

Exhibit A
July #2 FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: JL24-11-JUL2

The July #2 Federal Fiscal Year 2024 MTIP Formal Amendment is a special bundle of projects being amended or added to the 2024-27 MTIP in support of the Rose Quarter Improvement Project. Currently, the Rose Quarter Improvement Project is programmed in a single project in Key 19071. This project is being amended by adding phases and funds. The Rose Quarter Improvement project now proposes a phased/segmented delivery format.

Two new stand-alone “child” projects are being added to the MTIP with funds committed to the construction phase. One project that falls within the Rose Quarter projects is being canceled. The funds will be used to support the stormwater facilities child project. Finally, the new Portland Broadway Main Street Connections project that began the Metro MTIP amendment process with the June 2024 Formal Amendment bundle is being assimilated into the July 2024 Rose Quarter Improvement Project bundle due to its connection to the Rose Quarter upgrades.

As a result of these actions, the Rose Quarter Improvement Project bundle under formal amendment JL24-11-JUL2 contains a total of five projects. The associated funding changes primarily result from ODOT’s successful \$450 million grant award from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the funds awarded from the Neighborhood Access and Equity (NAE) funding category (Fund type code used for reference is NAE23). The grant awarded NAE23 funds are 100% federal. There is no local match requirement. A summary of the five projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** The formal amendment adds \$30 million of NAE23 grant awarded funds to the PE phase, swaps out \$30 million of HB2017 funds for NAE23 funds, adds a Utility Relocation (UR) phase with \$7,500,000 of NAE23 funds, and adds small Other phase with \$250,000 of NAE23 funds. Construction phase activities are being added as separate stand-alone child projects. Construction is proposed to be completed through a “segmented”, “phased”, or “package” delivery approach. Two of the required construction phase child projects are being added through this formal amendment. They are identified below.
- **Key 21219 - I-5 Over NE Hassalo St and NE Holladay St (Portland) (ODOT):** The lead agency/applicant for the project is ODOT. The formal amendment cancels Key 21219 and transfers the \$5 million to support the new Stormwater Facilities child project in Key 23682.

- **[New Project Key 23682 - I-405 and I-5 Stormwater Facilities \(ODOT\)](#)**: This new child project supports the Rose Quarter Improvement Project and will construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. The \$5 million for this project is being transferred from the cancel project in Key 21219.
- **[New Project Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 \(ODOT\)](#)**: This is the second construction phase child project to the main Rose Quarter Improvement project in Key 19071. The project funding originates from the new NAE23 grant and will Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities plus complete compatibility construction for follow-on packages.

Note: For the new child construction phase projects, preliminary engineering is being completed through the PE phase in Key 19071.

- **[New Project Key 23646 - Broadway Main Street and Supporting Connections \(Portland\)](#)**: The project will complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. The project funding originates from Portland's successful effort to also secure a \$38 million USDOT NAE23 grant. The project is a stand-alone and separate project to the Rose Quarter Improvement Project. The project began Metro processing steps with the June 2024 MTIP Formal amendment bundle and has received TPAC approval during their June 7, 2024 meeting. However, due to the project's connection to the Rose Quarter Improvement Project, it is being assimilated into the July # 2 MTIP Formal Amendment bundle along with the other Rose Quarter Improvement Projects for an improved processing coordination through JPACT and Metro Council.

The Exhibit A Tables that follow on the next pages contain the specific project changes for the fives in the July #2 Formal MTIP Amendment Bundle., See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review areas. Additionally, the Portland Broadway Main Street and Supporting Connections project is being included for information and processing consistency purposes.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 24-5424

July #2 Rose Quarter FFY 2024 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JL24-11-JUL2

Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Amended Existing Projects in the 2024-27 MTIP				
(#1) ODOT Key # 19071 MTIP ID 70784	ODOT	Rose Quarter Improvement	On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.	ADD PHASES AND FUNDING: The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project.
Category: Existing Projects Being Canceled in the 2024-27 MTIP				
(#2) ODOT Key # 21219 MTIP ID 71043	ODOT	I-5 Over NE Hassalo St and NE Holladay St (Portland)	On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)	CANCEL PROJECT: Cancel the project from the 2024-27 MTIP and shift the funds over to Key 23682
Category: Adding New Projects to the 2024-2027 MTIP				
(#3) ODOT Key # 23682 MTIP ID TBD <i>New Project</i>	ODOT	I-405 and I-5 Stormwater Facilities	Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.	ADD NEW PROJECT: Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.

<p>(#4) ODOT Key # 23672 MTIP ID TBD <i>New Project</i></p>	<p>ODOT</p>	<p>I-5 Rose Quarter: Broadway to Weidler Phase 1</p>	<p>Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler. The \$382 million required funding is sourced from the new ODOT awarded NAE23 grant.</p>
<p>Category: Additional Projects Included with the Rose Quarter Improvement Project Bundle (previously approved by TPAC)</p>				
<p>(#5) ODOT Key # 23646 MTIP ID TBD <i>New Project</i></p>	<p>Portland</p>	<p>Broadway Main Street and Supporting Connections</p>	<p>Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.</p>	<p><u>ADD NEW PROJECT:</u> The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland. Note: TPAC’s approval recommendation to JPACT previously occurred during their June 7, 2024 meeting. The project will process with the July 2024 #2 Rose Quarter Formal Amendment bundle through JPACT and Metro Council.</p>

Proposed Amendment Review and Approval Steps. This amendment bundle will progress through the Metro approval process via a compressed review and approval process during June and July as follows:

Date	Action
July #2 (JL24-11-JUL2) Rose Quarter Improvement Project Formal MTIP Amendment Required Approval Actions	
Wednesday, June 12, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, July 12, 2024	July TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT
Friday, July 12, 2024	End the 30-day public comment period. Complete comments summary and provide to ODOT and JPACT for their review
Thursday, July 18,2024	July JPACT meeting. Project presentation anticipated for JPACT. JPACT will be requested to approvd the amendment resolution and provide an approval recommendation to Metro Council
Thursday, August 1, 2024	Metro Council meeting. Provide final Metro approval for the the Rose Quarter Improvement Project amendment bundle
Tuesday, August 6, 2024	Submit final Metro approved July #2 Rose Quarter Improvement project amendment bundle to ODOT and FHWA to complete final approval steps.
Late August, 2024	Final approval from FHWA estimated should occur.



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD PHASES
 Update PE and add UR and Other phases

Project #1

I-5 Rose Quarter Improvement Project

Project Details Summary

ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1281	

Summary of Amendment Changes Occurring:

The formal amendment adds USDOT RCN/NAE discretionary grant awarded funding to the PE and ROW phase s and adds a UR and Other to the project. The summary of changes includes the following:

1. The project descriptions are updated in the MTIP and STIP based on the changes and the proposed phased/segmented construction phase upgrades.
2. Budget and programming changes:
 - Preliminary Engineering (PE Phase) phase updated:
 - Fund type code adjustments based on the current funding structure for phase are occurring.
 - The amendment adds \$30,000,000 of RCN/NAE23 federal funds to complete project design.
 - The PE phase increases from \$157,391,997 to \$187,391,997
 - Right of Way (ROW) phase updated:
 - Swaps a \$30 million of HB2017 funding (identified as Advance Construction funds).
 - Splits out the Advance Construction fund type codes to reflect a\$30 million will be from the RCN/NAE 2023 grant.
 - Corrects an MTIP overprogramming error for the phase.
 - The ROW phase remains unchanged at \$41,000,000.
 - Adds a new Utility Relocation (UR) phase to pay for reimbursable utility relocations \$7,500,000 as Advance Construction NAE23 funds,
 - Adds a new Other (OT) phase to purchase ITS signs & software \$250,000 as Advance Construction NAE23 funds.

The total programmed amount for the project increases in the MTIP from \$218,091,997 to \$236,141,997. The new programmed amount does not fully program the project. The estimated to project cost is \$1.7 billion. A phased/segmented delivery approach for the construction phase is proposed to add separate stand-alone child projects with the required construction phase funding.

Project Name:	I-5 Rose Quarter Improvement Project							
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:

~~On I-5 between I-84 and I-405, Proposed multi-modal improvements include: ramp-to-ramp auxiliary lanes, highway shoulders, highway covers, new overcrossing, SB ramp relocation, new bike/ped crossing and bike/ped facilities.~~

On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities.

MTIP Detailed Description (Internal Metro use only):

~~On I-5 between I-84 and I-405, continue prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities. (HB2017 Named & conditioned project to add \$16,265,452 of NHFP funds)~~

On and around I-5 from MP 301.40 to MP 303.20, complete multiple system upgrades to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort. (NAE23 grant award \$450 million).

STIP Description:

~~Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.~~

The Rose Quarter investment will help reduce congestion, improve safety, and traffic operations, and support economic growth in the Portland Metro region with multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and then/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
		Lane Modification or Reconfiguration	
		System Management and Operations	
	Highway - Bridge	New Capacity - General Purpose	
		Lane Modification or Reconfiguration	
	Highway - Bike	Protected Parallel Facility	
	Highway - Pedestrian	Protected Parallel Facility	
Highway - Other	Other Vehicle Operations		
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
NHPP Exempt	M002 MOE2	2020 2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACPO	2016		\$ 82,998,000					\$ 82,998,000
AC-NAE23	ACPO	2016		\$ 30,000,000					\$ 30,000,000
NHPP	Z001	2016		\$ 1,844,400					\$ 1,844,400
NHFP	Z460	2016		\$ 15,000,000					\$ 15,000,000
ADVCON	ACPO	2020			\$ 55,977,540				\$ -
AC-HB2017	ACPO	2020			\$ 10,072,002				\$ 10,072,002
AC-NAE23	ACPO	2020			\$ 30,000,000				\$ 30,000,000
AC-NAE23	ACPO	2025				\$ 7,500,000			\$ 7,500,000
AC-NAE23	ACPO	2025						\$ 250,000	\$ 250,000
Federal Totals:			\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902

Note: The AC-NAE23 fund type code represents an expected conversion code from the USDOT RCN/NAE 2023 discretionary award. The funds are 100% federal.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (NHPP EX)	Match	2020 2016		\$ 321,045					\$ 321,045
ADVCON (state)	ACP0	2016		\$ 130,000,000					\$ -
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ 7,002,000
State	S010	2016		\$ 1,000,000					\$ 1,000,000
State (Z001)	Match	2016		\$ 155,600					\$ 155,600
NHPP (State)	Y001	2016		\$ 40,000,000					\$ 40,000,000
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACP0)	Match	2020			\$ 4,722,460				\$ -
State (HB2017)	Match	2020			\$ 927,998				
State Totals:			\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 49,744,097

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2016		\$ 4,000,000					\$ 4,000,000
									\$ -
Local Totals:			\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 157,391,997	\$ 60,700,000	\$ -	\$ -	\$ -	\$ 218,091,997
Amended Programming Totals	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997
Total Estimated Project Cost:							\$ 1,700,000,000
Total Cost in Year of Expenditure:							\$ 1,700,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Construction phase segments will be programmed as separate child projects					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 30,000,000	\$ (19,700,000)	\$ 7,500,000	\$ -	\$ 250,000	\$ 18,050,000
Phase Change Percent:	0.0%	19.1%	-32.5%	100.0%	0.0%	100.0%	8.3%
Amended Phase Matching Funds:	\$ -	\$ 8,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 9,672,095
Amended Phase Matching Percent:	N/A	17.26%	8.44%	0.00%	N/A	0.00%	4.96%

Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
ODOT Enhance	PE	\$ 1,500,000	\$ 126,545	\$ -	\$ 1,626,545	
ODOT Region 1 Fix-It Program	PE	\$ 1,844,400	\$ 155,600	\$ -	\$ 2,000,000	
ODOT Statewide Fix-it Program	PE	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	
HB2017 Discretionary	PE	\$ 119,886,000	\$ 10,114,000	\$ -	\$ 130,000,000	
Local contributions	PE	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	
ODOT Region 1	PE	\$ 2,305,500	\$ 194,500	\$ -	\$ 2,500,000	
SW Natl Hwy Freight (NHFP)	PE	\$ 15,000,000	\$ 1,265,452	\$ -	\$ 16,265,452	FHWA National Highway Freight Prg
USDOT Grants 2023	PE	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 170,535,900	\$ 12,856,097	\$ 4,000,000	\$ 187,391,997	
HB2017 Discretionary	ROW	\$ 10,072,002	\$ 927,998	\$ -	\$ 11,000,000	
USDOT Grants 2023	ROW	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000	Assumed part of the NAE grant
Phase Totals:		\$ 40,072,002	\$ 927,998	\$ -	\$ 41,000,000	
USDOT Grants 2023	UR	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	
\$ -						
USDOT Grants 2023	Other	\$ 250,000	\$ -	\$ -	\$ 250,000	USDOT NAE/RCN 2023 100% federal, total = \$450,000,000
Phase Totals:		\$ 250,000	\$ -	\$ -	\$ 250,000	
Program Totals All Phases					Total	
ODOT Enhance					\$ 1,626,545	
ODOT Region 1 Fix-It Program					\$ 2,000,000	
ODOT Statewide Fix-it Program					\$ 1,000,000	
HB2017 Discretionary					\$ 141,000,000	
Local contributions					\$ 4,000,000	
ODOT Region 1					\$ 2,500,000	
SW Natl Hwy Freight (NHFP)					\$ 16,265,452	
USDOT Grants 2023					\$ 67,750,000	Total grant award = \$450 million
Total:					\$ 236,141,997	TPC estimate = \$1.7 Billion

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 133,647,900	\$ 40,072,002	\$ 7,500,000		\$ 250,000	\$ 181,469,902
State	\$ -	\$ 49,744,097	\$ 927,998	\$ -	\$ -	\$ -	\$ 50,672,095
Local	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Total	\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	71.3%	97.7%	0.0%	0.0%	100.0%	76.8%
State	0.0%	26.5%	2.3%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	100.0%	100.0%	0.0%	0.0%	100.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	56.6%	17.0%	3.2%	0.0%	0.1%	76.8%
State	0.0%	21.1%	0.4%	0.0%	0.0%	0.0%	21.5%
Local	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	1.7%
Total	0.0%	79.4%	17.4%	3.2%	0.0%	0.1%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 187,391,997	\$ 41,000,000				Aid ID
Federal Funds Obligated:		\$ 133,647,900	\$ 30,000,000				
EA Number:		PE002591	R9470000				FHWA or FTA
Initial Obligation Date:		9/21/2015	9/4/2020				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
						Estimated Project Completion Date:	Unspecified
Completion Date Notes: Unspecified completion date per ODOT timeline on Rose Quarter website							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **Various federal, state, and local sources**
2. Does the amendment include changes or updates to the project funding? **Yes. A new \$450 million dollar grant USDOT grant is being added to the project**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the USDOT RCN/NAE award letter**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Various approvals from ODOT to USDOT**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Interstate 5	301.40	303.20	1.80
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Multiple		Included in the RTP		

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2016	Years Active	9	Project Status	5	(RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation	
Total Prior Amendments	6	Last Amendment	Administrative	Date of Last Amendment	February 2023	Last MTIP Amend Num	AM23-09-FEB1
Last Amendment Action	ADD FUNDS: Add OTC approved funds to prior obligated PE and ROW phases. Total project funding increases to \$218,091,997. No new phases are added to the project.						

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes EFA Low Income applies
	X			X	X	X		

Added note: The above measures are preliminary for later tracking and analytics. Final performance measure determinations will be completed by Metro RTP, GIS, and Resource Development staff over the next two years and through multiple reviews. Additional performance measure attributes may emerge through these reviews and apply to the project.

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is capacity enhancing.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt per 40 CFR 93.126, Table 2, or 40 CFR 93.127, Table 3
Exemption Reference:	Not Applicable
Was an air analysis required as part of RTP inclusion?	Yes. The approved 2023 RTP has complete an air conformity and transportation modeling analysis of the Rose Quarter Improvement project based on the
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes, as noted above.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)
RTP Project Description:	<u>ID 10867:</u> Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter <u>ID 11176:</u> The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Interstate 5 in the project limits is designated as a Throughway
Yes	Transit	Interstate 5 in the project limits is designated as a Frequent Bus
Yes	Freight	Interstate 5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	Not Applicable	Urban Interstate
Federal Aid Eligible Facility	Yes	Not Applicable	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3. Is the project included as part of the approved: UPWP? No. Not applicable
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goals: <u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments are expected
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? A comment log will be established . Comments are Expected.

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds. Local funds can also be used to support specific elements within the phase beyond the minimum match requirement
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
AC-HB2017	This advance Construction fund type code indicates the anticipated later conversion code will be from HB2017 approved funds. The fund could also be from a federal source which is why the Advance Construction funds are listed as federal type funds for now.
NHFP	Federal National Highway Freight Program funds which are intended to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a) and (b)]
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
State	General State funds committed to the project usually to provide the minimum match requirement to the federal funds. Can also be committed as overmatch to support a specific phase.

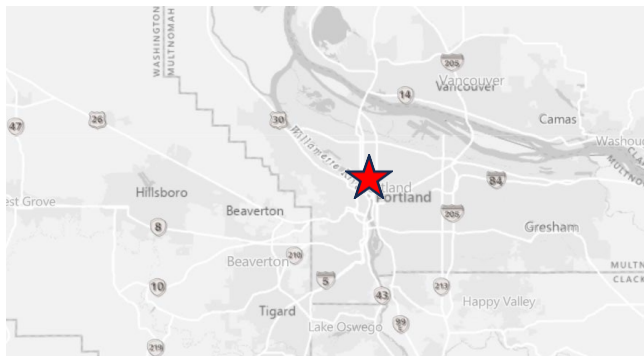
Key Number: **19071**

2018-2021 STIP

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

(DRAFT AMENDMENT

Fund Codes											
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount	
PE	ACP0	ADVANCE CONSTRUCT PR	67.51%	140,000,000.00	0.00%	132,998,000.00	0.00%	7,002,000.00	0.00%	0.00	
	M002	NHPP-EXEMPT	0.77%	1,598,736.16	92.22%	1,474,354.49	7.78%	124,381.67	0.00%	0.00	
	M0E2	NATL HWY PERF EXMPT	1.22%	2,527,808.84	92.22%	2,331,145.31	7.78%	196,663.53	0.00%	0.00	
	OTH0	OTHER THAN STATE OR	1.93%	4,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	4,000,000.00	
	S010	STATE	0.48%	1,000,000.00	0.00%	0.00	100.00%	1,000,000.00	0.00%	0.00	
	Y001	National Highway Perf IJJA	19.29%	40,000,000.00	0.00%	0.00	100.00%	40,000,000.00	0.00%	0.00	
	Z001	NATIONAL HIGHWAY PERF FAST	0.96%	2,000,000.00	92.22%	1,844,400.00	7.78%	155,600.00	0.00%	0.00	
	Z460	NATIONAL HWY FREIGHT PROGRAM	7.84%	16,265,452.18	92.22%	15,000,000.00	7.78%	1,265,452.18	0.00%	0.00	
	PE Totals			100.00%	207,391,997.18		153,647,899.80		49,744,097.38		4,000,000.00
RW	ACP0	ADVANCE CONSTRUCT PR	100.00%	41,000,000.00	92.22%	37,810,200.00	7.78%	3,189,800.00	0.00%	0.00	
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00		0.00
UR	ACP0	ADVANCE CONSTRUCT PR	100.00%	7,500,000.00	100.00%	7,500,000.00	0.00%	0.00	0.00%	0.00	
	UR Totals			100.00%	7,500,000.00		7,500,000.00		0.00		0.00
OT	ACP0	ADVANCE CONSTRUCT PR	100.00%	250,000.00	100.00%	250,000.00	0.00%	0.00	0.00%	0.00	
	OT Totals			100.00%	250,000.00		250,000.00		0.00		0.00
Grand Totals					256,141,997.18		199,208,099.80		52,933,897.38		4,000,000.00



PROJECT TIMELINE





HIGHWAY COVER



HANCOCK CROSSING



MULTIMODAL LOCAL STREET IMPROVEMENTS



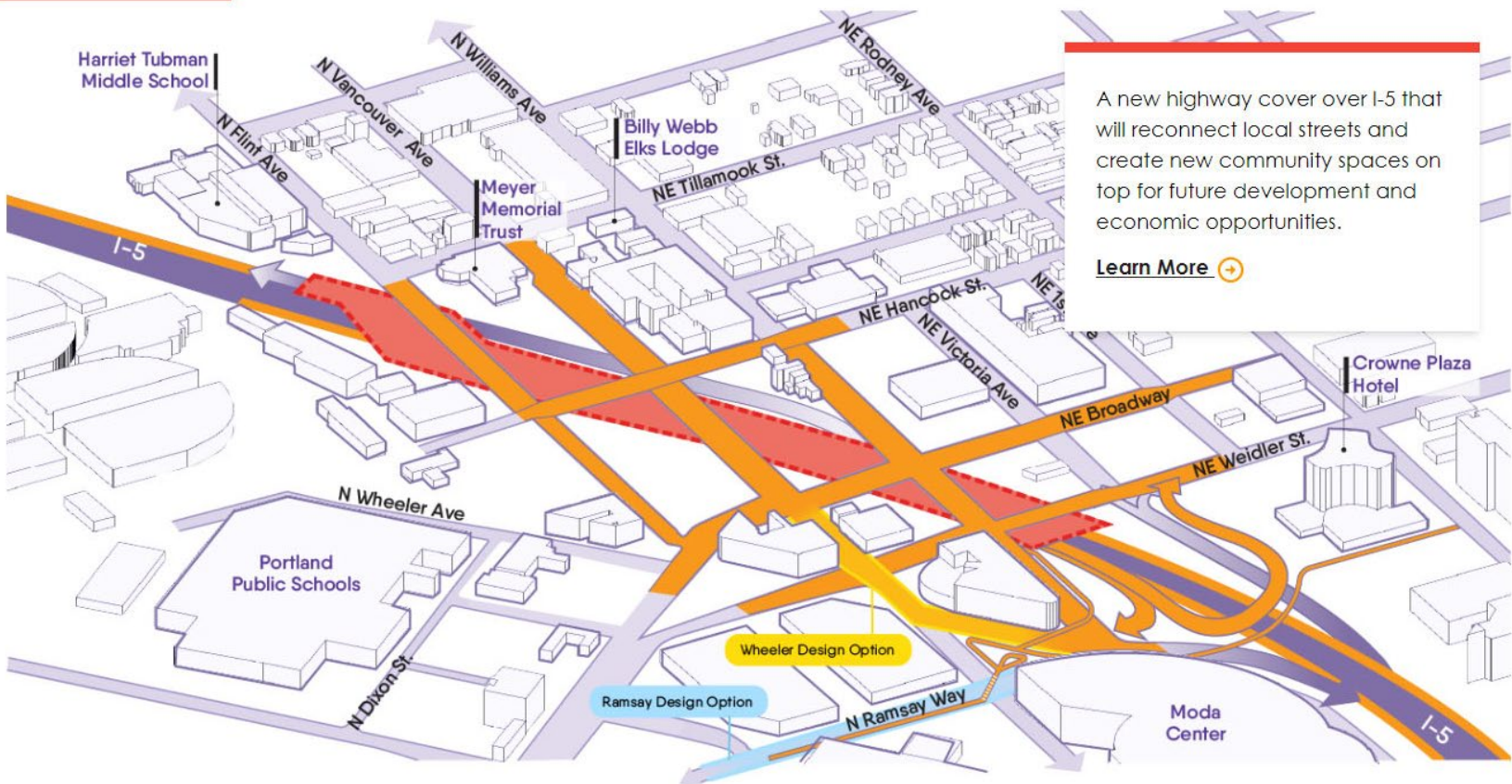
PEDESTRIAN AND BICYCLE BRIDGE



AUXILIARY LANES AND SHOULDERS



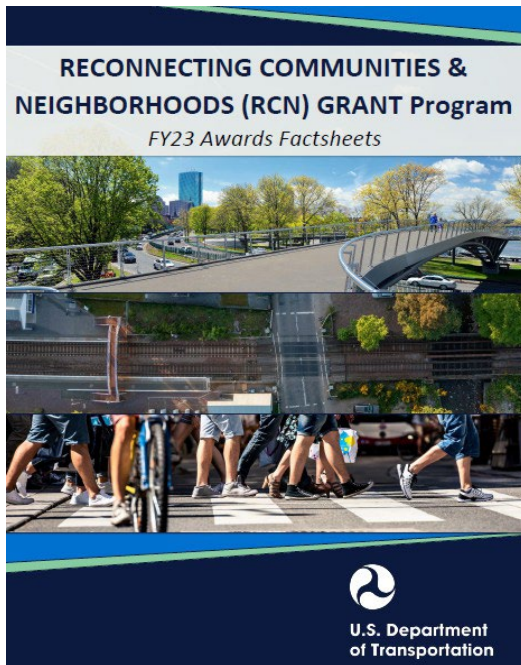
I-5 SOUTHBOUND OFF-RAMP RELOCATION



A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

[Learn More](#)

NAE	Capital	I-5 Rose Quarter Improvement Project	Oregon Department of Transportation	Oregon	\$450,000,000.00
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RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project’s design and constructing the project’s main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project’s design, \$80 million to complete the project’s right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community’s vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT) —a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project’s investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project’s local street and community reconnection investments adjacent to the project area.



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
CANCEL PROJECT
 Cancel project and transfer funds
 to Key 23682

Project #2 **CANCEL PROJECT**

Project Details Summary							
ODOT Key #	21219	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	11/30/2023
MTIP ID:	71043	CDS ID:	N/A	Bridge #:	8583	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2	STIP Amendment ID:		24-27-1208		

Summary of Amendment Changes Occurring:

The formal amendment cancels the project and transfers the funding to the new Rose Quarter child project in Key 23682 .

Project Name:	I-5 Over NE Hassalo St and NE Holladay St (Portland)						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 On I-5 over NE Hassalo St and NE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

MTIP Detailed Description (Internal Metro use only):
 In northeastern Portland on I-5 over NE Hassalo St and NE Holladay St (at MP 301.99, BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5 million Original Award)

STIP Description:
 Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Reconstruction/Preservation	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2024					-\$ 4,611,000		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2024					-\$ 389,000		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	-\$ 5,000,000	\$ -	-\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (5,000,000)	\$ -	\$ (5,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? Not Applicable
2. Does the amendment include changes or updates to the project funding? The approved funding is being combined into Key 23682
3. Was proof-of-funding documentation provided to verify the funding change? N/A
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT program approval
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? N/A

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.95	302.03	0.08
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	Cross Street
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2019	Years Active	6	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	
Total Prior Amendments	7	Last Amendment	Administrative	Date of Last Amendment	June 2022	Last MTIP Amend Num	AM22-21-JUN1
Last Amendment Action	CANCEL PHASE: The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
						X		

Added notes:

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID# 12092 - Bridge Rehabilitation & Repair: 2023-2030
RTP Project Description:	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	I-5 in the project limits is designated as a Throughway
Yes	Transit	I-5 in the project limits is designated as a Frequent and Regional Bus
Yes	Freight	I-5 in the project limits is designated as a Main Roadway Route
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas

1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: Goal # 2 -Safe System: Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments may occur.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible

Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

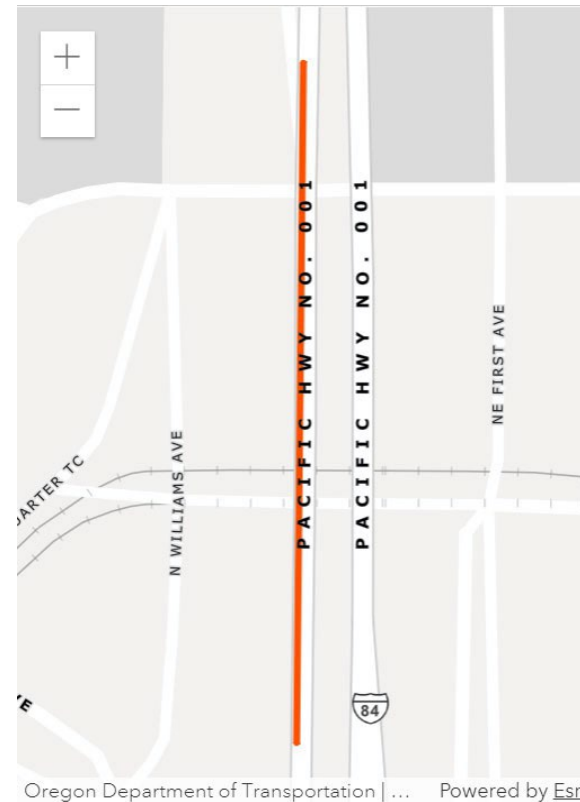
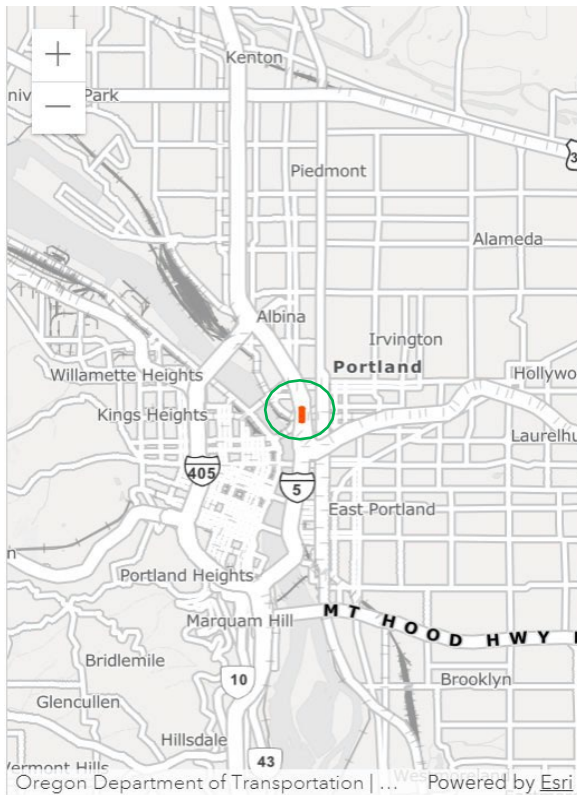
Key Number: 21219

2024-2027 STIP

Project Name: I-5 over NE Hassalo Street and NE Holladay Street

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y002	NHPP National Highway perf exempt IJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new project with funds
 from Key 21219

Project #3

Project Details Summary							
ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1279	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new stormwater facilities project to the MTIP using the funds from the canceled Key 21219 project (also included in this amendment bundle).

Project Name:	I-405 and I-5 Stormwater Facilities						
Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

MTIP Detailed Description (Internal Metro use only):
 On I-5 from MP 301.40 to MP 303.20 in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

STIP Description:
 Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
ODOT Work Type:	BRIDGE		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-HB2017	ACPO	2025					\$ 4,611,000		\$ 4,611,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					\$ 389,000		\$ 389,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Total Estimated Project Cost									\$ 5,000,000
Total Cost in Year of Expenditure:									\$ 5,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	7.78%	N/A	7.78%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,611,000	\$ -	\$ 4,611,000
State	\$ -	\$ -	\$ -	\$ -	\$ 389,000	\$ -	\$ 389,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.22%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.78%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	92.22%	0.0%	92.2%
State	0.0%	0.0%	0.0%	0.0%	7.78%	0.0%	7.8%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:					Estimated Project Completion Date:		12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? HB2017 Seismic Bridge funds pulled from Key 21219.
2. Does the amendment include changes or updates to the project funding? The funds from Key 21219 are being applied to this new child project to the Rose Quart Improvement Project in Key 19071.
3. Was proof-of-funding documentation provided to verify the funding change? Yes
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Program Manager
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	Cross Street
	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	6	= Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Equity Notes POC = No LEP = No LI = Yes
				X		X		
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project				
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2				
Exemption Reference:				Safety - Projects that correct, improve, or eliminate a hazardous location or feature.				
Was an air analysis required as part of RTP inclusion?				No. Not Applicable				
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not applicable. The project is not capacity enhancing				
RTP Constrained Project ID and Name:				RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)				
RTP Project Description:				ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.				
Project Location in the Metro Transportation Network								
Yes/No	Network			Designation				
Yes	Motor Vehicle			I-5 in the project limits is designated as a Throughway				
Yes	Transit			I-5 in the project limits is designated as a Frequent and Regional Bus				
Yes	Freight			I-5 in the project limits is designated as a Main Roadway Route				
No	Bicycle			No designation				
No	Pedestrian			No designation				

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? No.
2. Is the project identified on the Congestion Management Process (CMP) plan? Yes
3. Is the project included as part of the approved: UPWP? No.
3a. If yes, is an amendment required to the UPWP? No.
3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4. Applicable RTP Goal: <u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Comments may occur.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible

Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-HB2017	Advance Construction funds with the expected conversion code to be HB2017 funds.

2024-2027 Active STIP		MULTNOMAH		2024-2027 Active STIP			
Name: I-5 over NE Hassalo Street and NE Holladay Street (Portland)			Key: 21219				
Description: Replace the deck for the southbound portion of the bridge to repair damage incurred over time by vehicles and weathering.					Region: 1		
MPO: Portland Metro MPO			Work Type: BRIDGE				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
301.95 to 302.03	0.08	I-5	PACIFIC HIGHWAY	REGION 1 ACT	MULTNOMAH		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$5,000,000.00		\$5,000,000.00
Fund 1					ACPO \$4,611,000.00		
Match					\$389,000.00		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0800				Approval Date: 3/29/2024			
Requested Action: Slip the Construction phase to start in federal fiscal year 2025.							



Financial Plan -- Estimate / Actual Amounts								
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	HB2017 BridgeSeismic	2024-2027 STIP	2025	5,000,000.00	4,611,000.00	389,000.00	0.00	06/07/2024: Add \$%M CN phase from K21219 per 24-27-1279
	CN Totals			5,000,000.00	4,611,000.00	389,000.00	0.00	
Grand Totals				5,000,000.00	4,611,000.00	389,000.00	0.00	

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	5,000,000.00	92.22%	4,611,000.00	7.78%	389,000.00	0.00%	0.00
	CN Totals		100.00%	5,000,000.00		4,611,000.00		389,000.00		0.00
Grand Totals				5,000,000.00		4,611,000.00		389,000.00		0.00





Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new project with NAE23 funds to construct RQ cover segment

Project #4

Project Details Summary

ODOT Key #	23672	RFFA ID:	N/A	RTP ID:	11176	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1241	

Summary of Amendment Changes Occurring:

The formal amendment adds the new Rose Quarter construction child project that will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler

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

Short Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages

MTIP Detailed Description (Internal Metro use only):

On I-5 from MP 301.40 to MP 303.20 in Portland, Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project (Chiles project to Key 19071, USDOT NAE23 grant funds for construction)

STIP Description:

Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway -Motor Vehicle	Lane modification or reconfiguration	Capital Improvement
ODOT Work Type:	MODERN		

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025					\$ 382,250,000		\$ 382,250,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Note: The programming is using federal Advance Construction with the conversion expectation to be USDOT federal Reconnecting Communities and Neighborhoods Grant 2023, Neighborhood Access, and Equity (NAE) 2023 discretionary grant. The funds are 100% federal. No required match.

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -		\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Total Estimated Project Cost							\$ 382,250,000
Total Cost in Year of Expenditure:							\$ 382,250,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.00%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	100.00%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:					Estimated Project Completion Date:		12/31/2028
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review

1. What is the source of funding? **USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE)**
2. Does the amendment include changes or updates to the project funding? **Yes. \$382 million of the total \$450 million are being added to the MTIP**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via project award verification form USDOT**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **Approval was required from USDOT.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes**

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	301.40	303.20	1.8
Cross Streets	Route or Arterial	Cross Street	Cross Street	Cross Street	
	Multiple	Before and after I-5 intersections			

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	N/A	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Equity Notes POC = No LEP = No LI = Yes
				X	X	X	X	
Added notes:								
RTP Air Quality Conformity and Transportation Modeling Designations								
Is this a capacity enhancing or non-capacity enhancing project?				Non-capacity enhancing project (This specific segment)				
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes. The project is exempt per 40 CFR 93.126, Table 2				
Exemption Reference:				Safety - Projects that correct, improve, or eliminate a hazardous location or feature.				
Was an air analysis required as part of RTP inclusion?				No. Not Applicable				
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				No. Not applicable. The project is not capacity enhancing				
RTP Constrained Project ID and Name:				RTP ID# 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)				
RTP Project Description:				ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.				
Project Location in the Metro Transportation Network								
Yes/No	Network			Designation				
Yes	Motor Vehicle			I-5 in the project limits is designated as a Throughway				
Yes	Transit			I-5 in the project limits is designated as a Frequent and Regional Bus				
Yes	Freight			I-5 in the project limits is designated as a Main Roadway Route				
No	Bicycle			No designation				
No	Pedestrian			No designation				

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-5	Interstate
Functional Classification	Yes	I-5	Urban Interstate
Federal Aid Eligible Facility	Yes	I-5	1 = Interstate

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	<p>Applicable RTP Goal:</p> <p><u>Goal # 1 - Mobility Options</u> Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal # 2 -Safe System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3: Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other marginalized communities.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing, the 100 million funding ceiling does not apply for this non-capacity enhancing project.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? Estimated to be June 12, 2024 to July 12, 2024
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Comments may occur.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Possible







Fund Codes References

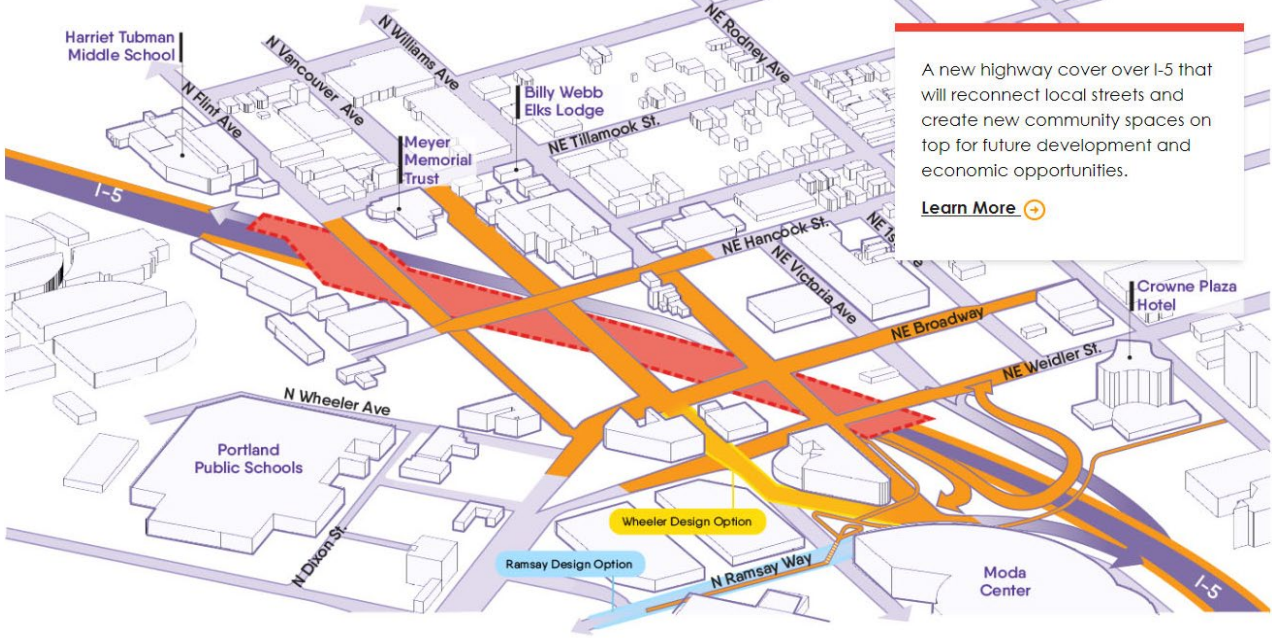
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	This advance Construction fund type code indicates that the eventual fund code conversion planned for the funds will be from the USDOT Reconnecting Communities and Neighborhoods Grant 2023 Program with the fund awarded from the subcategory of Neighborhood Access and Equity (NAE). The awarded projects may call their award as RCN, NAE, or RCN/NAE. The grant program supports projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Financial Plan -- Estimate / Actual Amounts								
Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
CN	USDOT Grants 2023	2024-2027 STIP	2025	382,250,000.00	382,250,000.00	0.00	0.00	05/2024: Add 382.25M CN 100% federal per 24-27-1208
	CN Totals			382,250,000.00	382,250,000.00	0.00	0.00	
Grand Totals				382,250,000.00	382,250,000.00	0.00	0.00	

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	382,250,000.00	100.00%	382,250,000.00	0.00%	0.00	0.00%	0.00
	CN Totals			100.00%	382,250,000.00		382,250,000.00		0.00	
Grand Totals					382,250,000.00	382,250,000.00		0.00		0.00



 <p>HIGHWAY COVER</p>	 <p>HANCOCK CROSSING</p>	 <p>MULTIMODAL LOCAL STREET IMPROVEMENTS</p>	 <p>PEDESTRIAN AND BICYCLE BRIDGE</p>	 <p>AUXILIARY LANES AND SHOULDERS</p>	 <p>I-5 SOUTHBOUND OFF-RAMP RELOCATION</p>
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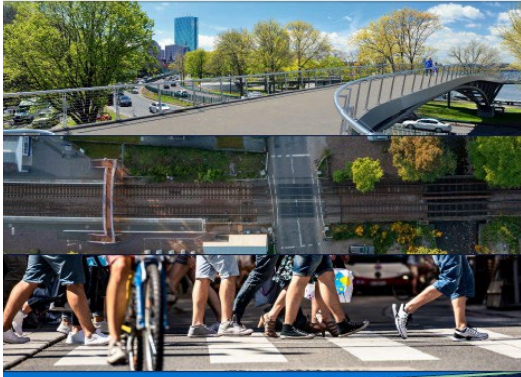


A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

[Learn More](#) ➔

RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program

FY23 Awards Factsheets



U.S. Department
of Transportation

RCN FY23 Awards Factsheet

I-5 Rose Quarter Improvement Project

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$450,000,000

Estimated Total Project Cost: \$1,700,000,000

Project Summary:

Funding for the I-5 Rose Quarter Improvement Project will be used for the project's design and constructing the project's main reconnecting feature—a highway cover that will support new community space and future development, while reconnecting local streets over Interstate 5 (I-5) and providing better access to the central city and the waterfront in Portland, Oregon. Funding will be divided in the following way: \$50 million to complete the project's design, \$80 million to complete the project's right of way (ROW) acquisition and utility relocation phase, \$500 million to complete construction of the highway cover, \$100 million to make multimodal improvements to city streets, and \$120 million to construct a pedestrian and bicycle bridge that crosses over I-5 through the project area.

Building the highway cover is an essential first step to actualizing the community's vision and improving the transportation network in partnership with the City of Portland. The project is further supported by the Historic Albina Advisory Board (HAAB) (the project committee consisting of Black community leaders and those with ties to the historic Albina community—the community that was divided by construction of I-5 through the project area) and Albina Vision Trust (AVT)—a nonprofit organization that links private interests and public priorities with community values for the Albina community. The project's investments make walking, biking, rolling and accessing transit safer, creating a more pedestrian-friendly and community-oriented area. As a part of the regional effort to realize the vision to reconnect the Albina community, the City is submitting a complementary NAE Program Capital Construction Grant application to support and extend the project's local street and community reconnection investments adjacent to the project area.



Metro
 2024-27 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add Portland's new NAE grant
 award project to the MTIP

Project #5

Project Details Summary							
ODOT Key #	23646	RFFA ID:	N/A	RTP ID:	11646	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	NAE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		JL24-11-JUL2		STIP Amendment ID:		24-27-1081	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new USDOT Neighborhood Access and Equity (NAE) Program/Reconnecting Communities Pilot (RCP) Program grant awarded project to the MTIP for Portland.

Project Name:	Broadway Main Street and Supporting Connections						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.

MTIP Detailed Description (Internal Metro use only):
 In NE Portland on N. Larrabee Ave (I-5 ramp south to N. Broadway St), N. Broadway St/NE Broadway St from N. Larrabee Ave to NE 7th Ave), and on N/NE Weidler St (N Broadway St east to NE 7th Ave), complete multiple complete street upgrades enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services.
(Optional if room -->) Provide upgraded and protected lanes for biking and scooting, restoration of managed on-street parking and loading, additional tree canopy, green infrastructure, street lighting, and other streetscape amenities for greater access and connectivity to Portland's Lower Albina neighborhood.

STIP Description:

Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Separated (aka Protected) Lanes	Capital Improvement
	Active Trans - Pedestrian	Sidewalk Reconstruction	
	Active Trans - Transit	Crossing Treatments	
	Active Trans - Motor Vehicle	Capital - Passenger Facilities	
	BIKPED	Preservation and Maintenance	

Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
AC-NAE23	ACPO	2025		\$ 8,255,000					\$ 8,255,000
AC-NAE23	ACPO	2026			\$ 591,000				\$ 591,000
AC-NAE23	ACPO	2026				\$ 130,000			\$ 130,000
AC-NAE23	ACPO	2026					\$ 29,418,000		\$ 29,418,000
Federal Totals:			\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Note: The USDOT NAE grant award is 100% federal. No minimum match required

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000		\$ -
Amended Programming Totals	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Total Estimated Project Cost							\$ 38,394,000
Total Cost in Year of Expenditure:							\$ 38,394,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	N/A	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 8,255,000	\$ 591,000	\$ 130,000	\$ 29,418,000	\$ -	\$ 38,394,000

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	21.5%	1.5%	0.3%	76.6%	0.0%	100.0%

Project Phase Obligation History

Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:			N/A		

Fiscal Constraint Consistency Review

1. What is the source of funding? USDOT FFY 2023 discretionary RECONNECTING COMMUNITIES & NEIGHBORHOODS (RCN) GRANT Program
2. Does the amendment include changes or updates to the project funding? Yes. Adds new discretionary grant awarded federal funds to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes. Grant award letter and USDOT award list provided.
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT, but ISDOT approval required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.

Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street		Cross Street
		N. Larrabee Ave	I-5 ramps		North Broadway
		N. Broadway/NE Broadway	N. Larrabee Ave		NE 7th Ave
		N/NE Weidler St	North Broadway intersection		NE 7th Ave

Note: See project location map at end of Exhibit A/MTIP Worksheet.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2025	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	EFA Notes POC = No LEP = No LI - Yes
				X	X	X	X	
Added notes:								

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature. Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 11646 - Broadway/Weidler Corridor Improvements
RTP Project Description:	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	N Larrabee Ave = Major/Minor arterial designation
		N/NE Broadway St = Major/Minor arterial designation
		N/NE Weidler St = Major/Minor arterial designation
Yes	Transit	N Larrabee Ave = No designation
		N/NE Broadway = Light rail/streetcar designation
		N/NE Weidler St = Light rail/streetcar designation

Yes (Partial)	Freight	N Larrabee Ave = no designation
		N/NE Broadway St = Eastern portion is designated as a regional intermodal connector
		N/NE Weidler St = No designation
Yes	Bicycle	N Larrabee Ave = No designation
		N/NE Broadway St = Bicycle Parkway designation
		N/NE Weidler St = Bicycle Parkway designation
Yes	Pedestrian	N Larrabee Ave = Regional Pedestrian Corridor designation
		N/NE Broadway St = Pedestrian Parkway designation
		N/NE Weidler St = Pedestrian Parkway arterial designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	NHS Intermodal Connector and Other NHS Route
		N/NE Weidler St	NHS Intermodal Connector and Map 21 Principal Arterials
Functional Classification	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	Urban Other Principal Arterial
		N/NE Weidler St	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	N Larrabee Ave	No designation
		N/NE Broadway St	3 = Other Principal Arterial
		N/NE Weidler St	3 = Other Principal Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.

4. Applicable RTP Goals:

Goal # 1 - Mobility Options

Objective 1.1 Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides, and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safe System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal 3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

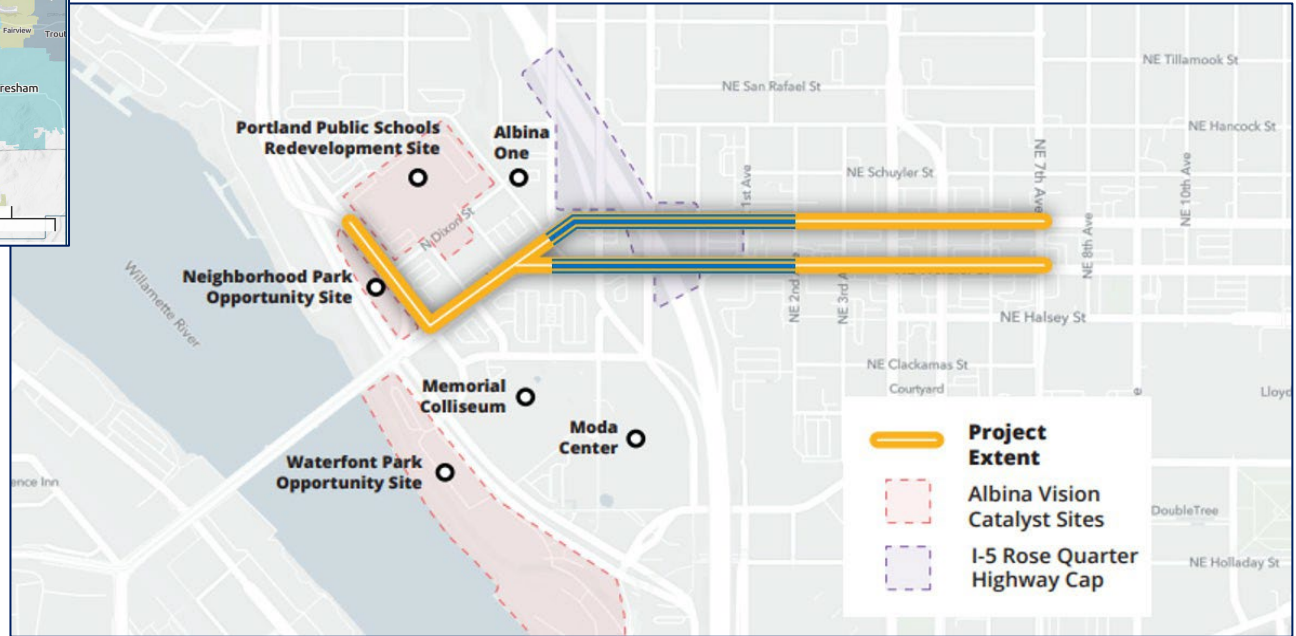
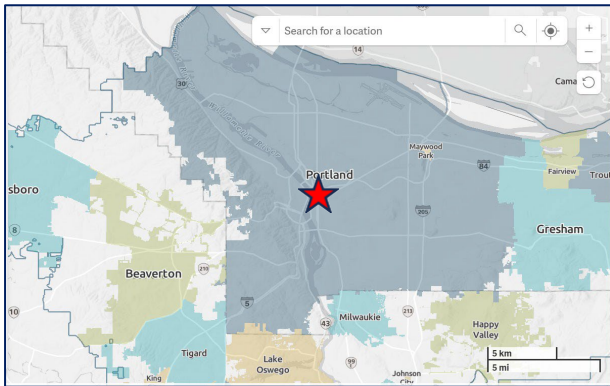
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be June 12, 2024 to July 12, 2024**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

Fund Codes References

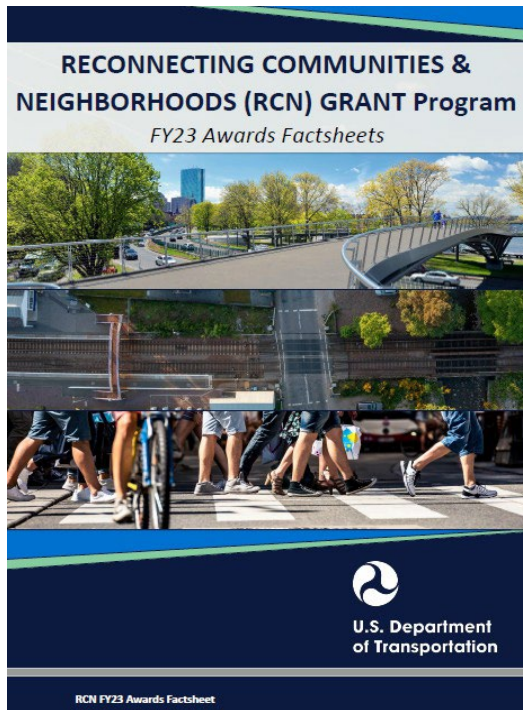
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-NAE23	Advance Construction funds with the expected conversion code identified to be from the USDOT FFY 2023 NAE grant program. The awarded funds are 100% federal. There is no minimum match requirement.

Project Name: Broadway Main Street and Supporting Connections (DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	8,255,000.00	100.00%	8,255,000.00	0.00%	0.00	0.00%	0.00
	PE Totals		100.00%	8,255,000.00		8,255,000.00		0.00		0.00
RW	ACPO	ADVANCE CONSTRUCT PR	100.00%	591,000.00	100.00%	591,000.00	0.00%	0.00	0.00%	0.00
	RW Totals		100.00%	591,000.00		591,000.00		0.00		0.00
UR	ACPO	ADVANCE CONSTRUCT PR	100.00%	130,000.00	100.00%	130,000.00	0.00%	0.00	0.00%	0.00
	UR Totals		100.00%	130,000.00		130,000.00		0.00		0.00
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	29,418,000.00	100.00%	29,418,000.00	0.00%	0.00	0.00%	0.00
	CN Totals		100.00%	29,418,000.00		29,418,000.00		0.00		0.00
Grand Totals				38,394,000.00		38,394,000.00		0.00		0.00



NAE	Capital	Broadway Main Street and Supporting Connections	City of Portland	Oregon	\$38,394,000.00
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Broadway Main Street and Supporting Connections

Portland, Oregon

Grant Type: Construction

Funding Source: NAE

Award: \$38,394,000

Estimated Total Project Cost: \$38,394,000

Project Summary:

The Broadway Main Street & Supporting Neighborhood Connections Project will construct multimodal safety and streetscape improvements N/NE Broadway and N/NE Weidler St, two arterials that make up a wide, high-volume couplet that serves as the primary connection across Interstate 5 (I-5) in inner North/Northeast Portland, Oregon and as the neighborhood's gateway to downtown.

The project improves access and connectivity and foster equitable development and restoration in the heart of the city's historic Black neighborhood, Lower Albina. Located in an underserved community designated as both historically disadvantaged and an area of persistent poverty, the project is designed to support realization of the community's vision for the area.

This project will reconnect Lower Albina to neighborhoods and key destinations across I-5, a major grade separated facility that divided the neighborhood and displaced hundreds of residents when it was constructed. It will also improve connections within the community itself across N Broadway, the widest street in Portland's Central City, and the N/NE Broadway/Weidler couplet, making those busy streets more welcoming to current and future residents, employees, and visitors of the area.