a space for input and technical expertise to support RTP implementation work. This group provides a space for the purpose of collaborating to identify shared issues and brainstorm solutions or next steps toward addressing them, as well as highlighting future areas of regional transit work or study. The Forum will act as a sounding board for ideas and provide expert feedback to inform local and regional work, including the 2028 RTP update.

**Agency and jurisdictional engagement** (Ongoing) Metro Council and staff will engage agencies and local governments through Metro regional policy and technical advisory committees, public meetings of county-level coordinating committees, TPAC workshops, TransPort Subcommittee to TPAC, the SW Washington Regional Transportation Council and Regional Transportation Advisory Committee (RTAC) and other means. Metro Council will also provide updates as part of Metro updates to city councils and other policy bodies throughout the project. Metro invites jurisdictions and

agencies to share local community needs and priorities that staff and leaders have heard from engagement on recent Transportation System Plans and other initiatives.

**Individual and small group meetings and briefings with interested parties**

(Ongoing) Metro Council and staff will provide updates to interested parties throughout the project and will have discussions at standing meetings of community groups and organizations who have an interest in the project. This will include briefings and discussions with elected officials, businesses, business and economic development groups (including two business roundtables), community-based groups and organizations. The project team will also seek to coordinate with agency partners in order to engage existing advisory committees that advise jurisdictions and transportation agencies on transportation, community needs and equity. The project team will seek opportunities to co-convene meetings with community and business partners. The purpose of these meetings will be to provide updates, share information and to solicit input on key elements of the project.

**Publications** (Ongoing) Fact sheets, project updates and other materials will be developed to describe the RTP update, as well as to describe specific topical components of the project, such as transportation equity, finance and climate and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro's website and meeting presentations.

**Public engagement reports** (Ongoing) Throughout the process, the project team will document all public involvement activities, feedback received and key issues raised through the process.

**Final public comment period report** (Phase 4) A public comment report will be compiled and summarized at the end of the formal public comment period.

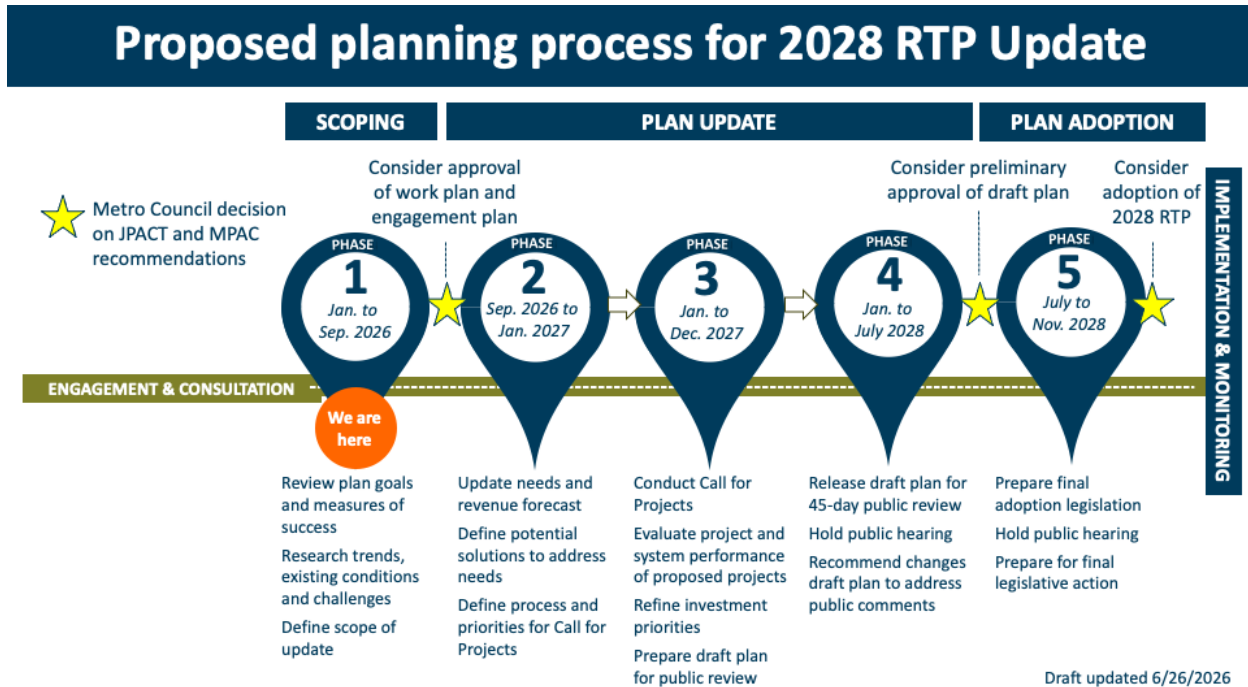
**Metro Council public hearings** (Phase 4 and Phase 5) Hearings will be hosted by the Metro Council as part of regular meetings as part of the 45-day public comment period and the final adoption process.

**Final public engagement summary report** (Phase 5) A final summary report containing a complete evaluation and overview of the engagement effort, including a discussion of the successes and potential areas for improvement will be created at the end of the process.

## 2028 RTP timeline

From January 2026 to November 2028, the Metro staff will engage the public and local, regional and state partners to update the Regional Transportation Plan. The 2028 RTP update will be completed in five phases.

**Figure 2. Timeline for the 2028 Regional Transportation Plan Update**



# Summary of planning and engagement activities and key project milestones

[Add final RTP Work Plan Overview table]

## Engagement Roles and Responsibilities

|                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Policy partnerships: Metro Council, JPACT and MPAC</b></p> <ul style="list-style-type: none"> <li>• Provide leadership and policy direction to staff</li> <li>• Build partnerships and collaborate</li> <li>• Engage partners and the public</li> <li>• Incorporate input from partners and the public</li> </ul>                                                               | <p><b>Community partnerships: Partners and the public</b></p> <ul style="list-style-type: none"> <li>• Tell us about your experiences traveling in the region and the places that are important</li> <li>• Provide community values, needs and priorities</li> <li>• Provide ideas and solutions</li> <li>• Provide input and recommendations to decision-makers</li> </ul> |
| <p><b>Technical partnerships: TPAC and MTAC</b></p> <ul style="list-style-type: none"> <li>• Implement policy direction to update plan</li> <li>• Provide technical expertise</li> <li>• Keep decision-makers informed of progress</li> <li>• Incorporate input from partners and the public</li> <li>• Make recommendations to decision-makers</li> </ul>                            |                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Technical support: Metro staff</b></p> <ul style="list-style-type: none"> <li>• Implement policy direction to update plan</li> <li>• Provide technical expertise</li> <li>• Keep decision-makers informed of progress</li> <li>• Incorporate input from partners and the public</li> <li>• Make recommendations to decision-makers and technical advisory committees</li> </ul> | <p><i>Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.</i></p>                                                                                                                                                                             |

## About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's 5 Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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# 2028 Regional Transportation Plan **Draft Work Plan**

June 26, 2026

## **Metro respects civil rights.**

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Support is available for addressing participation barriers due to disability or language. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m., weekdays). Allow three business days in advance to receive accommodation. Metro offers language assistance in up to 180 languages. Call 503-797-1804 and allow five business days in advance to receive language accommodation.

**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the greater Portland region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. The Metro Council and JPACT act together as the MPO policy board.

**Project website:** [www.oregonmetro.gov/projects/2028-regional-transportation-plan](https://www.oregonmetro.gov/projects/2028-regional-transportation-plan)

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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## Work Plan Overview

This work plan will guide development of the 2028 Regional Transportation Plan, providing a clear roadmap for completing the update by November 30, 2028.

Throughout 2026 until late 2028, Metro will work closely with cities and counties, tribes, transit providers, port districts, state and federal partners, businesses and community-based organizations to develop the 2028 RTP and update the Climate Smart Strategy.

The document tells decision-makers, partners, and participants what the update involves, what to expect, and what the outcomes of the update will be.

The work plan is designed to answer the following questions:

- Why is the 2028 Regional Transportation Plan update needed now?
- What products and decisions must be completed through the update?
- When will key phases, milestones, and adoption actions occur?
- Who is responsible for technical review, policy recommendations, and final decisions?
- How will local, regional, state, tribal and federal partners, community and business partners, and the public be engaged?
- What opportunities are there to shape the development of the plan and adoption actions?
- How will the final plan meet federal, state, and regional requirements?
- How will the adopted plan guide future investment and implementation?

This work plan provides the framework for answering these questions through a coordinated process of technical analysis, public engagement, intergovernmental collaboration, policy direction, and final adoption.

## Purpose and Background

The purpose of this work plan is to guide development of the 2028 Regional Transportation Plan for the Portland metropolitan region. The work plan establishes the scope, schedule, decision making process, technical program, engagement approach,

and major deliverables needed to complete the update by November 30, 2028, when the current plan expires.

The Regional Transportation Plan is the federally-required metropolitan transportation plan and the state-required regional transportation system plan for the region. Adoption of an updated plan is necessary to maintain compliance with federal requirements and eligibility for federal transportation funding.

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated [Metropolitan Planning Organization \(MPO\)](#) for the Portland metropolitan area. As the MPO, Metro is responsible for leading and coordinating updates to the Regional Transportation Plan on a regular cycle – every five years. Each update addresses the evolving needs of our growing region and meets federal and state requirements for the plan. The last update was adopted in November 2023.

For transportation projects to be eligible to receive Federal and state transportation funding they must be in the RTP. Transportation projects come from local, regional and state adopted plans, strategies and studies that had a public process with opportunities for public input. This includes locally adopted transportation system plans, investment areas plans, facility plans, corridor refinement plans, transit service plans, concept plans, area plans, and the Oregon Legislature.

The 2028 update comes at a critical time for the region as public agencies and transportation providers face rising project costs, revenue uncertainty, changing travel patterns, climate obligations, safety challenges, aging infrastructure, and increasing demand for safe, reliable and affordable travel options.

### **[Map of Metro Region] [RTP Update Cycle] [Regulatory Framework]**

The Regional Transportation Plan guides long-term decisions about transportation investments, policies, and priorities across the Portland metropolitan region. It connects transportation planning with broader regional goals for safety, equity, climate action, housing affordability, economic prosperity, and quality of life. The plan plays a key role in:

- **Shaping how people move and live** by identifying the projects, programs, and policies that support access to jobs, housing, education, essential services, recreation, and nature.
- **Setting shared goals for transportation** that align with broader values and desired outcomes related to equity, safety, climate action, mobility, thriving economy, and regional housing and land use goals.

### **2028 Regional Transportation Plan Update Draft Work Plan**

- **Coordinating billions of dollars in federal, state, regional, and local transportation funding** by determining which investments are regionally significant and priorities for the near- and long-term.
- **Measuring our progress over time** through goals, objectives, and performance targets that ensure accountability and guide future policy and investment decisions.
- **Supporting coordination across jurisdictions and agencies**, ensuring that cities, counties, transit providers, freight partners, and state and federal agencies work together toward a safe and connected transportation system.

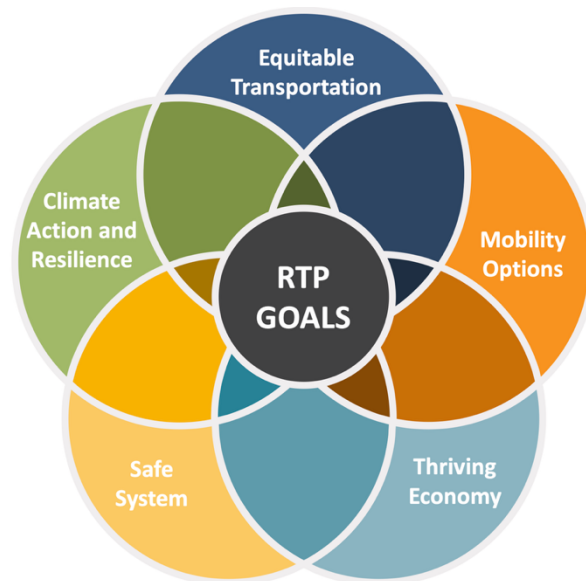
Since the last update, the region has experienced significant changes in travel behavior, project costs, revenues, public expectations, and transportation system needs. The 2028 RTP update provides an opportunity to update and align transportation projects and programs with current and future needs and available revenues through a practical, implementable, and regionally supported plan.

The update will consider how transportation investments can improve safety, expand access to opportunity, support economic prosperity, reduce emissions, maintain critical infrastructure, and improve quality of life.

## Project Goals and Desired Outcomes

The 2028 Regional Transportation Plan update will build from and advance the five adopted goals of the latest RTP. These goals, adopted by JPACT and the Metro Council in 2023, MPAC, JPACT and the Metro Council continue to support these goals as the policy foundation for regional transportation decision making and the 2028 RTP:

- Safe System
- Equitable Transportation
- Climate Action and Resilience
- Mobility Options
- Thriving Economy



During the scoping phase, the Metro Council, JPACT and MPAC identified the following priorities and desired outcomes to be the focus of the 2028 Regional Transportation Plan update. These priorities reflect both policy direction and the need for a credible, actionable, and regionally responsive plan.

By **November 30, 2028**, we aim to adopt a Regional Transportation Plan that:

- **Elevates safety as a leading regional transportation priority**, with emphasis on reducing fatalities and serious injuries across all modes.
- **Strengthens the RTP's economic focus** by better connecting transportation investments to job access, freight reliability, business vitality, and regional competitiveness.
- **Sets the table for updating the region's transit vision** by identifying current challenges, future opportunities, and strategic choices for transit service and investment. An update to the Regional Transit Strategy is anticipated to follow the 2028 RTP and Climate Smart Strategy updates and will reflect the updated Future Vision and, subsequently, changes to the 2040 Growth Concept.
- **Provides clarity on available revenues and funding capacity** to support future efforts to secure additional transportation resources for the region.
- **Navigates tradeoffs created by state and federal funding uncertainty** through transparent prioritization and fiscally realistic planning.
- **Communicates transparently about the region's ability to meet adopted climate goals** under current funding and policy conditions.
- **Elevates community voices and priorities** throughout the planning process, with emphasis on inclusive and accessible engagement.
- **Optimizes local participation** by coordinating Metro outreach with local government, agency, and partner engagement efforts already underway.
- **Delivers a federally- and state-compliant regional transportation plan** that can guide investment, decision making, and implementation through the planning horizon.

## Policy Foundation Overview

The 2028 RTP will be developed consistent with applicable federal and state requirements and coordinated with adopted regional and local policies and plans.

### Federal Policy

- [Metropolitan transportation planning requirements](#)
- [Metropolitan transportation plan contents](#)
- [Financial planning and fiscal constraint requirements](#)

#### 2028 Regional Transportation Plan Update Draft Work Plan

- [Performance-based planning requirements](#)
- [Congestion management process requirements](#)

## State Policy

- [Statewide Planning Goals](#)
- Applicable state administrative rules
  - [Oregon Transportation Planning Rules](#)
  - [Oregon Metropolitan Greenhouse Gas Reduction Target Rules](#)
- [Oregon Transportation Plan and modal topical plans](#)

## Regional Policy

- [Regional Framework Plan](#)
- [2040 Growth Concept](#)
- [Climate Smart Strategy](#)
- [Regional Transportation Plan and modal and topical plans and strategies](#)

## Local Plans and Policy

- Local comprehensive plans
- Local transportation system plans
- Local capital improvement programs
- Partner agency plans and priorities

## New federal and state planning requirements and policy guidance

Since adoption of the 2023 RTP, the federal and state governments have adopted (or are in the process of developing) new policy guidance that will inform development of the new plan.

### Federal corrective actions and recommendations (2025)

The 2028 RTP update will address RTP-related corrective actions and recommendations identified in the most recent USDOT Federal certification review (2025), shown in Table 1.

**Table 1. 2025 Federal Certification Corrective Actions and Recommendations**

| Topic Area                                      | Corrective Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>2028 Regional Transportation Plan Update</b> | The financial plan must include strategies for new funding sources for ensuring their availability.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                 | The Federal Team recommends that the RTP document the use of Year of Expenditure (YOE) in the financial planning processes and clearly outline the methods used to establish the inflation factor applied for YOE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                 | The Federal Team recommends that the RTP include a project prioritization process that clearly demonstrates how performance-based planning is used to identify and prioritize projects that support regional goals and policies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                                 | The Federal Team recommends that local and statewide planning efforts and planning documents, which play an important role in the development of the RTP, be clearly articulated in the RTP document through an integrated approach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                 | The Federal Team recommends that the Congestion Management Process continue to serve as a vital tool and resource for enhancing the region's understanding of congestion and developing effective reduction strategies. To support this effort, Metro should ensure that CMP products, such as the Atlas of Mobility Corridors and RTP Regional Mobility Corridor Strategies, are updated, incorporating the most recent data and analysis on congested corridors. Additionally, the revised RTP should clearly outline the strategies developed through the CMP and their anticipated outcomes. Lastly, the FHWA plans to conduct an additional review of Metro's CMP to identify opportunities for improvement, aiming to enhance the CMP's effectiveness and relevance to the development of both the RTP and TIP. |

## Continued implementation of the Climate-friendly and Equitable Communities (CFEC) Rules

Adopted by the Land Conservation and Development Commission in 2022, relevant provisions of the administrative rules will be addressed through this work plan as part of developing the 2028 RTP and subsequent implementation activities to be defined in Chapter 8 of the plan. Key areas to be addressed in the plan update include:

- Conducting transportation equity analysis and expanded outreach to underserved communities to improve equitable outcomes for underserved populations;
- Reducing household-based vehicle miles traveled to meet state climate goals and related VMT per capita targets;

- Using a prioritization framework to update the list of projects and programs in the plan based on their ability to improve safety, achieve equitable outcomes, and reduce per capita vehicle miles traveled (VMT) and other factors and the amount of funding available in the revenue forecast;
- Adopting the regional transportation system plan in coordination with the regional transportation plan that is required by federal law, through a single coordinated process; and
- Addressing the reporting requirements and corrective actions described below.

In 2025, due to mixed progress on implementing key elements of the Climate Smart Strategy in the 2023 RTP, LCDC approved several corrective actions as part of approving Metro's 2023 Major CFEC Implementation Report.<sup>1</sup> Shown in Table 2, Metro is required to address these actions by November 2028, and include updates on the progress of these corrective actions in annual minor reports submitted to the department. The next major report is due no later than May 31, 2029.

**Table 2. Metro Corrective Actions Approved by the Land Conservation and Development Commission (LCDC) in 2025**

| Topic Area                                          | Corrective Action Approved by LCDC in 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Climate Smart Strategy Update</b>                | Metro will work with state and local partners to conduct a comprehensive review and update to the Climate Smart Strategy to inform the next RTP update.                                                                                                                                                                                                                                                                                                                                                |
|                                                     | Metro will update its Climate Smart Strategy implementation monitoring and reporting to reflect the updated strategy and any changes recommended to the Climate Smart Strategy performance monitoring measures and targets.                                                                                                                                                                                                                                                                            |
| <b>Transportation options and demand management</b> | <p>Metro will update the Regional Travel Options (RTO) Strategic Plan and develop a Regional Transportation Demand Management (TDM) strategy. Metro should undertake this action with the following elements:</p> <ul style="list-style-type: none"> <li>• Prioritize transportation options services when developing the next RTP.</li> <li>• Work cooperatively with cities, counties, and transportation options providers to advance transportation options services across the region.</li> </ul> |

<sup>1</sup> The final LCDC Order was issued in January 2026:

[https://www.oregon.gov/lcd/CL/Documents/2023\\_Metro\\_Report\\_LCDC\\_Order.pdf](https://www.oregon.gov/lcd/CL/Documents/2023_Metro_Report_LCDC_Order.pdf)

| Topic Area                                                                | Corrective Action Approved by LCDC in 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                           | <i>Note: This action was largely completed in April 2026 with JPACT and Metro Council approval of the Regional TDM Strategy.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Transportation electrification</b>                                     | Metro will work with regional partners to identify actions to advance transportation electrification in the greater Portland region that complement existing federal and state policies and programs. <i>Note: This action was completed in November 2025 as part of development of the Comprehensive Climate Action Plan.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>On-going monitoring and reporting of GHG emissions</b>                 | Metro will begin monitoring and reporting current state and regional trends in transportation-related greenhouse gas emissions in coordination with ODOT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Analysis tools and methods improvements</b>                            | Metro will continue to improve its climate analysis tools, assessment methods and capabilities in advance of the 2028 RTP update to better estimate greenhouse gas impacts of RTP projects and to better inform regional policy and investment decisions that impact climate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Improve process for prioritization of climate-friendly investments</b> | Metro will work with cities, counties, community-based organizations and transportation agencies to improve the process of developing and evaluating the RTP project list.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Planning and funding Climate Smart Strategy investments</b>            | <p>Metro will increase efforts to prioritize and secure funding for transit service, bicycle and pedestrian infrastructure, and other regional greenhouse gas reduction strategies identified in the Climate Smart Strategy. Metro should undertake this action with the following elements:</p> <ul style="list-style-type: none"> <li>• Prioritize pedestrian, bicycle, and transit infrastructure and services in the development of the next RTP to significantly increase support for these modes above the existing RTP.</li> <li>• Work cooperatively with cities, counties, and transit service providers to advance transit service.</li> <li>• Update the Regional Functional Plan to include requirements for cities and counties to prioritize planning, funding, and development for pedestrians, bicycles, and transit to ensure that local actions make a significant change in the development of the transportation system.</li> </ul> |

## Updates to the Oregon Highway Plan and Oregon Freight Plan

In addition, the Oregon Transportation Commission (OTC) initiated updates to the Oregon Highway Plan (OHP) and Oregon Freight Plan (OFP) to implement the 2023 Oregon Transportation Plan (OTP). The OHP and OFP updates will be guided by the

2023 OTP and the [2024-28 Strategic Action Plan Priorities](#) (SAP) adopted by the OTC in 2023:

- **Equity** – Integrate and prioritize diversity, equity and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.
- **Modern Transportation System** – Build, maintain and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.
- **Sufficient and Reliable Funding** – Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

The RTP goals and priorities to be addressed through this work plan are aligned with and support the OTC SAP priorities and its eight strategic outcomes:

- Secure sufficient and reliable funding
- Save lives
- Provide excellent customer service
- Preserve transportation assets
- Improve equitable outcomes
- Reduce emissions and electrify Oregon’s transportation system
- Improve access to active and public transportation
- Reduce congestion in the Portland region

New policies and information developed through the OHP and OFP updates will be addressed to some degree in the 2028 RTP, but additional work may be necessary in the next update to the RTP. This will be determined following adoption of the OHP and OFP by the OTC, which is anticipated in 2027.

## Relationship to the Climate Smart Strategy Update

Metro will update the Climate Smart Strategy concurrent and coordinated with development of the 2028 Regional Transportation Plan. The update will be informed by the 2026 [Statewide Transportation Strategy](#) Monitoring Report and address remaining corrective actions approved by LCDC in 2025. Work continues to determine how best to align the process to update the Climate Smart Strategy with the final RTP work plan and the 2026 Statewide Transportation Strategy Monitoring Report. More information will be added to this work plan.

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## Relationship to the Update of Future 50, Metro's 50-year regional vision

In 2025, Metro initiated an update to the region's Future Vision, a guidance document that defines the preferred future for the greater Portland region in 50 years. The updated vision – known as Future 50 – will set the course for policies, programs and projects that help create a better future for the greater Portland region. It will touch on a wide range of topics, from land use, transportation and our economy to housing, climate, nature, arts and culture. The updated Future Vision will be shaped by the Future Vision Commission, a group of people from across the region that represent a variety of backgrounds, perspectives, jobs and life experiences.

Adoption of Future 50 and subsequent updates to the Regional Framework Plan, 2040 Growth Concept and regional functional plans are anticipated in 2027 and 2028. This timing precludes these updates from being fully addressed in the 2028 RTP. Consequently, the 2032 RTP will serve as the first RTP to fully align with Future 50 and subsequent plan and policy changes.

## Relationship to Local Transportation System Plan Updates

Several local governments are in the process of updating (or have completed updates) to the local transportation system plans. The Oregon Transportation Planning Rules contain new requirements that these local TSP updates must address for the first time, including:

- Conducting transportation equity analysis and expanded outreach to underserved communities to improve equitable outcomes for underserved populations
- Development of financially constrained project lists<sup>2</sup> using a prioritization framework and that considers the ability of projects to improve safety, achieve equitable outcomes, and reduce per capita VMT and other factors, and the amount of funding available in the TSP revenue forecast;
- Demonstration that the projected VMT per capita in the horizon year of the plan is lower than the estimated VMT per capita in the base year of the plan;

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<sup>2</sup> The Federal Highway Administration (FHWA) defines a financially constrained project list as a list of transportation projects that can be implemented using available, committed, or reasonably available revenue sources. The list must also demonstrate that the federally supported transportation system will be adequately operated and maintained.

- Application of non-vehicle performance measures and standards; and
- Conducting enhanced review, coordination with affected jurisdictions and public engagement for projects that add roadway capacity to the transportation system.

These TSP updates may identify new or revised projects and programs to submit to the 2028 RTP during the Call for Projects in Phase 3. State rules now require cities and counties to submit transportation projects to the RTP exclusively from their adopted local TSP financially constrained project list to ensure local and regional plan consistency.<sup>3</sup> State rules also require the local TSP financially constrained project list to include projects for facilities and services owned and operated by the local jurisdiction and those owned, operated, and/or supported (funded) by others, including ODOT, Port of Portland, SMART, TriMet, and parks districts.

Metro is seeking clarification from DLCD regarding how this impacts the 2028 RTP update and will work with partners during the scoping phase to identify projects in the 2023 RTP that are not currently adopted in a local TSP.

## Regional Transportation Decision Making Overview

The RTP decision making framework is designed to support clear, coordinated, and accountable regional decision making. It establishes defined roles for governing bodies and advisory committees, ensures policy choices are informed by sound technical analysis and public input, and provides timely opportunities for partners and community members to help shape key decisions throughout the process. Through collaboration across jurisdictions and a focus on practical outcomes, the framework helps guide development and adoption of a broadly supported and implementable Regional Transportation Plan.

### Decision Making Principles

- Clear roles and responsibilities across governing bodies and advisory committees
- Early engagement on key policy questions and major decision points
- Recommendations grounded in sound technical analysis and data
- Coordination across local, regional, tribal and state partners
- Transparent process, materials, and decision making

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<sup>3</sup> [https://www.oregon.gov/odot/Planning/TSP-Guidelines/Documents/Financially\\_Constrained\\_Project\\_List\\_Development\\_Factsheet.pdf](https://www.oregon.gov/odot/Planning/TSP-Guidelines/Documents/Financially_Constrained_Project_List_Development_Factsheet.pdf)

- Inclusive engagement that reduces barriers to participation
- Focus on timely, practical, and implementable outcomes

## Decision Making Bodies

### Metro Council

The elected governing body of Metro and final decision maker for adoption of the Regional Transportation Plan. Metro Council sets regional policy direction, considers recommendations from advisory bodies, weighs tradeoffs, and adopts the final RTP.

- Final adoption authority (shared with JPACT)
- Sets regional policy direction
- Approves final plan and major amendments to the plan

### Joint Policy Advisory Committee on Transportation (JPACT)

The Joint Policy Advisory Committee on Transportation is the region's primary transportation policy advisory body and part of the metropolitan planning organization decision structure. It includes elected officials and agency representatives who evaluate transportation needs, recommend regional transportation policy, and approve actions forwarded to Metro Council on MPO matters.

- Final adoption authority (shared with Metro Council)
- Sets regional policy direction
- Approves final plan and amendments to the plan

## Regional transportation decision-making framework

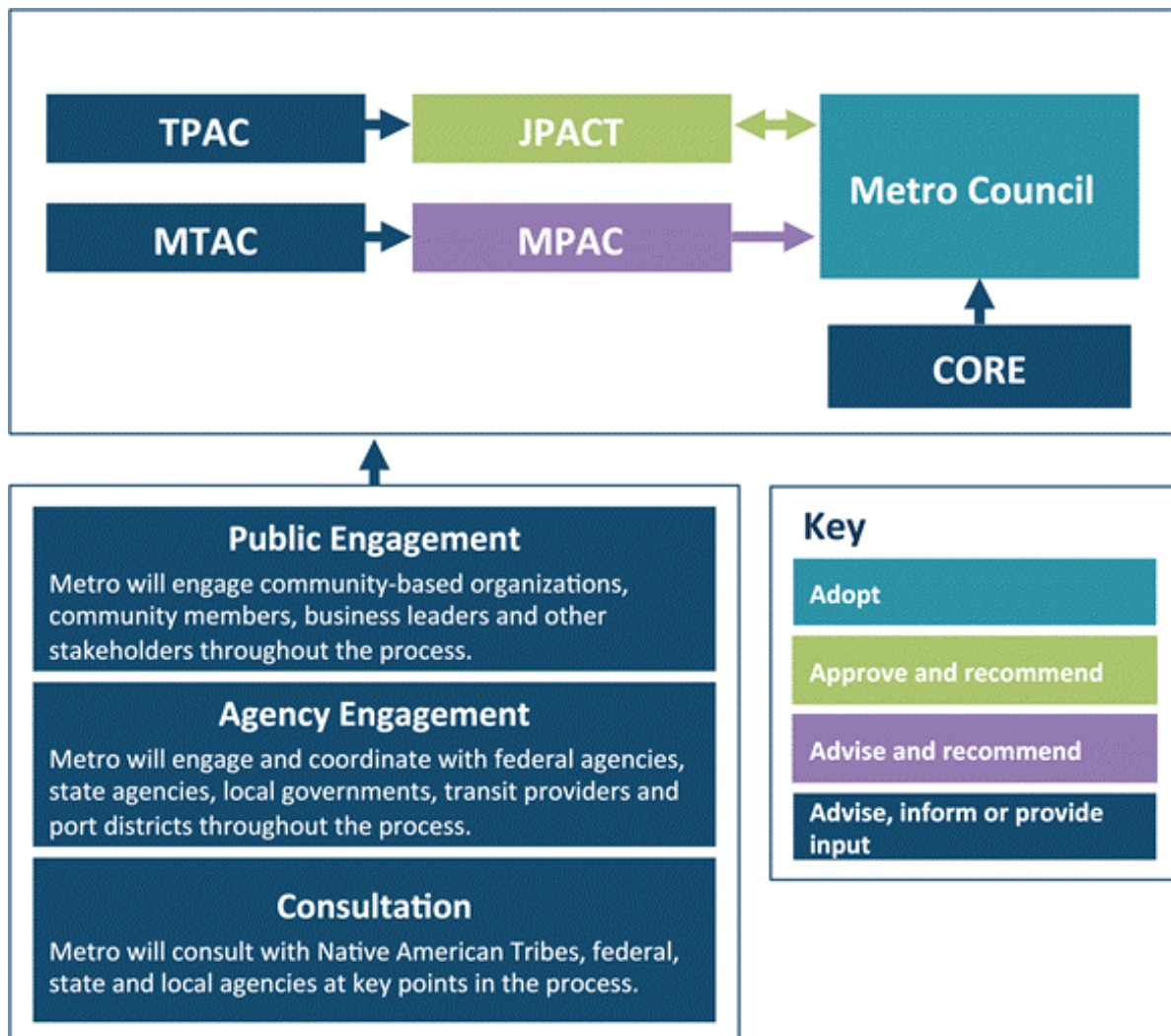
The 2028 RTP update relies on Metro's role as the federally designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, as designated by the U.S. Department of Transportation and the Governor of Oregon. Metro's regional transportation decision-making framework is shown in Figure 1.

The Metro Council and JPACT act together as the MPO policy board. Other committees have varying levels of responsibility to review, provide input and make recommendations on the development of the 2028 RTP.

Integral to this decision-making process are timely opportunities for partners and the public to provide meaningful input to the Metro Council and the technical and policy advisory committees prior to key decision milestones.

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**Figure 1. Regional transportation decision-making framework**



Metro’s Committee on Racial Equity (CORE) advises Metro Council and staff on the implementation of [the Strategic Plan to Advance Racial Equity, Diversity and Inclusion](#). CORE will provide input at key points in the 2028 RTP process. CORE’s input will be shared with Metro’s other advisory committees for consideration.

The Metro Policy Advisory Committee (MPAC) advises and makes recommendations to the Metro Council on growth management, land use and other matters of metropolitan concern, including the RTP, at the policy level. The Metro Technical Advisory Committee (MTAC) provides input to MPAC at the technical level.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process

strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including updating the RTP every five years. The Transportation Policy Alternatives Committee (TPAC) provides input to JPACT at the technical level.

Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. For the purposes of the RTP, JPACT approves the RTP and periodic amendments and submits these to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

## **Coordination and Consultation**

### **County Coordinating Committees**

County level coordinating committees provide forums for local governments and agencies within each county to discuss local and regional transportation priorities, implementation challenges, and regional coordination. These committees help connect the RTP to local plans, local capital priorities, and jurisdiction-specific needs.

- Forums for county level partner coordination
- Elevates local priorities and implementation challenges

### **Community, Business and Constituent Forums**

These forums include community-based organizations, advocacy groups, business interests, freight representatives, transportation users, historically underserved communities, and other constituents. Their role is to provide lived experience, policy insight, and practical feedback to improve the RTP and ensure meaningful public participation.

- Provide community-based input
- Identify needs, barriers, and priorities

### **Tribal Governments**

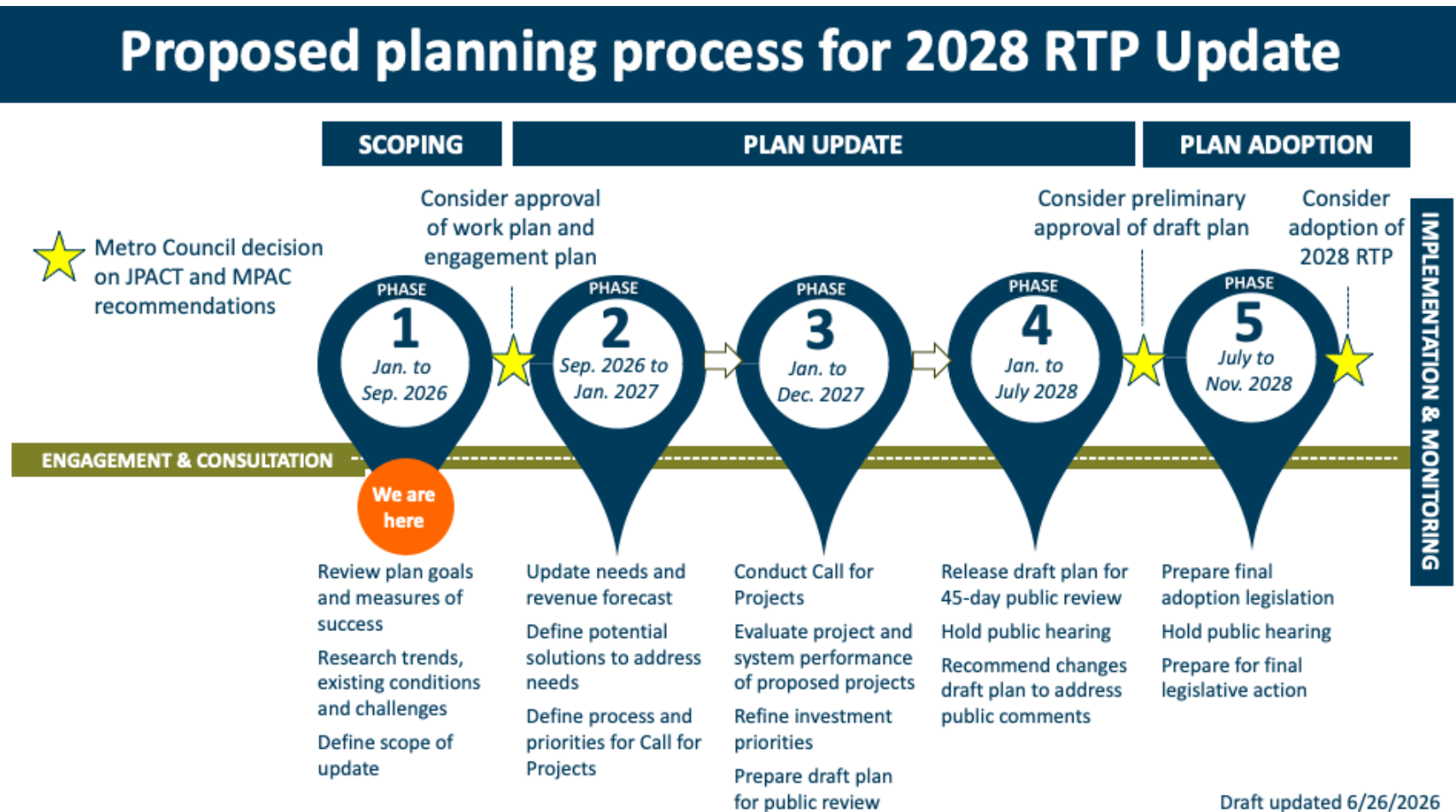
As part of the RTP's process, Metro will invite consultation with federally recognized tribes within the planning area boundary. The project team works directly with staff in Metro's Tribal Affairs department to coordinate these meetings and provide tribal representatives with the information they need to consult and meaningfully engage with the 2028 RTP update.

## **Project Overview, Phases and Decision Milestones**

The 2028 Regional Transportation Plan update will be completed through a coordinated multi-phase planning process that integrates policy development, technical analysis, public engagement, interagency coordination, consultation, and decision making. The process is designed to produce a federally- and state- compliant and regionally actionable long range transportation plan for adoption by November 30, 2028.

Shown in Figure 2, the project will be organized into five phases, each with defined milestones and deliverables that build toward release of a public review draft and final RTP and Climate Smart Strategy adoption in 2028.

Figure 2. Proposed timeline and process for the 2028 Regional Transportation Plan update



## Phase 1: Scoping, Research and Early Engagement

**January 2026 – September 2026 (9 months)**

The first phase of the 2028 RTP update will focus on engaging decision makers, local, regional, state, Tribal and community partners, and members of the public to understand key trends and challenges facing the region. This phase will begin with a review of the adopted RTP goals and identifying desired outcomes for the process, and priorities that should be the focus of the update.

The purpose of this phase is to build a shared understanding of what the 2028 RTP needs to address and to define a planning and engagement process that is responsive to regional and community needs. This phase will also begin development of background data, tools, and methods that will be used to document how the region is growing and changing and evaluate how the transportation system is performing. A review of completed RTP projects and new plans and policies adopted since 2023 will be conducted. This information will support policy and project list decisions during the update.

### **Phase 1 | Planning and Research Activities:**

- ❑ **Plan Goals and Measures of Success Review:** Review goals and measures for the 2028 RTP.
- ❑ **Plan and Policy Review:** Review relevant plans and policies to identify changes needed to reflect state, regional and local plans and studies completed since 2023. This work will also include jurisdictional review of the RTP system maps to recommend classification changes needed to align local, regional and state plans.
- ❑ **Community Engagement Retrospective:** Review community engagement reports from the 2023 RTP and other relevant engagement reports completed since 2023 to identify regional and community needs and priorities. This work will continue in to Phase 2.
- ❑ **Project Database Migration and Project List Review:** Conduct jurisdictional review of RTP project list to identify projects under construction or completed in the region since 2023. Identify 2023 RTP projects that are not adopted in a local TSP. The project team will also be working to migrate the current RTP project list data to the Project Tracker data management system used for the Metropolitan Transportation Improvement Program and Regional Flexible Funds Allocation Process.
- ❑ **Develop Data, Tools, and Methods:** Update data, tools, and methods needed to support assessment of current and future transportation system conditions and

needs and other technical analysis throughout the process. The technical analysis will integrate GIS tools, mapping, modeling and forecasting, and federal and state monitoring and reporting requirements to document how the region is growing and changing, transportation trends and challenges, and how the transportation system is performing. The analysis will include relevant data and findings from the Future 50 update to the regional vision, Oregon Travel Study, Climate Smart Strategy monitoring and the region's congestion management process and federal performance reporting. This work will include preparing the regional travel demand model, transportation analysis zone assumptions and base year and no build networks for use in the update, and model updates needed to reflect the Oregon Travel Study. This work will include preparing VisionEval to be used at a regional level to help evaluate greenhouse gas emissions. Activities will also include updating the mobility corridor geographies used to identify needs and potential solutions in Phase 2. It will also inform the Call for Projects and subsequent performance evaluation of proposed solutions in Phase 3.

#### **Phase 1 | Engagement Activities:**

- ☐ Engage Metro Council and regional advisory committees, county coordinating committees, and business and community leaders on RTP goals, priorities to address and development of the work plan and engagement plan
- ☐ Conduct individual meetings with leaders from across the region, including elected and public officials on JPACT, MPAC and the Future Vision Commission
- ☐ Convene Community Leaders' Forum on RTP goals, priorities to address and development of the work plan and engagement plan to guide the update
- ☐ Metro Councilor engagement with constituents, regional leaders and elected officials
- ☐ TPAC workshop on RTP performance evaluation framework and measures for project- and system-level analysis
- ☐ Convene inaugural Regional Transit Forum meeting with staff from transit agencies and organizations
- ☐ Consultation with Federal, state, regional and resource agencies
- ☐ Consultation with Tribes

#### **Phase 1 | Milestones:**

- ☐ MPAC votes on recommendation to the Metro Council on the work plan and engagement plan
- ☐ JPACT votes on approval of 2028 RTP work plan and engagement plan, and makes recommendation to the Metro Council

- ☐ Metro Council votes on approval of the 2028 RTP work plan and engagement plan

### **Phase 1 | Key Products and Deliverables:**

- ☐ 2028 Regional Transportation Plan Work Plan
- ☐ 2028 Regional Transportation Plan Engagement and Consultation Plan
- ☐ Scoping Engagement Calendar
- ☐ RTP System Map Update Online Submission Tool
- ☐ Scoping Phase Engagement Report and Executive Summary
- ☐ Draft Public Engagement Retrospective Report
- ☐ Migration of RTP Project Database to Project Tracker
- ☐ 2050 Distributed Forecast
- ☐ Memos:
  - ☐ Summary and map of RTP projects completed since 2023
  - ☐ Plan and Policy Review
  - ☐ Summary of Proposed RTP System Map updates

## **Phase 2: Prepare Needs Analysis and Draft Revenue Forecast**

### **September 2026 – January 2027 (5 months)**

The second phase of the 2028 RTP update will focus on refining the plan's policy framework to reflect relevant plans and policies updated since 2023, documenting the region's transportation needs and potential solutions, and updating the plan's financial assumptions. Developing the data, methods, and analytical tools needed to support the current and future needs assessment and the project- and system-level performance evaluation and investment decisions later in the process will also continue. Analysis years will be 2025 (base year), 2040 and 2050.

This phase will use input and information from Phase 1 to refine the region's performance measures and evaluation approach. Work during this phase will also include updating RTP policies where needed to reflect plans and policies updated since 2023. This work will provide an updated policy framework to guide evaluation of regional transportation needs and potential projects and programs to address those needs during Phase 3.

During this phase, Metro will also work with local, regional, state, Tribal, and community partners to review the existing RTP project list and prepare for the call for projects in Phase 3. Metro will also work with local, regional, state, Tribal, and community partners to identify reasonably expected transportation revenues to support development of a

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draft revenue forecast and cost targets for the financially constrained and strategic project lists that will be developed during Phase 3.

This phase will also include a regional transportation needs analysis focused on the RTP's goals related to equity, climate, safety, mobility, and thriving economy. The needs analysis will help identify where the transportation system is meeting regional goals, where it is falling short, and how existing plan investments advance adopted policy direction and community priorities. This work will help ensure that later decisions are grounded in shared policy direction, current data, federal and state requirements, and the needs and priorities identified through engagement.

## **Phase 2 | Planning and Research Activities:**

- ❑ **Revenue Forecast:** Develop draft local, regional, state, tribal and federal revenue forecast to set budget for the plan and Call for Projects in Phase 3. The 2023 RTP revenue forecast will serve as a starting point for the draft forecast.
- ❑ **Evaluation Framework:** Update performance measures and targets, data and methods to support the technical analysis.
- ❑ **Needs Analysis:** Seek feedback on the current RTP project list and transportation needs and complete a multimodal needs analysis using the new mobility policy, updated multimodal inventories, and data from the Regional Freight Commodities Movement Study and Community Connector Transit Study to identify regional transportation needs and potential solutions.
- ❑ **State of the Transportation System Report:** Report on system performance to understand today's travel behavior and progress toward shared regional goals related to safety, equity, climate, mobility, and the economy.
- ❑ **Policy Updates:** Updates to existing RTP Chapter 3 policies that reflect new policies and information from work completed since 2023 will include:
  - RTP System Map Updates
  - Transportation Equity Policy Updates
  - Regional Transportation Demand Management Policy Updates: focused on incorporating recommendations from the 2026 Regional Transportation Demand Management Strategy
  - Regional Emergency Transportation Routes Maps and Transportation Resilience Policy Updates: focused on incorporating recommendations from the RETR Project Phase 2, Cooling Corridors Study and statewide resilience efforts
  - Regional Transit Policy Updates: focused on incorporating recommendations from the Community Connector Transit Study
- ❑ **Define Process for the Call for Projects:** Define the project solicitation, evaluation and review process to guide refining the plan's list of projects and

programs within the draft revenue forecast, consistent with the Transportation Planning Rules and federal certification recommendations.

- ❑ **Initiate Climate Smart Strategy Update:** Align the process for updating the Climate Smart Strategy with final RTP work plan.

## **Phase 2 | Engagement Activities:**

- ❑ Host at least one regional transportation tools and data workshop for practitioners and other constituents to learn about the analysis tools and data being used to support development of the 2028 RTP
- ❑ Convene workshop/trainings/office hours on use of Project Tracker in advance of and during Call for Projects (for jurisdictional partners and tribal governments)
- ❑ Convene quarterly Regional Transit Forum meetings with staff from transit agencies and organizations
- ❑ Develop Online (Story Map) Public 2028 RTP Open House
  - Topics TBD
- ❑ Metro Councilor engagement with constituents, regional leaders and elected officials
- ❑ TPAC workshops in support of the 2028 RTP needs analysis and call for projects
- ❑ Small group meetings
- ❑ RTP informational sessions
- ❑ Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
- ❑ Collaborate with cities, counties, Tribes, ODOT, SMART, TriMet and Port of Portland to document and forecast reasonably available funding sources
- ❑ Continue to engage partners and community members to identify regional transportation needs, community priorities and potential solutions
- ❑ Engage regional technical and policy advisory committees and county coordinating committees in the development and implementation of the Call for Projects process
- ❑ Social media video posts on needs and success stories about completed projects that reflect different types of investments across the region (e.g. safety – lighting, marked crossings, bus stops) and major travel corridors (e.g. 82nd Avenue, TV Highway, Powell Boulevard, OR 217, I-205, I-5)

## **Phase 2 | Milestones:**

- ❑ Completion of:
  - Updated performance evaluation framework
  - Regional transportation needs analysis
  - Draft revenue forecast
  - Policy updates

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- Process and timeline for the Call for Projects

## Phase 2 | Key Products and Deliverables:

- ❑ Memos
  - ❑ Performance Evaluation Framework and Targets
  - ❑ Revenue Forecast Approach
  - ❑ RTP Equity Framework
  - ❑ Climate Smart Strategy Update
  - ❑ Call for Projects process and timeline to guide update to list of RTP projects and programs
- ❑ Maps
  - ❑ Metropolitan Planning Area
  - ❑ Equity Focus Areas
  - ❑ Social Vulnerability Index 2.0
  - ❑ 2026 High Injury Corridor and Intersections Map
  - ❑ Regional Freight Commodities Movement Map
  - ❑ 2028 RTP System Maps
- ❑ State of the Transportation System Performance Report
- ❑ Regional Transportation Needs Analysis Report
  - ❑ Identify regional transportation system gaps, deficiencies and potential solutions
  - ❑ Identify opportunities to support increased use of alternative fuel vehicles, transportation electrification (including buses, e-bikes and other mobility devices), connected vehicles, driverless vehicles and other advanced technologies
  - ❑ Summarize potential transportation risks and vulnerabilities of Regional Emergency Transportation Routes to inform opportunities for making the transportation system resilient to natural and security hazards, climate change and extreme weather events
- ❑ Draft Revenue Forecast Report
  - ❑ Update the financially constrained revenue forecast with local, regional, tribal and state partners, building on the existing RTP forecast and ODOT's *Financial Assumptions for Development of Metropolitan Transportation Plans SFY 2020/21 to 2049/2050*<sup>4</sup>

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<sup>4</sup> Accessed at:

<https://www.oregon.gov/odot/Data/Revenue%20Forecasts%20%20Economic%20Reports/MPO%20LRPA%202022.pdf> This report will be updated by ODOT as part of this effort.

- ☐ Set funding targets for the “Constrained RTP” near-term (FFY 2029-2040) and long-term (FFY 2041-2050) project and program priorities
- ☐ Identify a strategy for new revenues assumed for the “Constrained RTP” and more aspirational “Strategic RTP” that are not currently in place
- ☐ Set funding target for additional project and program priorities the region would pursue if additional resources became available
- ☐ Draft RTP Chapters:
  - ☐ Chapter 1: Introduction and Plan Overview (draft)
  - ☐ Chapter 2: Draft Vision, Goals, Objectives, Performance Measures and Targets (draft)
  - ☐ Chapter 3: System Policies (draft)
  - ☐ Chapter 4: Growing and Changing Region and Existing Conditions and Transportation Needs (draft)
- ☐ Public Engagement Report (Phase 2)

## Phase 3: Call for Projects and Evaluation of Proposed Solutions

**January 2027 – December 2027 (11 months)**

The third phase of the 2028 RTP update will focus on the Call for Projects, evaluating project and program priorities submitted by jurisdictional and tribal partners, and preparing the draft plan and appendices for public review during Phase 4. This phase will build on the goals, policy direction, and evaluation framework developed in Phases 1 and 2, as well as project and program submissions received through the Call for Projects.

Opportunities for input on the updated project lists, evaluation results, and proposed project and program priorities will be provided during this phase. Work will also include identifying future actions, partnerships, and implementation needs to be included in the RTP to help advance the plan after adoption.

The phase will conclude with preparation of the public review draft of the 2028 RTP. The start of the 45-day public comment period will occur in Phase 4.

### **Phase 3 | Planning and Research Activities:**

- ☐ **Call for Projects to Refine List of Projects and Programs:** Coordinate update to project list with local, regional, state and tribal governments.
- ☐ **Performance Evaluation:** Conduct and report on project- and system-level performance evaluation of proposed solutions relative to plan’s goals, objectives and performance targets. This evaluation will include an analysis to identify

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projects that intersect with environmental, cultural and historic resources and potential mitigation strategies to address the potential impacts of future transportation projects.

- ☐ **Review of Updated Project and Program Lists:** Make available the draft RTP “constrained” and “strategic” project lists on a publicly-accessible website and seek feedback on updated list of priorities.
- ☐ **Financial Plan:** Document RTP revenue forecast and potential strategies and actions to implement new financing mechanisms. This will include updates to the draft revenue forecast to reflect the 2027 Oregon Legislative Session and federal transportation reauthorization.
- ☐ **Prepare Draft Plan and List of Projects and Programs for Public Review:** Prepare draft plan, appendices and list of projects and programs for public review in Phase 4.

### **Phase 3 | Engagement Activities:**

- ☐ Engage regional technical and policy advisory committees and county coordinating committees in the development and implementation of the Call for Projects process
- ☐ Convene Business Roundtable Meeting
- ☐ Convene Community Leaders’ Forum
- ☐ Convene quarterly Regional Transit Forum meetings with staff from transit agencies and organizations
- ☐ Consultation with Federal, state, regional and resource agencies
- ☐ Consultation with Tribes

### **Phase 3 | Milestones:**

- ☐ JPACT and the Metro Council initiate 2028 RTP Call for Projects, providing direction on process for updating and evaluating proposed solutions
- ☐ Conduct Call for Projects to update the RTP “Constrained” and “Strategic” project lists (Feb. 1 to March 12, 2027)
- ☐ JPACT and the Metro Council consider feedback on draft project and program lists, performance evaluation and recommendations for finalizing the draft plan, appendices and Climate Smart Strategy for public review

### **Phase 3 | Products and Deliverables:**

- ☐ Public Engagement Report (Phase 3)
- ☐ Regional Transportation Projects and Programs Evaluation Report(s)
- ☐ Draft RTP Chapters:
  - ☐ Chapter 5: Financial Plan

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- ☐ Chapter 6: Project and Program Investment Priorities
- ☐ Chapter 7: Project Evaluation and Plan Performance
- ☐ Chapter 8: Draft Action Plan
- ☐ Public Review Draft 2028 RTP Materials
  - ☐ Complete draft Chapter 1 through Chapter 8
  - ☐ Public review draft appendices
  - ☐ Public review draft project and program investment priorities
  - ☐ Public review materials for the 45-day public comment period
- ☐ Public Review Draft Climate Smart Strategy Materials
  - ☐ Public review materials for the 45-day public comment period
  - ☐ Public review technical documentation

## Phase 4: Public Review and Preliminary Plan Approval

### January 2028 – July 2028 (7 months)

The fourth phase of the 2028 RTP update will focus on public review of the draft RTP and preliminary approval by regional decision makers. This phase will begin with the 45-day public comment period from Jan. 14 to Feb. 29, 2028, providing an opportunity for the public, local governments, regional partners, state agencies, Tribal governments, community partners, and other interested parties to review and comment on the draft 2028 RTP and appendices.

During this phase, Metro will compile and share the public review draft of the 2028 RTP, supporting appendices, technical documentation, draft project and program investment priorities, and draft adoption legislation. Metro staff will also document public comments received, recommended changes to the plan and appendices to address feedback received, and prepare the Phase 4 Public Engagement Report.

The phase will conclude with preliminary recommendations and approval actions by MPAC, JPACT, and the Metro Council. These actions will provide direction for preparing the final 2028 RTP and appendices, final adoption legislation, and findings of compliance with applicable state and federal requirements.

### Phase 4 | Planning and Research Activities:

- ☐ Release draft plan and technical appendices for public review

### Phase 4 | Engagement Activities:

- ☐ Consultation with Federal, state, regional and resource agencies
- ☐ Consultation with Tribes
- ☐ Public hearing

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- ☐ TPAC workshop to discuss Metro staff recommended changes to the plan and appendices
- ☐ Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings

#### **Phase 4 | Milestones:**

- ☐ Conduct 45-Day Draft Plan Public Comment Period
- ☐ MPAC makes recommendation to the Metro Council
- ☐ JPACT considers preliminary adoption of 2028 RTP and Climate Smart Strategy
- ☐ Metro Council considers preliminary adoption of 2028 RTP and Climate Smart Strategy

#### **Phase 4 | Products and Deliverables:**

- ☐ Public review draft 2028 RTP (and appendices, including project and program investment priorities)
  - ☐ Public review draft Chapter 1 through Chapter 8
  - ☐ Public review draft appendices
  - ☐ Public review draft project and program investment priorities
- ☐ Public review Climate Smart Strategy (and supporting technical documentation)
- ☐ Public Engagement Report (Phase 4)
- ☐ Public Comment Period Report and executive summary
- ☐ Metro staff recommended changes to respond to public comments
- ☐ Legislation, including Resolution and staff report, and recommended changes to public review draft RTP and appendices

## **Phase 5: Final Legislative Adoption Process**

### **July 2028 – November 2028 (5 months)**

The fifth phase of the 2028 RTP update will focus on finalizing the plan and completing the regional adoption process. This phase will build on the public review process, preliminary approval actions, and direction received during Phase 4.

During this phase, Metro will prepare the final 2028 RTP and Climate Smart Strategy, supporting appendices, final project and program investment priorities, final adoption legislation, and findings of compliance with applicable state requirements. Metro will also complete the final public engagement report, documenting engagement activities, public comments, and how input shaped the final plan.

The phase will conclude with final actions by MPAC, JPACT, and the Metro Council. Adoption of the 2028 RTP will establish the region's updated transportation policy

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direction, investment priorities, implementation actions, and required documentation for the next planning cycle.

### **Phase 5 | Engagement Activities:**

- ☐ Presentations and discussions at county-level coordinating committees and regularly scheduled TPAC, JPACT, MTAC, MPAC and Metro Council meetings
- ☐ Hold legislative hearings – first read and second read
- ☐ MPAC makes final recommendation to the Metro Council
- ☐ JPACT considers adoption of 2028 RTP and Climate Smart Strategy
- ☐ Metro Council considers adoption of 2028 RTP and Climate Smart Strategy

### **Phase 5 | Milestones:**

- ☐ MPAC makes final recommendation to the Metro Council
- ☐ JPACT considers adoption of 2028 RTP and Climate Smart Strategy
- ☐ Metro Council considers adoption of 2028 RTP and Climate Smart Strategy

### **Products and Deliverables:**

- ☐ Final 2028 RTP (and appendices, including project and program priorities)
  - ☐ Revised Chapter 1: Introduction and Plan Overview
  - ☐ Revised Chapter 2: Vision, Goals, Objectives, Policies, Performance Measures and Targets
  - ☐ Revised Chapter 3: Regional Transportation System Policies and System Maps
  - ☐ Revised Chapter 4: Growing and Changing Region, Existing Conditions, System Performance and Needs
  - ☐ Revised Chapter 5: Financial Plan and Revenue Forecast
  - ☐ Revised Chapter 6: Project and Program Investment Priorities
  - ☐ Revised Chapter 7: Investment Evaluation and Plan Performance
  - ☐ Revised Chapter 8: Implementation and Action Plan
  - ☐ Revised Appendices
- ☐ Final Climate Smart Strategy
- ☐ Final adoption legislation for RTP and Climate Smart Strategy, including separate Ordinances, staff reports and findings of compliance with Statewide Planning Goals
- ☐ Final Public Engagement Report (Phase 5)

## Engagement and Consultation Overview

The primary goal of our engagement process is to meaningfully engage a broad range of audiences, strengthen relationships with community leaders and public officials, elevate lived experiences, support community capacity, inform decision making and comply with applicable federal, state and regional public participation requirements.

The 2028 RTP update will use a transparent, inclusive and coordinated engagement and consultation strategy to ensure that local jurisdictions, transportation agencies, advisory committees, community-based organizations, Tribes, business and freight interests, advocacy groups and members of the public have meaningful opportunities to help shape the plan. Engagement will occur throughout the update process and will be timed to inform key milestones, including development of the policy framework, needs assessment, financial analysis, call for projects, project and program evaluation, draft plan review and final adoption.

A companion engagement and consultation plan has been designed to help people across the greater Portland region understand how regional transportation decisions are made and how their input can influence the RTP. Metro will provide complete, accurate, understandable and timely information about the update, clearly identify when and how people can participate and explain how input will be used. Engagement and consultation will also be documented so that decision makers, advisory committees, partners, and the public can understand the themes, priorities and concerns raised throughout the process.

A central purpose of engagement will be to learn about the transportation needs, priorities, and lived experiences of people across the region. The process will prioritize input from communities that have been historically underrepresented in transportation decision making, including Black, Indigenous and other people of color, people with disabilities, people with low incomes, people with limited English proficiency, youth and older adults.

### Agency partner engagement

Metro will coordinate engagement with local jurisdictions, counties, transit providers, ODOT, ports, special districts and other transportation agencies through advisory committees, county coordinating committees, technical work groups, small group briefings and standing partner meetings. TPAC, MTAC, MPAC, JPACT and Metro Council will serve as key venues for technical review, policy direction, public input and regional decision making. Engagement with these bodies will be supported by public comment summaries, engagement findings and materials that clearly connect community and partner input to the decisions before them.

#### 2028 Regional Transportation Plan Update Draft Work Plan

## Consultation with Tribes

Metro will consult with Tribes in coordination with Metro's Tribal Liaison. Consultation will begin early in the process and continue at key milestones, including the public review period. Metro will seek guidance from Tribes on how they would like to be involved in the 2028 RTP update and will offer opportunities such as email updates, briefings, individual consultation meetings, group consultation meetings and formal review of draft materials.

## Consultation with regulatory, resource and partner agencies

Metro will also consult with regulatory, resource and partner agencies, including state and federal agencies, to ensure that the RTP reflects applicable requirements, regional priorities and agency expertise.

## Engagement tools

The 2028 RTP update will use a mix of engagement tools to provide multiple ways for people to participate. These tools may include an RTP project website, online surveys, public comment opportunities, social media, email updates, public briefings, community leader forums, business and freight roundtables, advisory committee workshops, jurisdictional briefings, engagement toolkits, storytelling, community conversations, public hearings and written comment periods. Materials will be designed to be accessible, understandable and relevant to people who do not have technical transportation planning expertise.

## Engagement tracking and documentation

Public comments, questions, and feedback will be tracked throughout the process. Metro will use comment summaries, engagement reports and public comment reports to share what was heard, identify major themes and explain how input informed the RTP. A final engagement summary will document the engagement process, summarize participation and input, identify successes and lessons learned, and support the public record for adoption of the 2028 RTP.

## Post Adoption Implementation Activities

Adoption of the 2028 Regional Transportation Plan will be a major milestone, but it will not be the end of the plan's practical use. Following approval, the RTP will serve as the region's adopted policy foundation and implementation framework for regional transportation decision making, funding priorities, project development, corridor planning, local plan coordination, future amendments and performance monitoring.

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The adopted RTP will guide how Metro, JPACT, Metro Council, local jurisdictions, transportation agencies, transit providers, port districts, state agencies, Tribes and other partners work together to advance the region's transportation goals. It will provide the shared policy direction, investment priorities, project and program lists, financial assumptions, performance measures, and implementation of actions that shape transportation decisions after adoption.

## **Federal Submission**

Following adoption, the 2028 RTP will be submitted as the federally required metropolitan transportation plan for the Portland metropolitan planning area. Federal plan submission will demonstrate that the region has completed the required long range transportation planning process and has adopted a plan that meets applicable federal planning requirements. This is necessary to maintain the region's eligibility for federal transportation funds and to support continued programming of projects and programs through the MTIP and other federally funded processes. The plan becomes effective immediately for federal purposes upon adoption by JPACT and the Metro Council.

## **State Review and Acknowledgement**

The 2028 RTP will also serve as the regional transportation system plan under Oregon's Transportation Planning Rule. Following adoption, Metro will submit the adopted plan, supporting findings and related amendments for state review and acknowledgement, as required. This process will demonstrate how the RTP complies with applicable statewide planning goals, the Transportation Planning Rule, greenhouse gas reduction requirements and other state transportation and land use planning requirements.

State approval and acknowledgement will help ensure that the adopted RTP can be used as the regional framework for local plan coordination, RTFP implementation, TSP updates, and future land use and transportation decisions. This connection between the RTP, state requirements, and local implementation is essential to making the plan usable after adoption.

## **Regional Transportation Functional Plan Update**

The Regional Transportation Functional Plan will continue to be one of the primary tools for implementing the RTP. Last updated in 2012, the RTFP directs how city and county plans implement the RTP through local comprehensive plans, transportation system plans and land use regulations. After adoption of the 2028 RTP, Metro will identify any needed updates to the RTFP to align regional requirements with the updated RTP

policy framework, system maps, mobility policies, climate and equity requirements, performance measures and implementation actions.

The 2028 RTP will also guide local transportation system plan updates and other local planning efforts. Cities and counties will use the adopted RTP to ensure that local transportation plans, project priorities and land use assumptions are consistent with regional policies, regional system needs and state and federal planning requirements. This will be especially important for local TSP updates, corridor refinement planning, concept planning for growth areas, climate-friendly area planning and other local or subarea plans that affect the regional transportation system.

## **Future Funding**

The adopted RTP will help guide future transportation funding decisions by identifying the region's financially constrained project and program priorities and the longer-term strategic priorities. The RTP will clarify the gap between the region's needs and reasonably expected revenues. This gap will help set the table for future funding strategy work by identifying where additional resources, partnerships, policy choices or phasing strategies are needed to advance regional goals. The plan will also help decision makers understand tradeoffs between available revenues, project readiness, equity outcomes, safety outcomes, climate outcomes, system maintenance needs, and mobility priorities.

## **Performance Monitoring and Future Amendments**

After adoption, Metro will monitor progress toward RTP goals and performance targets using the plan's adopted performance framework and available data. Monitoring will help the region understand whether transportation investments and policies are making progress toward outcomes related to safety, equity, climate, mobility, access, economic prosperity, system condition and other adopted goals. Performance monitoring will also help identify where additional work is needed and where future amendments, policy updates or investment strategies may be warranted.

The RTP will remain a living document. As conditions change, projects advance, funding assumptions shift, new requirements emerge or regional priorities evolve, Metro may bring forward amendments to keep the plan current and usable. These amendments will provide a structured way to update the plan between major RTP updates while maintaining consistency with regional goals, state and federal requirements and public involvement expectations.

## The Regional Transportation Plan in Action

The 2028 RTP will set the table for implementation work that continues beyond adoption. This includes future amendments to the RTP and RTFP, updates to local transportation system plans, refinement of regional mobility corridors, project development and environmental review, grant applications, funding allocation decisions, performance monitoring and preparation for the next RTP update.

The plan will also create a foundation for continued work on key regional priorities that cannot be fully resolved through a single plan adoption. These may include transit vision implementation, mobility corridor investment strategies, safety investments, climate and VMT reduction strategies, freight and goods movement needs, bridge and asset management needs, regional trail and active transportation investments, transportation system management and operations, resilience planning and efforts towards equitable access to jobs, housing, schools, services and other daily needs.

## Conclusion

The 2028 RTP update is needed now to respond to changing transportation needs, revenue uncertainty, rising project costs, safety challenges, climate commitments, housing affordability pressures, and evolving travel patterns across the Portland metropolitan region. It provides an opportunity to align regional transportation priorities with current realities while preparing the region for future growth and change.

Through this update, the region will complete a series of important analysis and decisions, including updated policies, a financially constrained investment strategy, strategic priorities, a regional project list, technical analyses, engagement summaries, and the final adopted Regional Transportation Plan. Key decisions will shape how limited resources are prioritized to best advance regional goals and local priorities.

The work plan organizes this effort through a phased schedule running from 2026 through November 30, 2028, with major milestones to include work plan approval, needs and revenue review, project evaluation, release of a public review draft, committee recommendations, and final JPACT and Metro Council adoption.

Technical review, policy recommendations, and final decisions will be shared across Metro staff, regional technical and policy advisory committees, and the Metro Council - each with defined roles that support transparent and coordinated decision making. The work will be managed through project plans, phased deliverables, milestone tracking, risk management, interagency coordination, and strategic staffing. This approach is intended to maintain momentum, manage complexity, and deliver a high-quality final product on schedule.

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Local, regional and state partners, tribes, business leaders, community-based organizations and members of the public will be engaged throughout the process through advisory committees, county coordinating committees, direct agency coordination, community partnerships, public review opportunities, workshops, briefings, and accessible engagement tools designed to broaden participation.

The final plan will be developed to meet applicable federal and state planning requirements while aligning with adopted regional policies, local plans, and shared priorities. It will serve as both the federally required metropolitan transportation plan and the state required regional transportation system plan. Following adoption, the 2028 RTP will guide future transportation investment decisions, funding strategies, corridor and project development, local planning coordination, performance monitoring, and future amendments. In this way, the plan will function not only as a required update, but as the region's primary long range transportation blueprint – guiding planning and investment for years to come.

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## About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties..

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