

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WHEREAS, in summer 2025, Congress passed the One Big Beautiful Bill Act, which rescinded unobligated balances from dozens of projects awarded NAE grant funds; and

WHEREAS, in 2025, the USDOT rescinded \$382,250,000 million of unobligated NAE funds awarded to the I-5 Rose Quarter Improvement Project, leaving the \$67.5 million in NAE funds previously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 16th day of July 2026.

Juan Carlos González, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney