



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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Thursday, March 27, 2025

10:30 AM

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

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This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

### 1. Call to Order and Roll Call

### 2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### 3. Resolutions (Public Comment and Consideration)

- 3.1 Resolution No. 25-5475 For the Purpose of Increasing [RES 25-5475](#)  
Access to Metro Properties and Supporting the Film and  
Television Industry in the Greater Portland Region  
Presenter(s): Andrew Scott, Deputy Chief Operating Officer  
Attachments: [Resolution No. 25-5475](#)  
[Staff Report](#)

### 4. Ordinances (First Reading and Public Hearing)

- 4.1 Ordinance No. 25-1529 For The Purpose Of Annexing To [ORD 25-1529](#)  
The Metro District Boundary Approximately 13.92 Acres  
Located in Wilsonville Along SW Frog Pond Lane  
Presenter(s): Glen Hamburg (he/him), Senior Regional Planner, Metro
-

Attachments: [Ordinance No. 25-1529](#)  
[Exhibit A to Ordinance No. 25-1529](#)  
[Staff Report](#)  
[Attachment 1 - Subject Territory](#)

4.1.1 Public Hearing for Ordinance No. 25-1529

**5. Resolutions (Public Comment)**

*Council consideration of Resolution No. 25-5463 is scheduled for April 1, 2025 at 10:30 a.m.*

- 5.1 Resolution No. 25-5463 For The Purpose Of Amending [RES 25-5463](#)  
Three Related I-5 Rose Quarter Projects To The 2024-27  
MTIP To Add \$250 Million Dollars Of Approved Funding To  
The Projects

Presenter(s): Jean Senechal Biggs, Resource Development Manager,  
Planning, Development and Research  
Megan Channel, Rose Quarter Project Director, Oregon  
Department of Transportation

Attachments: [Resolution no. 25-5463](#)  
[Exhibit A to Resolution 25-5463](#)  
[Staff Report](#)  
[Attachment 1 - Current Project Programming](#)  
[Attachment 2 - Performance Assessment Evaluation](#)  
[Attachment 3 - Urban Mobility Strategy Finance Plan Update \(2024\)](#)  
[Attachment 4 - STIP Amendment \(December 2024\)](#)  
[Attachment 5 - Responses to TPAC](#)  
[Attachment 6 - Phase 1/1A Full Build](#)  
[Attachment 7 - TPAC/JPACT Meeting Summaries](#)

**6. Chief Operating Officer Communication**

**7. Councilor Communication**

**8. Adjourn**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែសម្រាប់លោកអ្នក ។

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**3.1 Resolution No. 25-5475 For the Purpose of Improving Metro's  
Special Use Permitting and Supporting Local Filmmakers**  
*Resolutions (public comment and consideration)*

Metro Council Meeting  
Thursday, March 27, 2025



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF INCREASING ACCESS ) RESOLUTION NO. 25-5475  
TO METRO PROPERTIES AND SUPPORTING )  
THE FILM AND TELEVISION INDUSTRY IN ) Introduced by Councilor Duncan Hwang and  
THE GREATER PORTLAND REGION ) Councilor Christine Lewis in concurrence  
) with Council President Lynn Peterson

WHEREAS, for more than a century, filmmakers in Oregon have sought to display the state’s breathtaking natural beauty, featuring locations across the state in hundreds of films and television shows; and

WHEREAS, the rich backdrops of Oregon’s landscape have long inspired viewers to connect with nature, be good stewards of natural areas and natural resources and visit our region’s most beloved natural wonders; and

WHEREAS, Oregon has supported filmmakers for decades and has sought to foster a community that values the artistic and cultural contributions of the industry, as well as its undeniable economic benefits; and

WHEREAS, Metro is dedicated to fostering economic growth opportunities for local business, supporting arts and culture and connecting people to nature; and

WHEREAS, the film and video industry’s total contribution to Oregon’s economy surpassed \$5.9 billion in FY 2023; and

WHEREAS, in FY 2023, the industry employed a full-year-equivalent of 12,680 jobs and stimulated an additional 14,584 jobs by hiring local workers and attracting out-of-state dollars that support local businesses, such as restaurants, hotels and local retailers; and

WHEREAS, jobs supported by the industry offer living wages and workers have the ability to access benefits for up to two years; and

WHEREAS, Metro’s support for arts and culture includes its management of Portland’s 5 Centers for the Arts, which brings more than 1,000 music, theater, dance and lecture performances to the region each year; and

WHEREAS, Metro has, for over 35 years, committed to protecting land and improving parks and natural areas and currently manages over 19,000 acres of parks, trails and natural areas across the region; and

WHEREAS, Metro’s special use permits offer access to public lands and other Metro facilities while ensuring the health and safety of workers and visitors and while preserving sensitive habitat and ecosystems; and

WHEREAS, predictable and efficient access to public lands and other Metro facilities are critical to supporting the film, television and video industry and showcasing the greater Portland region’s natural beauty, the talent of its local artisans, performers, and designers and this region’s unique and artistic spirit; therefore

BE IT RESOLVED that the Metro Council directs the Chief Operating Officer to promote, support and advance the film, television and video industry and collaborate with industry partners to:

1. Streamline special use permit applications across Metro departments.
2. Increase predictability, reduce response times improve communications with applicants and proactively provide alternatives to requests whenever possible.
3. Create expectations and processes that enhance filming opportunities and maintain habitat protection.

ADOPTED by the Metro Council this 27<sup>th</sup> day of March 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF **RESOLUTION NO. 25-5475** FOR THE PURPOSE OF INCREASING ACCESS TO METRO PROPERTIES AND SUPPORTING THE FILM AND TELEVISION INDUSTRY IN THE GREATER PORTLAND REGION

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Date: March 20, 2025  
Department: Council Office  
Meeting Date: March 27, 2025

Prepared by: Anne Buzzini,  
anne.buzzini@oregonmetro.gov  
Presenter(s), (if applicable): Andrew  
Scott, Deputy Chief Operating Officer  
Length: 20 minutes

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**ISSUE STATEMENT**

As the steward of over 19,000 acres of parks and natural areas in the region, as well as the owner and operator of additional properties and venues, Metro provides access for special events like filming through special use permits.

Metro’s special use permits program provides applicants with the ability to access certain properties under specific circumstances. However, access to certain places—like natural areas—are complicated by Metro’s dedication to preserving habitat. Nonetheless, Metro’s portfolio of parks and natural areas offers ample substitutes and opportunities exist for modifying permitted uses to achieve both goals.

**ACTION REQUESTED**

Council approval of Resolution No. 25-5475, to support film and television industry partners and other residents and businesses through increased and more efficient access to Metro parks, natural areas and properties for special uses.

**IDENTIFIED POLICY OUTCOMES**

Adoption of Resolution No. 25-5475 will increase access to Metro parks, natural areas and properties by improving the process for securing special use permits. Increased access will directly support local film and television industry partners by providing more reliable filming locations, which will in turn generate more economic activity in the region, support local businesses like restaurants and retailers, help workers retain their family-wage jobs and benefits and support arts and culture in the greater Portland region.

**POLICY QUESTION**

Should Council direct Metro’s Chief Operating Officer to streamline special use permitting, increase predictability and enhance filming opportunities while protecting habitat?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Council may adopt Resolution No. 25-5475 to support the local film and television industry and benefit residents and other industries seeking more efficient access to Metro parks, natural areas, and properties for special uses.

Alternatively, Council may reject the resolution and retain the existing special use permitting processes.

## **STAFF RECOMMENDATION**

Staff recommend Council adopt Resolution No. 25-5475 to provide greater clarity and reliability to industry partners and support strong partnerships to maximize filming opportunities while protecting habitat.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The film and television industry in the greater Portland region has, for decades, showcased Oregon's pristine natural areas, its vibrant and unique culture and the talents of local artists.

Through the years, the industry has not only filmed many beloved movies and television series in greater Portland but has supported tens of thousands of workers in jobs that pay family wages and provide much-needed benefits, such as health insurance. The industry generates economic activity in the greater Portland region that supports local restaurants, shops and other businesses, and the industry draws visitors to the region by sparking excitement about the region's cities and natural wonders.

Film and television industry partners would benefit directly were Metro's Chief Operating Officer to identify opportunities to proactively support special use permit applicants, including a single point of contact for all types of properties, and to work collaboratively to increase predictability for applicants. More reliability during tight filming schedules will reduce costs for production partners and ensures artists expecting work are retained, paid and can continue to access benefits.

## **ATTACHMENTS**

None

**4.1 Ordinance No. 25-1529 For The Purpose Of Annexing To  
The Metro District Boundary Approximately 13.92 Acres  
Located in Wilsonville Along SW Frog Pond Lane**  
*Ordinances (first reading and public hearing)*

Metro Council Meeting  
Thursday, March 27, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE ) ORDINANCE NO. 25-1529  
METRO DISTRICT BOUNDARY )  
APPROXIMATELY 13.92 ACRES LOCATED ) Introduced by Chief Operating Officer  
IN WILSONVILLE ALONG SW FROG POND ) Marissa Madrigal with the Concurrence of  
LANE ) Council President Lynn Peterson

WHEREAS, West Hills Land Development, LLC, and Venture Properties, Inc. have submitted a complete application for annexation of 13.92 acres of Wilsonville (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the territory to the urban growth boundary (UGB) by Ordinance No. 02-969B adopted on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on March 27, 2025; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated February 28, 2025, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 7th day of April 2025.

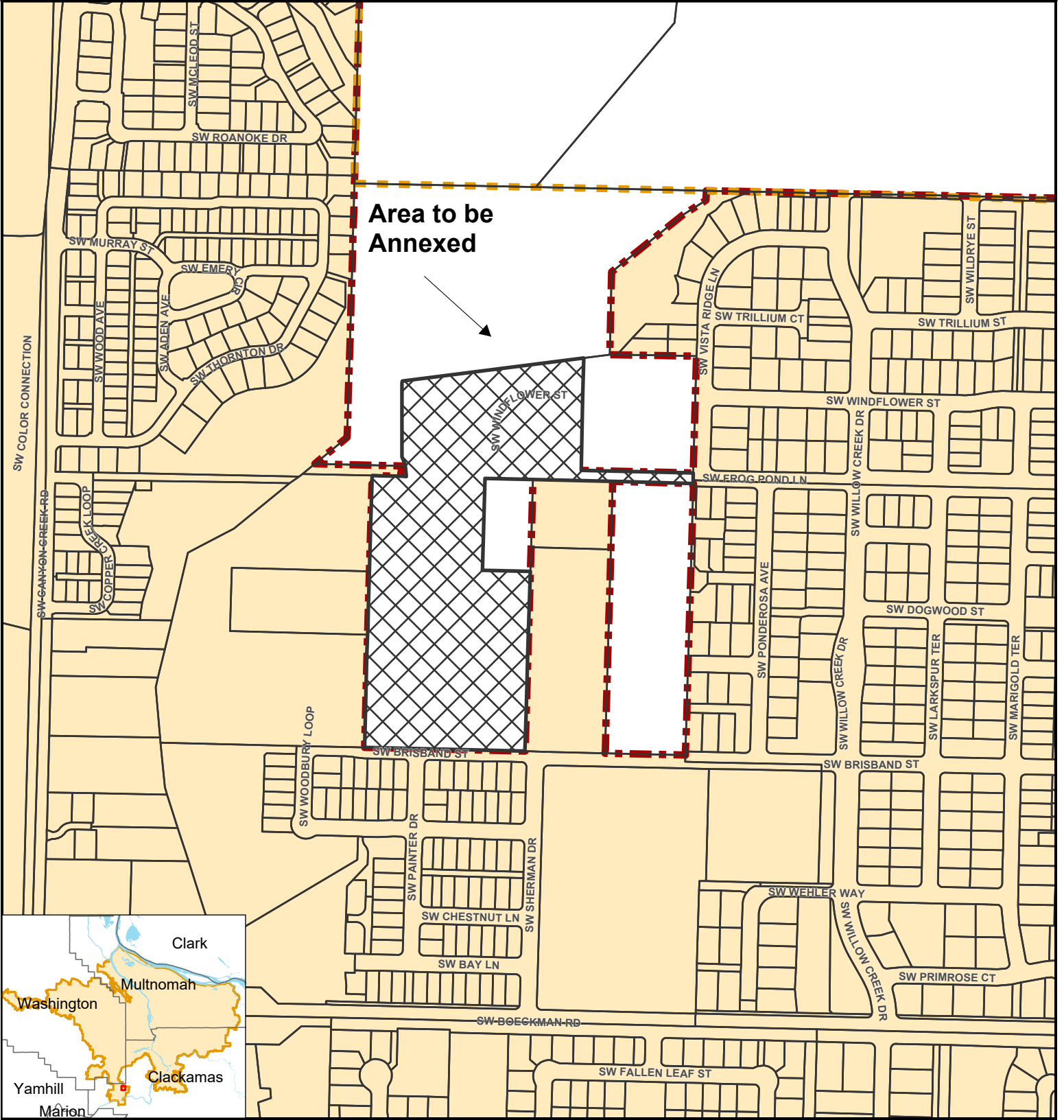
\_\_\_\_\_  
Lynn Peterson, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Georgia Langer, Recording Secretary

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney






**Area to be Annexed**

SW COLOR CONNECTION

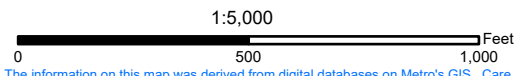
SW GANNON-CREEK RD



Research Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0125



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## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 25-1529, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 13.92 ACRES LOCATED IN WILSONVILLE ALONG SW FROG POND LANE

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Date: February 28, 2025  
Department: Planning, Development & Research

Prepared by: Glen Hamburg  
Senior Regional Planner

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### BACKGROUND

CASE: AN-0125, Annexation to Metro District Boundary

PETITIONERS: West Hills Land Development, LLC      Venture Properties, Inc.  
3330 NW Yeon Ave, Ste 200                      4230 Galewood St, Ste 100  
Portland, OR 97210                                  Lake Oswego, OR 97035

PROPOSAL: The petitioners request annexation of territory in Wilsonville to the Metro District Boundary.

LOCATION: The subject territory, totaling approximately 13.92 acres in area, is located in Wilsonville on the north and south sides of SW Frog Pond Ln west of SW Ponderosa Ave, and includes portions of SW Frog Pond Ln right-of-way. The subject territory can be seen in Attachment 1.

ZONING: The territory is zoned Residential Neighborhood (RN) by the City of Wilsonville.

The subject territory was added to the urban growth boundary (UGB) in 2002. The territory must be annexed into the Metro District for urbanization to occur.

### APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code (MC) Section 3.09.070.

#### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

#### Staff Response:

The subject territory was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B. Therefore, the territory is within the UGB and the application meets the criteria of MC Subsection 3.09.070(E)(1).



2. *The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

Approximately 4.92 acres of the subject territory were annexed to the City of Wilsonville in 2022 by City Ordinance No. 868; the remaining 9.00 acres of the territory were annexed to the city in 2025 by City Ordinance No. 896. Therefore, the application meets the criteria in MC Subsection 3.09.070(E)(2).

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject territory is already within the UGB, has been planned for urban residential land uses, and has been annexed to the City of Wilsonville; it is therefore not subject to any urban reserve concept plan. The territory has a residential zoning designation of “Residential Neighborhood” (RN), which allows for urban residential land uses. Water, sewer, and stormwater service to new development would be provided by the City of Wilsonville. The proposal is not inconsistent with any adopted cooperative or urban service agreement. The application meets the criteria in MC Subsection 3.09.070(E)(3).

## ANALYSIS/INFORMATION

**Known Opposition:** There is no known opposition to this application.

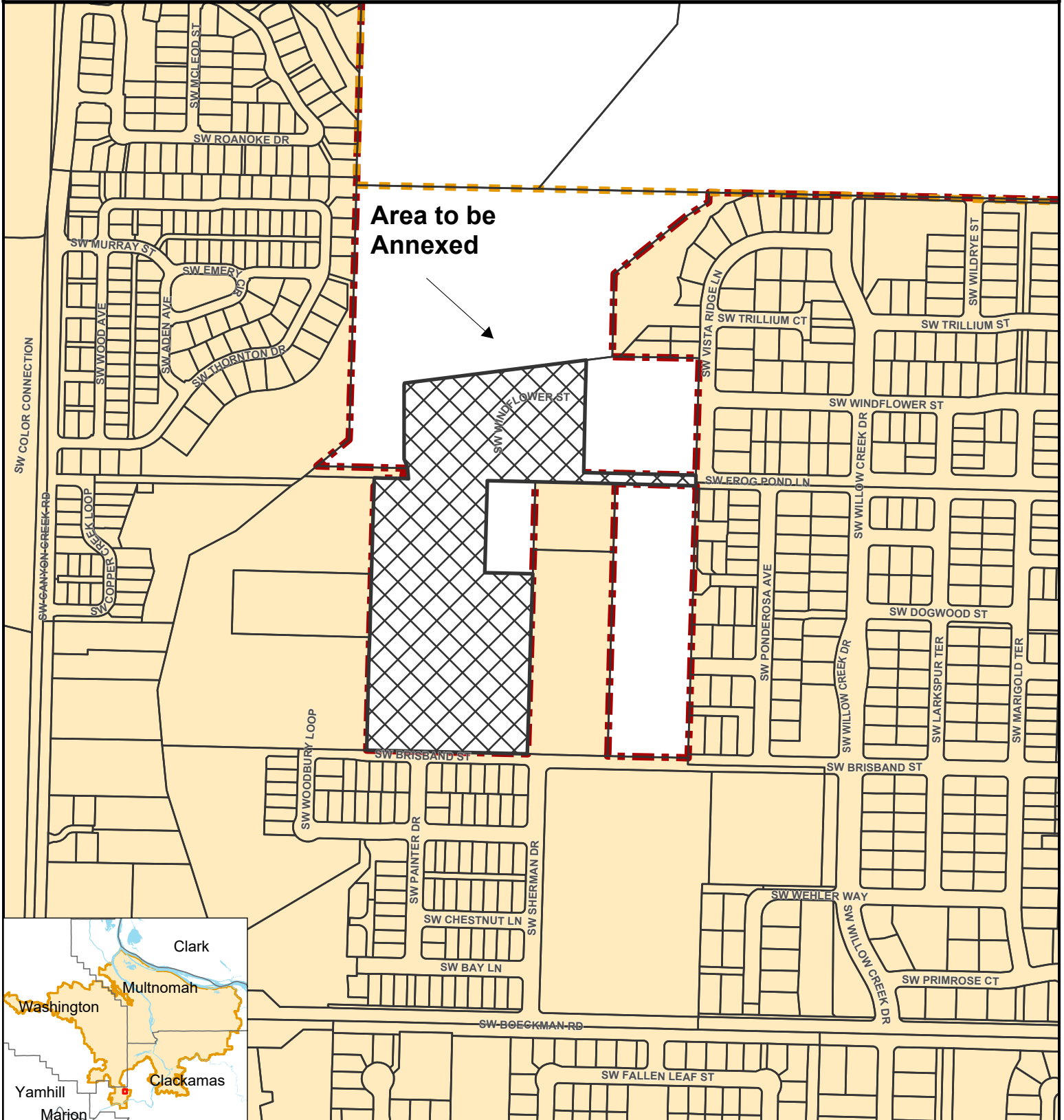
**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District Boundary.

**Anticipated Effects:** This amendment will add approximately 13.92 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the City of Wilsonville Comprehensive Plan.

**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request. Therefore, there is no budget impact.




## RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 25-1529.



Research Center  
 600 NE Grand Ave  
 Portland, OR 97232-2736  
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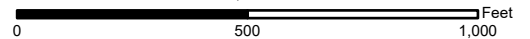
<http://www.oregonmetro.gov/drc>

-  Taxlots
-  Urban growth boundary
-  Metro district boundary

Proposal No. AN0125



1:5,000



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**5.1 Resolution No. 25-5463 For The Purpose Of Amending  
Three Related I-5 Rose Quarter Projects To The 2024-27  
MTIP To Add \$250 Million Dollars Of Approved Funding To  
The Projects**

*Resolutions (public comment)*

Metro Council Meeting  
Thursday, March 27, 2025

BEFORE THE METRO COUNCIL

|   |   |                                    |
|---|---|------------------------------------|
| <b>FOR THE PURPOSE OF AMENDING</b>      | ) | RESOLUTION NO. 25-5463             |
| <b>THREE RELATED I-5 ROSE QUARTER</b>   | ) |                                    |
| <b>PROJECTS TO THE 2024-27 MTIP TO</b>  | ) | Introduced by: Chief Operating     |
| <b>ADD \$250 MILLION DOLLARS OF</b>     | ) | Officer Marissa Madrigal in        |
| <b>APPROVED FUNDING TO THE PROJECTS</b> | ) | concurrence with Council President |
|   | ) | Lynn Peterson                      |

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the I-5 Rose Quarter Improvement Project’s purpose is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent vicinity surface streets, and enhance multimodal facilities in the project area, and support improved local connectivity and multimodal access plus improve multimodal connections between neighborhoods east and west of I-5.

WHEREAS, the Oregon Transportation Commission (OTC) approved \$250 million in new funding during their December 2024 and January 2025 meetings in support of the I-5 Rose Quarter Improvement Project; and

WHEREAS, ODOT will split the awarded funding across the I-5 Rose Quarter Improvement Project in Key 19071 and the two construction projects in Keys 23672 and 23682; and

WHEREAS, ODOT will add \$12.5 million of awarded funding to support non-construction phase activities for preliminary engineering, right-of-way, utility relocation, and the “Other” phase requirements in Key 19071; and

WHEREAS, ODOT will commit \$177.5 million for the I-5 Rose Quarter - Broadway to Weidler Phase 1 construction package in Key 23672 with the remaining \$60 million committed to the I-5 Rose Quarter - Phase 1A construction package in Key 23682; and

WHEREAS, the OTC award exceeds the \$100 million dollar threshold for capacity enhancing projects requiring Metro to complete a Performance Assessment Evaluation (PAE) as part of the amendment; and

WHEREAS, Metro completed the project PAE which included a transportation modeling analysis and examined the anticipated system performance impacts in support of the 2023 Regional Transportation Plan’s goals of equity, climate, safety, mobility, and economy; and

WHEREAS, Metro completed a 30-day plus public notification and opportunity to comment period as part of formal amendment, and ensured all submitted comments were documented and reviewed in accordance with Metro’s Public Participation Plan; and

WHEREAS, OTC’s double approval requirement process provided the required fiscal constraint demonstration verification for the new awarded funding for inclusion into the MTIP and STIP; and

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

WHEREAS, on February 7 and February 20, 2025, Metro’s Transportation Policy and Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) respectively received an official amendment overview; and

WHEREAS, on March 7, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council

1) Adopts this resolution to amend the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to add the new approved \$250 million dollars for the I-5 Rose Quarter Improvement Project; and

2) Includes the requirement that if the Reconnecting Communities funding is not made available, or a major change in scope for Phase 1 becomes necessary, ODOT will return with an MTIP amendment for JPACT and Metro Council action.

ADOPTED by the Metro Council this 1st day of April 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**I-5 Rose Quarter Improvement Project Formal/Full MTIP Amendment**  
**Formal Amendment #: FB25-05-FEB1**

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment represents a stand-alone formal amendment involving three Rose Quarter improvement projects. The three amended ODOT projects include the following:

- Key 19071: I-5 Rose Quarter Improvement Project (Adds \$12.5 million to the Preliminary Engineering (PE), right-of-way, Utility Relocation (UR), and Other phases).
- Key 23672: I-5 Rose Quarter: Broadway to Weidler Phase 1 (Adds \$177.5 million to the construction phase).
- Key 23682: ~~I-405 and I-5 Stormwater Facilities~~ **I-5 Rose Quarter: Phase 1A** (Adds \$60 million to the construction phase, updates, the project name and description as a result of a scope adjustment).

Note: There is a fourth project that supports various Rose Quarter proposed improvements. This is Key 23646. The project name is Broadway Mainstreet and Supporting Connections. The lead agency is the city of Portland. This project is a separately funded project and not part of the February #1, 2025, MTIP Formal Amendment. There is no amendment action occurring to this project.

On December 4, 2024, the Oregon Transportation Commission (OTC) provided their initial approval of the \$250 million for the Rose Quarter Improvement project. During their January 16, 2025 meeting, OTC received an updated and more detailed summary describing how the \$250 million will be applied. OTC approved this item as well. See Attachments 3 and 4 to the amendment staff report for additional details.

There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the three projects includes the following:

- **Key 19071 - I-5 Rose Quarter Improvement Project (ODOT):** Key 19071 contains the non-construction phase programming to the Rose Quarter Improvement Project. The overall proposed improvements are on I-5 in Portland and will complete multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new over crossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. The MTIP formal amendment adds \$12.5 million the PE, ROW, UR, and Other phases. . The net change increases the total programming amount by 4.9%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT):** The MTIP formal amendment adds \$177.5 million of the OTC approved \$250 million to the construction phase. The project will replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler and supporting facilities and complete compatibility construction for follow-on packages.

- **Key 23682 - ~~I-405 and I-5 Stormwater Facilities~~ I-5 Rose Quarter: Phase 1A (ODOT):** The formal amendment adds \$60 million of approved OTC funding to the construction phase. The project will construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. The project scope is updated which results in a modification to the project name and description.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 February #1 Formal MTIP Amendment bundle of projects.



2024-2027 Metropolitan Transportation Improvement Program

**Exhibit A to Resolution 25-5463**

**I-5 Rose Quarter Improvement Project Formal Amendment Bundle Contents**

**Amendment Type: Formal/Full**

**Amendment #: FB25-05-FEB1**

**Total Number of Projects: 3**

| Key Number & MTIP ID  | Lead Agency | Project Name | Project Description | Amendment Action |
|---|-------------|--------------|---------------------|------------------|
| <b>Category: Existing Projects Being Canceled in the 2024-27 MTIP: None</b> |             |              |                     |                  |

**Category: Amending Existing Projects to the 2024-2027 MTIP:**

|  |      |   |  |   |
|--|------|---|--|---|
| (#1)<br>ODOT Key #<br><b>19071</b><br>MTIP ID<br>70784 | ODOT | I-5 Rose Quarter Improvement Project          | Key 19071 includes the non-construction required phases (e.g. PE, ROW, UR, and Cons). The overall project is on I-5 in Portland. It will complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. | <p><b><u>ADD FUNDS:</u></b><br/>                     The formal amendment adds \$12.5 million of Oregon Transportation Commission (OTC) approved funds to PE, UR, ROW and Other phases. The Other phase slips to 2026. The net programming change increases the project by 5.3%.</p>  |
| (#2)<br>ODOT Key #<br><b>23672</b><br>MTIP ID<br>71444 | ODOT | I-5 Rose Quarter: Broadway to Weidler Phase 1 | Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages  | <p><b><u>ADD FUNDS:</u></b><br/>                     The formal amendment adds a total of \$250 million of OTC approved to the three existing Rose Quarter projects including Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding was approved by OTC during their December 2024 and January 2025 meetings.</p> |

| Key Number & MTIP ID                                   | Lead Agency | Project Name   | Project Description   | Amendment Action   |
|--|-------------|--|---|--|
| (#3)<br>ODOT Key #<br><b>23682</b><br>MTIP ID<br>71443 | ODOT        | I-405 and I-5 Stormwater Facilities<br><b>I-5 Rose Quarter: Phase 1A</b> | <del>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.</del><br>Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area.<br>PE completed in Key 19071 | <b>ADD FUNDS/SCOPE:</b><br>The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The project scope is adjusted and requires updates to the project name and description. |

| Proposed Amendment Review and Approval Steps   |  |
|--|--|
| <b>I-5 Rose Quarter Improvement Project Formal Amendment estimated processing and approval timing</b>  |  |
| Note: The Rose Quarter MTIP Formal Amendment requires a 2-step approval process through the Metro TPAC and JPACT committees. The amendment bundle will be introduced to TPAC and JPACT during their February 2025 meetings. Amendment approval requests will occur during their March 2025. Meeting. Final approval from Metro Council is proposed to occurring during April 2025. Key processing milestone dates are shown below. |  |
| Rose Quarter Improvement Project Formal MTIP Amendment Introduction and Overview   |  |
| Date   | Action   |
| Tuesday, February 4, 2025  | Post amendment & begin 30+ day notification/comment period. (Comment period is February 4, 2025 to March 7, 2025.) |
| Friday, February 7, 2025   | TPAC meeting – Rose Quarter formal amendment introduction and overview.  |
| Thursday, February 20, 2025  | JPACT Meeting – Rose Quarter amendment introduction and overview.  |
| Rose Quarter Improvement Project Formal MTIP Amendment Approval Actions  |  |
| Friday, March 7, 2025  | TPAC meeting – Rose Quarter approval recommendation to JPACT requested from TPAC.                                  |

|                           |   |
|---------------------------|---|
| Friday, March 7, 2025     | Close 30+ day public notification/comment period. Note: Comments still can be submitted via written correspondence to Metro or providing testimony at TPAC, JPACT, or Metro Council meetings. |
| Thursday, March 20, 2025  | JPACT meeting – Rose Quarter amendment approval request and final approval recommendation provided to Metro Council   |
| Thursday, April 3, 2025*  | Metro Council Meeting – Final Metro amendment approval request provided   |
| Late April/early May 2025 | Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.  |

\* Note: The final Metro Council date is tentative and may change.



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD FUNDS**  
 Add OTC approved funds to PE,  
 UR, and Other phases, slip the  
 Other phase to 2026

**Project #1**

| Project Details Summary |              |                     |     |                    |                  |                            |            |
|-------------------------|--------------|---------------------|-----|--------------------|------------------|----------------------------|------------|
| <b>ODOT Key #</b>       | <b>19071</b> | RFFA ID:            | N/A | RTP ID:            | 10867<br>11176   | RTP Approval Date:         | 11/30/2023 |
| <b>MTIP ID:</b>         | <b>70784</b> | CDS ID:             | N/A | Bridge #:          | S8588E<br>N8588E | FTA Flex & Conversion Code | No         |
| MTIP Amendment ID:      |              | <b>FB25-05-FEB1</b> |     | STIP Amendment ID: |                  | 24-27-2202                 |            |

**Summary of Amendment Changes Occurring:**

The formal amendment adds new Oregon Transportation Commission (OTC) funding to the three existing Rose Quarter projects. For Key 19071, \$10 million of approved funding is added to the Preliminary Engineering (PE) phase. The ROW phase adds \$1 million and the Utility Relocation (UR) phase receives a \$1 million increase. The Other phase receives a \$500,000 boost. This totals \$12.5 million of new OTC approved funding. The Other phase is slipped from FFY 2025 to FFY 2026. The cost change increases the total programming from \$236,141,997 to \$248,641,997. This equals a 5.3% increase to the project. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

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

| MTIP Worksheet/Exhibit A Contents for Key 19071 |  |         |  |
|---|--|---------|--|
| Page(s)   | Content                                      | Page(s) | Content  |
| 1   | Project identification and amendment purpose | 7       | Project limits and cross street references                 |
| 2   | Project descriptions and classifications     | 8-9     | Amendments, RTP consistency review areas and goals         |
| 3   | Programming details - Federal fund portion   | 10-11   | Public comment period, fund code descriptions, STIP review |
| 4   | Programming details - State and local funds  | 12-13   | RTP performance measures completed assessments             |
| 5-6   | Funding composition and match ratio details  | 14-15   | Project location map and project exhibit                   |
| 6-7   | Known committed funding summary              |         |  |

**Short Description:**

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

**MTIP Detailed Description (Internal Metro use only):**

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

**STIP Description:**

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

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

### Phase Funding and Programming

| Fund Type              | Fund Code       | Year            | Planning | Preliminary Engineering (PE) | Right of Way (ROW)       | Utility Relocation (UR) | Construction (Cons) | Other                 | Total          |
|------------------------|-----------------|-----------------|----------|------------------------------|--------------------------|-------------------------|---------------------|-----------------------|----------------|
| <b>Federal Funds</b>   |                 |                 |          |                              |                          |                         |                     |                       |                |
| NHPP Exempt            | M002 MOE2       | 2016            |          | \$ 3,805,500                 |                          |                         |                     |                       | \$ 3,805,500   |
| <del>AC-HB2017</del>   | <del>ACP0</del> | <del>2016</del> |          | <del>\$ 82,998,000</del>     |                          |                         |                     |                       | \$ -           |
| AC-HB2017              | ACP0            | 2016            |          | \$ 119,886,000               |                          |                         |                     |                       | \$ 119,886,000 |
| ADVCON (RQ)            | ACP0            | 2016            |          | \$ 9,222,000                 |                          |                         |                     |                       | \$ 9,222,000   |
| <del>AC-NAE23</del>    | <del>ACP0</del> | <del>2016</del> |          | <del>\$ 30,000,000</del>     |                          |                         |                     |                       | \$ -           |
| NAE23                  | NE01            | 2016            |          | \$ 30,000,000                |                          |                         |                     |                       | \$ 30,000,000  |
| NHPP                   | Z001            | 2016            |          | \$ 1,844,400                 |                          |                         |                     |                       | \$ 1,844,400   |
| NHFP                   | Z460            | 2016            |          | \$ 15,000,000                |                          |                         |                     |                       | \$ 15,000,000  |
| <del>AC-HB2017</del>   | <del>ACP0</del> | <del>2020</del> |          |                              | <del>\$ 10,072,002</del> |                         |                     |                       | \$ -           |
| AC-HB2017              | ACP0            | 2020            |          |                              | \$ 10,144,200            |                         |                     |                       | \$ 10,144,200  |
| AC-NAE23               | ACP0            | 2020            |          |                              | \$ 30,000,000            |                         |                     |                       | \$ 30,000,000  |
| ADVCON (RQ)            | ACP0            | 2020            |          |                              | \$ 922,200               |                         |                     |                       | \$ 922,200     |
| <del>AC-NAE23</del>    | <del>ACP0</del> | <del>2025</del> |          |                              |                          | <del>\$ 7,500,000</del> |                     |                       | \$ -           |
| NAE23                  | NE01            | 2025            |          |                              |                          | \$ 7,500,000            |                     |                       | \$ 7,500,000   |
| ADVCON (RQ)            | ACP0            | 2025            |          |                              |                          | \$ 922,200              |                     |                       | \$ 922,200     |
| <del>AC-NAE23</del>    | <del>ACP0</del> | <del>2025</del> |          |                              |                          |                         |                     | <del>\$ 250,000</del> | \$ -           |
| AC-NAE23               | ACP0            | 2026            |          |                              |                          |                         |                     | \$ 250,000            | \$ 250,000     |
| ADVCON (RQ)            | ACP0            | 2026            |          |                              |                          |                         |                     | \$ 461,100            | \$ 461,100     |
| <b>Federal Totals:</b> |                 |                 | \$ -     | \$ 179,757,900               | \$ 41,066,400            | \$ 8,422,200            | \$ -                | \$ 711,100            | \$ 229,957,600 |

**Federal fund code notes:**

- AC-HB2017 = Advance Construction funds used as a funding placeholder which originate from authorized HB2017 funding for the project. The final conversion code could another type of eligible federal funds. This is why the advance construction are shown a federal funds.
- ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACP0) will be converted to the final eligible fund code.
- NHPP Exempt = Federal National Highway Performance Program funding that are not subject (or Exempt) from various federal-aid restrictions
- NHPP = Federal National Highway Performance Program funds that are s subject to the usual federal-aid obligation limitations
- NHFP = Federal National Highway Freight Program funds
- NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.

| State Funds                        |                  |                 |          |                              |                          |                         |              |                       |                           |
|------------------------------------|------------------|-----------------|----------|------------------------------|--------------------------|-------------------------|--------------|-----------------------|---------------------------|
| Fund Type                          | Fund Code        | Year            | Planning | Preliminary Engineering (PE) | Right of Way (ROW)       | Utility Relocation      | Construction | Other                 | Total                     |
| State (NHPP EX)                    | Match            | 2016            |          | \$ 321,045                   |                          |                         |              |                       | \$ 321,045                |
| <del>State (ACHB2017)</del>        | <del>Match</del> | <del>2016</del> |          | <del>\$ 7,002,000</del>      |                          |                         |              |                       | \$ -                      |
| State (ACHB2017)                   | Match            | 2016            |          | \$ 10,114,000                |                          |                         |              |                       | \$ 10,114,000             |
| State (ACPO)                       | Match            | 2016            |          | \$ 778,000                   |                          |                         |              |                       | \$ 778,000                |
| State                              | S010             | 2016            |          | \$ 1,000,000                 |                          |                         |              |                       | \$ 1,000,000              |
| State (Z001)                       | Match            | 2016            |          | \$ 155,600                   |                          |                         |              |                       | \$ 155,600                |
| <del>NHPP (State)</del>            | <del>Y001</del>  | <del>2016</del> |          | <del>\$ 40,000,000</del>     |                          |                         |              |                       | \$ -                      |
| State (Z460)                       | Match            | 2016            |          | \$ 1,265,452                 |                          |                         |              |                       | \$ 1,265,452              |
| <del>State (ACHB2017)</del>        | <del>Match</del> | <del>2020</del> |          |                              | <del>\$ 927,998</del>    |                         |              |                       | \$ -                      |
| State (ACHB2017)                   | Match            | 2020            |          |                              | \$ 855,800               |                         |              |                       | \$ 855,800                |
| State (ADVCON)                     | Match            | 2020            |          |                              | \$ 77,800                |                         |              |                       | \$ 77,800                 |
| State (ADVCON)                     | Match            | 2025            |          |                              |                          | \$ 77,800               |              |                       | \$ 77,800                 |
| State (ADVCON)                     | Match            | 2026            |          |                              |                          |                         |              | \$ 38,900             | \$ 38,900                 |
| State Totals:                      |                  |                 | \$ -     | \$ 13,634,097                | \$ 933,600               | \$ 77,800               | \$ -         | \$ 38,900             | \$ 14,684,397             |
| Local Funds                        |                  |                 |          |                              |                          |                         |              |                       |                           |
| Fund Type                          | Fund Code        | Year            | Planning | Preliminary Engineering (PE) | Right of Way (ROW)       | Utility Relocation      | Construction | Other                 | Total                     |
| Other                              | OTH0             | 2016            |          | \$ 4,000,000                 |                          |                         |              |                       | \$ 4,000,000              |
|                                    |                  |                 |          |                              |                          |                         |              |                       | \$ -                      |
| Local Totals:                      |                  |                 | \$ -     | \$ 4,000,000                 | \$ -                     | \$ -                    |              | \$ -                  | \$ 4,000,000              |
| Phase Totals                       |                  |                 | Planning | PE                           | ROW                      | UR                      | Cons         | Other                 | Total                     |
| Existing Programming Totals:       |                  |                 | \$ -     | <del>\$ 187,391,997</del>    | <del>\$ 41,000,000</del> | <del>\$ 7,500,000</del> | \$ -         | <del>\$ 250,000</del> | <del>\$ 236,141,997</del> |
| Amended Programming Totals         |                  |                 | \$ -     | \$ 197,391,997               | \$ 42,000,000            | \$ 8,500,000            | \$ -         | \$ 750,000            | \$ 248,641,997            |
| Total Estimated Project Cost :     |                  |                 |          |                              |                          |                         |              |                       | \$1.5B to \$1.9B          |
| Total Cost in Year of Expenditure: |                  |                 |          |                              |                          |                         |              |                       | \$1.5B to \$1.9B          |

| Programming Summary              | Yes/No     | Reason if short Programmed  |              |              |      |            |               |
|----------------------------------|------------|---|--------------|--------------|------|------------|---------------|
| Is the project short programmed? | Yes and No | Programming only supports non-construction phase requirements. PE, ROW, UR, and Other phase programming is considered fully programmed. Partial construction phase programming is in Keys 23672 and 23682 (also part of the February #1 Formal Amendment bundle). |              |              |      |            |               |
| Programming Adjustments Details  | Planning   | PE  | ROW          | UR           | Cons | Other      | Totals        |
| Phase Programming Change:        | \$ -       | \$ 10,000,000   | \$ 1,000,000 | \$ 1,000,000 | \$ - | \$ 500,000 | \$ 12,500,000 |
| Phase Change Percent:            | 0.0%       | 5.34%   | 2.4%         | 13.33%       | 0.0% | 200.0%     | 5.3%          |
| Amended Phase Matching Funds:    | \$ -       | \$ 12,634,097   | \$ 855,800   | \$ 77,800    | \$ - | \$ 38,900  | \$ 13,606,597 |
| Amended Phase Matching Percent:  | N/A        | 6.57%   | 7.13%        | 7.78%        | N/A  | 7.78%      |               |

**Phase Programming Summary Totals**

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other      | Total          |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|------------|----------------|
| Federal       | \$ -     | \$ 179,757,900               | \$ 41,066,400      | \$ 8,422,200       | \$ -         | \$ 711,100 | \$ 229,957,600 |
| State         | \$ -     | \$ 13,634,097                | \$ 933,600         | \$ 77,800          | \$ -         | \$ 38,900  | \$ 14,684,397  |
| Local         | \$ -     | \$ 4,000,000                 | \$ -               | \$ -               | \$ -         | \$ -       | \$ 4,000,000   |
| Total         | \$ -     | \$ 197,391,997               | \$ 42,000,000      | \$ 8,500,000       | \$ -         | \$ 750,000 | \$ 248,641,997 |

**Phase Composition Percentages**

| Fund Type | Planning | PE     | ROW    | UR   | Cons | Other | Total  |
|-----------|----------|--------|--------|------|------|-------|--------|
| Federal   | 0.0%     | 91.07% | 97.78% | 0.0% | 0.0% | 0.0%  | 92.49% |
| State     | 0.0%     | 0.0%   | 2.2%   | 0.0% | 0.0% | 0.0%  | 5.9%   |
| Local     | 0.0%     | 2.03%  | 0.00%  | 0.0% | 0.0% | 0.0%  | 1.61%  |
| Total     | 0.0%     | 93.1%  | 100.0% | 0.0% | 0.0% | 0.0%  | 100.0% |

**Phase Programming Percentage**

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total  |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|-------|--------|
| Federal       | 0.0%     | 72.3%                        | 16.5%              | 3.4%               | 0.0%         | 0.3%  | 92.49% |
| State         | 0.0%     | 5.5%                         | 0.4%               | 0.0%               | 0.0%         | 0.0%  | 5.9%   |
| Local         | 0.0%     | 1.6%                         | 0.0%               | 0.0%               | 0.0%         | 0.0%  | 1.61%  |
| Total         | 0.0%     | 79.4%                        | 16.9%              | 3.4%               | 0.0%         | 0.3%  | 100.0% |



| Project Phase Obligation History                 |          |  |               |                                       |      |               |               |
|--|----------|--|---------------|---------------------------------------|------|---------------|---------------|
| Item   | Planning | PE   | ROW           | UR                                    | Cons | Other         | Federal       |
| Total Funds Obligated                            |          | \$ 197,391,997   | \$ 42,000,000 | \$ 8,500,000                          |      |               | Aid ID        |
| Federal Funds Obligated:                         |          | \$ 179,757,900   | \$ 41,066,400 | \$ 8,422,200                          |      |               | S001(483)     |
| EA Number:                                       |          | PE002591   | R9470000      | U0000212                              |      |               | FHWA or FTA   |
| Initial Obligation Date:                         |          | 9/21/2015  | 9/4/2020      | 11/18/2024                            |      |               | FHWA          |
| EA End Date:                                     |          | 12/31/2027   | 12/31/2029    | 12/31/2027                            |      |               | FMIS or TRAMS |
| Known Expenditures:                              |          | \$ 131,841,060   | \$ 655,202    | \$ -                                  |      |               | FMIS          |
|  |          |  |               | Estimated Project Completion Date:    |      | Not Specified |               |
| Completion Date Notes:                           |          | Construction phases for Key 23682 is proposed to start in 2025 with construction in Key 23672 in 2027. |               |                                       |      |               |               |
| Are federal funds being flex transferred to FTA? |          | No   |               | If yes, expected FTA conversion code: |      | N/A           |               |

| Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section) |       |                |               |              |                |   |  |
|--|-------|----------------|---------------|--------------|----------------|---|--|
| Funding Responsibility Source  | Phase | Federal        | State         | Local        | Total          | Notes   |  |
| ODOT Enhance   | PE    | \$ 1,500,000   | \$ 126,545    | \$ -         | \$ 1,626,545   |   |  |
| ODOT Region 1 Fix-It Program   | PE    | \$ 1,844,400   | \$ 155,600    | \$ -         | \$ 2,000,000   |   |  |
| ODOT Statewide Fix-it Program  | PE    | \$ -           | \$ 1,000,000  | \$ -         | \$ 1,000,000   |   |  |
| HB2017 Discretionary   | PE    | \$ 119,886,000 | \$ 10,114,000 | \$ -         | \$ 130,000,000 |   |  |
| Local contributions  | PE    | \$ -           | \$ -          | \$ 4,000,000 | \$ 4,000,000   |   |  |
| ODOT Region 1  | PE    | \$ 2,305,500   | \$ 194,500    | \$ -         | \$ 2,500,000   |   |  |
| <b>Rose Quarter</b>  | PE    | \$ 9,222,000   | \$ 778,000    | \$ -         | \$ 10,000,000  | OTC approval December 2024                                |  |
| SW Natl Hwy Freight (NHFP)   | PE    | \$ 15,000,000  | \$ 1,265,452  | \$ -         | \$ 16,265,452  | FHWA discretionary National Highway Freight Program       |  |
| USDOT Grants 2023  | PE    | \$ 30,000,000  | \$ -          | \$ -         | \$ 30,000,000  | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 |  |
| Phase Totals:  |       | \$ 179,757,900 | \$ 13,634,097 | \$ 4,000,000 | \$ 197,391,997 | \$ 197,391,997  |  |
| AC-HB2017 Discretionary  | ROW   | \$ 10,144,200  | \$ 855,800    | \$ -         | \$ 11,000,000  |   |  |
| <b>Rose Quarter</b>  | ROW   | \$ 922,200     | \$ 77,800     | \$ -         | \$ 1,000,000   |   |  |
| USDOT Grants 2023  | ROW   | \$ 30,000,000  | \$ -          | \$ -         | \$ 30,000,000  | Part of NAE grant award                                   |  |
| Phase Totals:  |       | \$ 41,066,400  | \$ 933,600    | \$ -         | \$ 42,000,000  |   |  |
| <b>Rose Quarter</b>  | UR    | \$ 922,200     | \$ 77,800     | \$ -         | \$ 1,000,000   | Added OTC December 2024 action                            |  |
| USDOT Grants 2023  | UR    | \$ 7,500,000   | \$ -          | \$ -         | \$ 7,500,000   | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 |  |
| Phase Totals:  |       | \$ 8,422,200   | \$ 77,800     | \$ -         | \$ 8,500,000   |   |  |

|                           |               |            |           |      |    |                               |   |                                    |
|---------------------------|---------------|------------|-----------|------|----|-------------------------------|---|------------------------------------|
|                           |               |            |           |      | \$ | -                             |   |                                    |
| Rose Quarter              | Other         | \$ 461,100 | \$ 38,900 | \$ - | \$ | 500,000                       | Added OTC December 2024 action                            |                                    |
| USDOT Grants 2023         | Other         | \$ 250,000 | \$ -      | \$ - | \$ | 250,000                       | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 |                                    |
|                           | Phase Totals: | \$ 711,100 | \$ 38,900 | \$ - | \$ | 750,000                       |   |                                    |
| Program Totals All Phases |               |            |           |      |    |                               | Total   |                                    |
|                           |               |            |           |      |    | ODOT Enhance                  | \$ 1,626,545  |                                    |
|                           |               |            |           |      |    | ODOT Region 1 Fix-It Program  | \$ 2,000,000  |                                    |
|                           |               |            |           |      |    | ODOT Statewide Fix-it Program | \$ 1,000,000  |                                    |
|                           |               |            |           |      |    | HB2017 Discretionary          | \$ 141,000,000  |                                    |
|                           |               |            |           |      |    | Local contributions           | \$ 4,000,000  |                                    |
|                           |               |            |           |      |    | ODOT Region 1                 | \$ 2,500,000  |                                    |
|                           |               |            |           |      |    | SW Natl Hwy Freight (NHFP)    | \$ 16,265,452   |                                    |
|                           |               |            |           |      |    | Rose Quarter                  | \$ 12,500,000   | Total OTC approval = \$250 million |
|                           |               |            |           |      |    | USDOT Grants 2023             | \$ 67,750,000   | Total grant award = \$450 million  |
|                           |               |            |           |      |    | Total:                        | \$ 248,641,997  | TPC estimate = \$1.5B to \$1.9B    |

1. What is the source of funding? **Various Federal discretionary plus ODOT state funds including HB2017 and specific ODOT funding programs.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

| Project Location References |                   |                                 |   |              |        |
|-----------------------------|-------------------|---------------------------------|---|--------------|--------|
| On State Highway            | Yes/No            | Route                           | MP Begin  | MP End       | Length |
|                             | Yes               | I-5                             | 301.2   | 303.4        | 2.2    |
| Cross Streets               | Route or Arterial | Cross Street                    | Cross Street  | Cross Street |        |
|                             | Interstate 5      | Just north of N. Russell Street | South to the southbound ramp portion of the I-5/I-84 intersection |              |        |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification |  |                |        |                        |           |  |              |
|---|--|----------------|--------|------------------------|-----------|--|--------------|
| 1st Year Programmed   | 2016   | Years Active   | 10     | Project Status         | 7         | Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. |              |
| Total Prior Amendments  | 11<br>(Since 2016)   | Last Amendment | Formal | Date of Last Amendment | July 2024 | Last MTIP Amend Num  | JL24-11-JUL2 |
| Last Amendment Action   | <p><b>ADD PHASES and FUNDING:</b><br/>           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</p> |                |        |                        |           |  |              |

| RTP Air Quality Conformity and Transportation Modeling Designations   |   |
|---|---|
| Is this a capacity enhancing or non-capacity enhancing project?   | <b>Yes. The project is a capacity enhancing project</b>   |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | <b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>   |
| Exemption Reference:  | <b>Not applicable.</b>  |
| Was an air analysis required as part of RTP inclusion?  | <b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>  |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?             | <b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>   |
| Additional Completed Reviews:   | <b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b> |
| RTP Constrained Project ID and Name:  | <b>RTP IDs:</b><br><b>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)</b><br><b>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>  |

|                          |   |
|--------------------------|---|
| RTP Project Description: | <p><b>ID 10867:</b><br/> <b>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</b></p> <p><b>ID 11176:</b><br/> <b>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.</b></p> |
|--------------------------|---|

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

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

**Fund Codes References**

|  |   |
|--|---|
| Local                                  | Local funds used to support the federal match or contributes to the phase cost.   |
| Advance Construction ADVCON (AC funds) | A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified  |
| AC-HB2017                              | Advance Construction placeholder funds that originate from the HB2017 legislation, but could result in a federal conversion code other than HB-2017   |
| AC-NAE23                               | Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program   |
| NAE23                                  | Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.                         |
| NHFP                                   | Federal National Highway Freight Program funding that supports the improvement of the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including the investment in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity |

|       |   |
|-------|---|
| NHPP  | A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. |
| Other | General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds.  |
| State | General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.  |

**Response:**

|   |                          |
|---|--------------------------|
| Programmed Funding  | \$ 858,000,000           |
| State Funds   | \$ 135,000,000           |
| Federal Formula   | \$ 23,000,000            |
| FY23 RCN Grant Award  | \$ 450,000,000           |
| OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment) | \$ 250,000,000           |
| <b>Total Project Cost</b>   | <b>\$1.5 B - \$1.9B</b>  |
| <b>Funding Gap</b>  | <b>\$642M - \$1.042B</b> |

**Key Number:** 19071 **2024-2027 STIP**

**Project Name:** I-5 Rose Quarter Improvement Project **(DRAFT AMENDMENT PP**

| 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             | 70.92%           | 140,000,000.00        | 92.22%                | 129,108,000.00        | 7.78%                 | 10,892,000.00        | 0.00%                | 0.00                |
|                     | M002             | NHPP-EXEMPT                      | 0.81%            | 1,598,736.16          | 92.22%                | 1,474,354.49          | 7.78%                 | 124,381.67           | 0.00%                | 0.00                |
|                     | M0E2             | NATL HWY PERF EXMPT              | 1.28%            | 2,527,808.84          | 92.22%                | 2,331,145.31          | 7.78%                 | 196,663.53           | 0.00%                | 0.00                |
|                     | NE01             | Neighborhood Access Equity Grant | 15.20%           | 30,000,000.00         | 100.00%               | 30,000,000.00         | 0.00%                 | 0.00                 | 0.00%                | 0.00                |
|                     | OTH0             | OTHER THAN STATE OR              | 2.03%            | 4,000,000.00          | 0.00%                 | 0.00                  | 0.00%                 | 0.00                 | 100.00%              | 4,000,000.00        |
|                     | S010             | STATE                            | 0.51%            | 1,000,000.00          | 0.00%                 | 0.00                  | 100.00%               | 1,000,000.00         | 0.00%                | 0.00                |
|                     | Z001             | NATIONAL HIGHWAY PERF FAST       | 1.01%            | 2,000,000.00          | 92.22%                | 1,844,400.00          | 7.78%                 | 155,600.00           | 0.00%                | 0.00                |
|                     | Z460             | NATIONAL HWY FREIGHT PROGRAM     | 8.24%            | 16,265,452.18         | 92.22%                | 15,000,000.00         | 7.78%                 | 1,265,452.18         | 0.00%                | 0.00                |
| <b>PE Totals</b>    |                  |                                  | <b>100.00%</b>   | <b>197,391,997.18</b> |                       | <b>179,757,899.80</b> |                       | <b>13,634,097.38</b> |                      | <b>4,000,000.00</b> |
| RW                  | ACPO             | 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                |
|                     | <b>RW Totals</b> |                                  |                  | <b>100.00%</b>        | <b>41,000,000.00</b>  |                       | <b>37,810,200.00</b>  |                      | <b>3,189,800.00</b>  | <b>0.00</b>         |
| UR                  | ACPO             | ADVANCE CONSTRUCT PR             | 11.76%           | 1,000,000.00          | 92.22%                | 922,200.00            | 7.78%                 | 77,800.00            | 0.00%                | 0.00                |
|                     | NE01             | Neighborhood Access Equity Grant | 88.24%           | 7,500,000.00          | 100.00%               | 7,500,000.00          | 0.00%                 | 0.00                 | 0.00%                | 0.00                |
|                     | <b>UR Totals</b> |                                  |                  | <b>100.00%</b>        | <b>8,500,000.00</b>   |                       | <b>8,422,200.00</b>   |                      | <b>77,800.00</b>     | <b>0.00</b>         |
| OT                  | ACPO             | ADVANCE CONSTRUCT PR             | 100.00%          | 750,000.00            | 0.00%                 | 711,100.00            | 0.00%                 | 38,900.00            | 0.00%                | 0.00                |
|                     | <b>OT Totals</b> |                                  |                  | <b>100.00%</b>        | <b>750,000.00</b>     |                       | <b>711,100.00</b>     |                      | <b>38,900.00</b>     | <b>0.00</b>         |
| <b>Grand Totals</b> |                  |                                  |                  |                       | <b>247,641,997.18</b> |                       | <b>226,701,399.80</b> |                      | <b>16,940,597.38</b> | <b>4,000,000.00</b> |

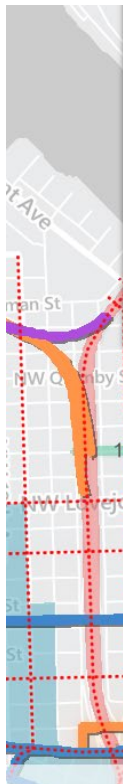
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

| System                        | Y/N | Route        | Designation          |
|-------------------------------|-----|--------------|----------------------|
| NHS Project                   | Yes | Interstate 5 | Interstate           |
| Functional Classification     | Yes | Interstate 5 | 1 = Urban Interstate |
| Federal Aid Eligible Facility | Yes | Interstate 5 | Interstate           |

Anticipated Required Performance Measurements Monitoring

Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County.**

**Description:** Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area.**

This project **is not** an **equity priority project.**

This project **will not reduce greenhouse gas emissions.**

This project **does** have identified **safety benefits.**

This project **is** located in a **high injury corridor.**

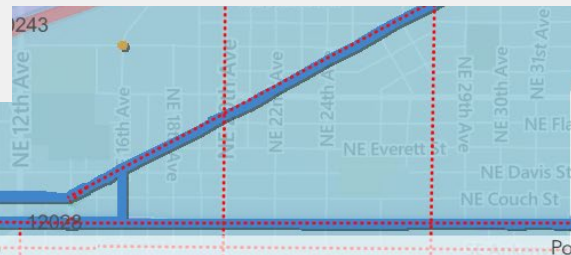
This project **is** located on the **regional emergency transportation/state seismic lifeline route.**

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

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

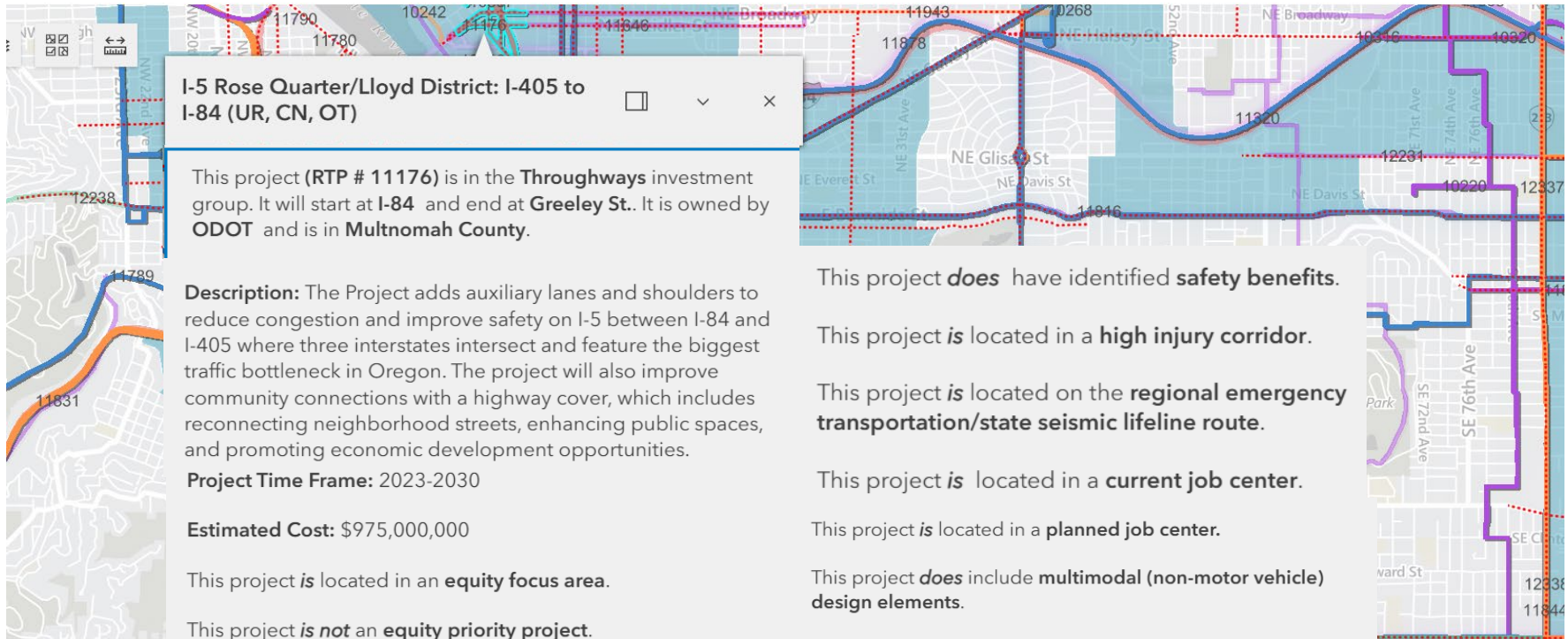
This project **does** include **multimodal (non-motor vehicle) design elements.**

This project **does not address a multimodal gap** in the transportation system.





## Rose Quarter Improvement Project under RTP ID 11176



**I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)**

This project (RTP # 11176) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** 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 Time Frame:** 2023-2030

**Estimated Cost:** \$975,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not** reduce **greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

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

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

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

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not** address a **multimodal gap** in the transportation system.

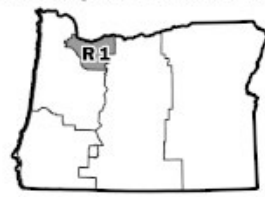
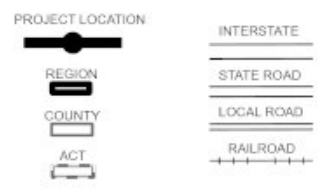


**K23682**

Agenda Item G, Attachment 01

**I-5 ROSE QUARTER: PHASE 1A**

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

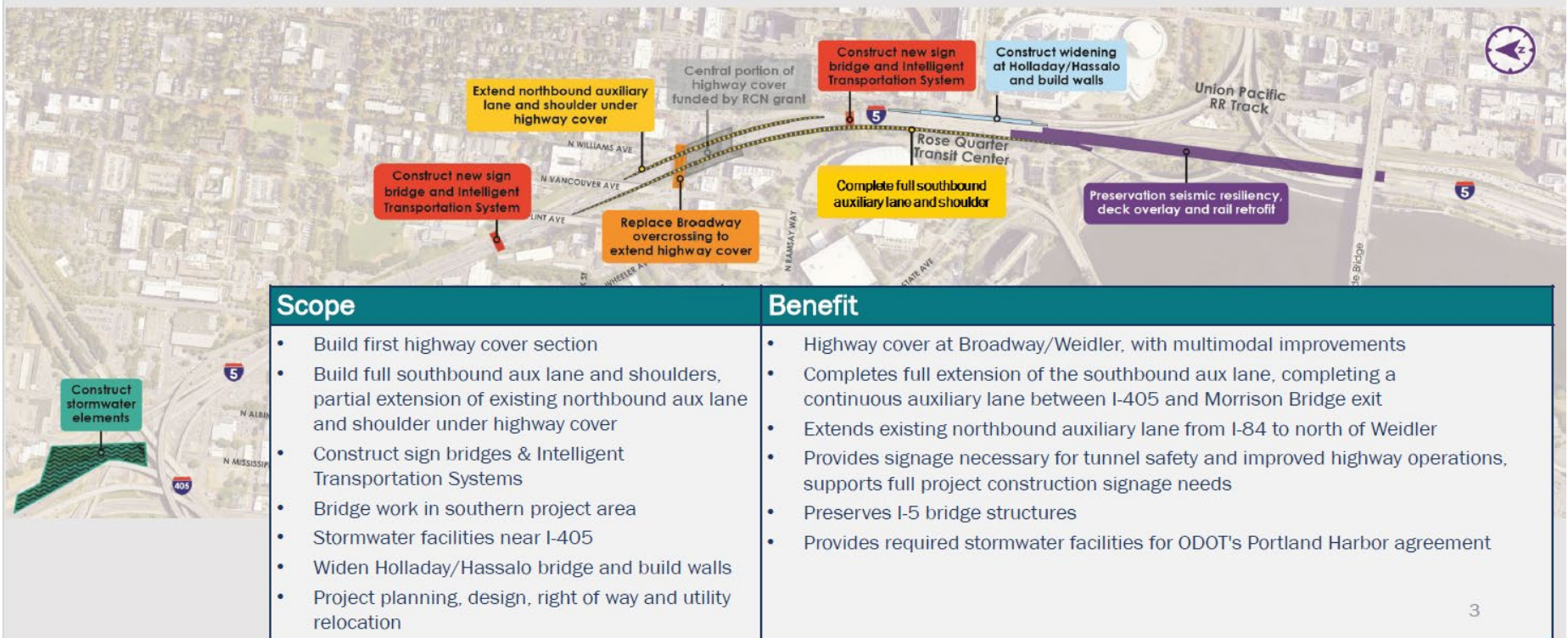


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[http://www.oregon.gov/odot/odot\\_gis\\_cms\\_help\\_and\\_guidance/OTC\\_Maps](http://www.oregon.gov/odot/odot_gis_cms_help_and_guidance/OTC_Maps)



# FIRST PHASES FOR ROSE QUARTER DELIVERY

## \$850 MILLION IN FUNDING PROVIDES:





**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD FUNDS**  
 Add OTC approved funds to  
 construction phase

**Project #2**

| Project Details Summary |              |                     |     |                    |                  |                            |            |
|-------------------------|--------------|---------------------|-----|--------------------|------------------|----------------------------|------------|
| <b>ODOT Key #</b>       | <b>23672</b> | RFFA ID:            | N/A | RTP ID:            | 10867<br>11176   | RTP Approval Date:         | 11/30/2023 |
| <b>MTIP ID:</b>         | <b>71444</b> | CDS ID:             | N/A | Bridge #:          | S8588E<br>N8588E | FTA Flex & Conversion Code | No         |
| MTIP Amendment ID:      |              | <b>FB25-05-FEB1</b> |     | STIP Amendment ID: | 24-27-2200       |                            |            |

**Summary of Amendment Changes Occurring:**  
 The formal amendment adds a total of \$250 million of Oregon Transportation Commission (OTC) to the three existing Rose Quarter projects that include Keys 19071, 23672, and 23682. For Key 23672, \$177,500,000 is being added to support the construction phase activities. The new funding originates from a new \$250 million total allocation approved by OTC during their December 2024 and January 2025 meetings.

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

| MTIP Worksheet/Exhibit A Contents for Key 19071 |   |         |  |
|---|---|---------|--|
| Page(s)   | Content   | Page(s) | Content  |
| 1   | Project identification and amendment purpose    | 8       | Public comment period, and fund code descriptions        |
| 2   | Project descriptions and classifications        | 9       | Programming and cost estimate summaries                  |
| 3   | Programming details - Federal, State, and Local | 10-11   | RTP performance measures completed assessments           |
| 4   | Funding composition and match ratio details     | 12-13   | Project location maps and scope description and exhibits |
| 5   | Committed Funding Summary and limits            |         |  |
| 6-7   | Amendments and RTP consistency review areas     |         |  |

**Short Description:**

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

**MTIP Detailed Description (Internal Metro use only):**

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

**STIP Description:**

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

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



| Phase Funding and Programming   |             |             |                 |                              |                    |                         |                           |              |                           |
|---|-------------|-------------|-----------------|------------------------------|--------------------|-------------------------|---------------------------|--------------|---------------------------|
| Fund Type   | Fund Code   | Year        | Planning        | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation (UR) | Construction (Cons)       | Other        | Total                     |
| <b>Federal Funds</b>  |             |             |                 |                              |                    |                         |                           |              |                           |
| AC-NAE23  | ACPO        | 2025        |                 |                              |                    |                         | \$ 382,250,000            |              | \$ 382,250,000            |
| <b>ADVCON</b>   | <b>ACPO</b> | <b>2025</b> |                 |                              |                    |                         | <b>\$ 163,690,500</b>     |              | <b>\$ 163,690,500</b>     |
|   |             |             |                 |                              |                    |                         |                           |              | \$ -                      |
| <b>Federal Totals:</b>  |             |             | \$ -            | \$ -                         | \$ -               | \$ -                    | \$ 545,940,500            | \$ -         | <b>\$ 545,940,500</b>     |
| <b>Federal fund code notes:</b>   |             |             |                 |                              |                    |                         |                           |              |                           |
| 1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACPO) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting |             |             |                 |                              |                    |                         |                           |              |                           |
| 2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.  |             |             |                 |                              |                    |                         |                           |              |                           |
| <b>State Funds</b>  |             |             |                 |                              |                    |                         |                           |              |                           |
| Fund Type   | Fund Code   | Year        | Planning        | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation      | Construction              | Other        | Total                     |
| State (ADVCON-RQ)   | Match       | 2025        |                 |                              |                    |                         | \$ 13,809,500             |              | \$ 13,809,500             |
|   |             |             |                 |                              |                    |                         |                           |              | \$ -                      |
| <b>State Totals:</b>  |             |             | \$ -            | \$ -                         | \$ -               | \$ -                    | \$ 13,809,500             | \$ -         | <b>\$ 13,809,500</b>      |
| <b>Local Funds</b>  |             |             |                 |                              |                    |                         |                           |              |                           |
| Fund Type   | Fund Code   | Year        | Planning        | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation      | Construction              | Other        | Total                     |
|   |             |             |                 |                              |                    |                         |                           |              | \$ -                      |
|   |             |             |                 |                              |                    |                         |                           |              | \$ -                      |
| <b>Local Totals:</b>  |             |             | \$ -            | \$ -                         | \$ -               | \$ -                    | \$ -                      | \$ -         | <b>\$ -</b>               |
| <b>Phase Totals</b>   |             |             | <b>Planning</b> | <b>PE</b>                    | <b>ROW</b>         | <b>UR</b>               | <b>Cons</b>               | <b>Other</b> | <b>Total</b>              |
| Existing Programming Totals:  |             |             | \$ -            | \$ -                         | \$ -               | \$ -                    | <del>\$ 382,250,000</del> | \$ -         | <del>\$ 382,250,000</del> |
| Amended Programming Totals  |             |             | \$ -            | \$ -                         | \$ -               | \$ -                    | <b>\$ 559,750,000</b>     | \$ -         | <b>\$ 559,750,000</b>     |
| Total Estimated Project Cost (RTP entries for 10867 and 11176):   |             |             |                 |                              |                    |                         |                           |              | \$1.5B to \$1.9B          |
| Total Cost in Year of Expenditure:  |             |             |                 |                              |                    |                         |                           |              | \$1.5B to \$1.9B          |

|  |          |  |      |       |                |       |                |
|--|----------|--|------|-------|----------------|-------|----------------|
| Programming Summary  | Yes/No   | Reason if short Programmed   |      |       |                |       |                |
| Is the project short programmed?   | Yes & No | The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23682. |      |       |                |       |                |
| Programming Adjustments Details  | Planning | PE   | ROW  | UR    | Cons           | Other | Totals         |
| Phase Programming Change:  | \$ -     | \$ -   | \$ - | \$ -  | \$ 177,500,000 | \$ -  | \$ 177,500,000 |
| Phase Change Percent:  | 0.0%     | 0.00%  | 0.0% | 0.00% | 46.4%          | 0.0%  | 46.4%          |
| Amended Phase Matching Funds:  | \$ -     | \$ -   | \$ - | \$ -  | \$ 13,809,500  | \$ -  | \$ 13,809,500  |
| Amended Phase Matching Percent:  | N/A      | N/A  | N/A  | N/A   | 7.78%          | N/A   | 7.78%          |
| Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal. |          |  |      |       |                |       |                |

**Phase Programming Summary Totals**

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction   | Other | Total          |
|---------------|----------|------------------------------|--------------------|--------------------|----------------|-------|----------------|
| Federal       | \$ -     | \$ -                         | \$ -               | \$ -               | \$ 545,940,500 | \$ -  | \$ 545,940,500 |
| State         | \$ -     | \$ -                         | \$ -               | \$ -               | \$ 13,809,500  | \$ -  | \$ 13,809,500  |
| Local         | \$ -     | \$ -                         | \$ -               | \$ -               | \$ -           | \$ -  | \$ -           |
| Total         | \$ -     | \$ -                         | \$ -               | \$ -               | \$ 559,750,000 | \$ -  | \$ 559,750,000 |

**Phase Composition Percentages**

| Fund Type | Planning | PE   | ROW  | UR   | Cons   | Other | Total  |
|-----------|----------|------|------|------|--------|-------|--------|
| Federal   | 0.0%     | 0.0% | 0.0% | 0.0% | 97.5%  | 0.0%  | 97.53% |
| State     | 0.0%     | 0.0% | 0.0% | 0.0% | 2.5%   | 0.0%  | 2.5%   |
| Local     | 0.0%     | 0.0% | 0.0% | 0.0% | 0.0%   | 0.0%  | 0.00%  |
| Total     | 0.0%     | 0.0% | 0.0% | 0.0% | 100.0% | 0.0%  | 100.0% |

**Phase Programming Percentage**

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total  |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|-------|--------|
| Federal       | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 97.5%        | 0.0%  | 97.53% |
| State         | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 2.5%         | 0.0%  | 2.5%   |
| Local         | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 0.0%         | 0.0%  | 0.00%  |
| Total         | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 100.0%       | 0.0%  | 100.0% |

| Project Phase Obligation History                 |          |   |                                       |            |                                    |       |               |
|--|----------|---|---------------------------------------|------------|------------------------------------|-------|---------------|
| Item   | Planning | PE  | ROW                                   | UR         | Cons                               | Other | Federal       |
| Total Funds Obligated                            |          | \$ -                                      | \$ -                                  | \$ -       |                                    |       | Aid ID        |
| Federal Funds Obligated:                         |          | \$ -                                      | \$ -                                  | \$ -       |                                    |       | S001(483)     |
| EA Number:                                       |          | PE002591                                  | R9470000                              | U0000212   |                                    |       | FHWA or FTA   |
| Initial Obligation Date:                         |          | 9/21/2015                                 | 9/4/2020                              | 11/18/2024 |                                    |       | FHWA          |
| EA End Date:                                     |          | 12/31/2027                                | 12/31/2029                            | 12/31/2027 |                                    |       | FMIS or TRAMS |
| Known Expenditures:                              |          | \$ 131,841,060                            | \$ 655,202                            | \$ -       |                                    |       | FMIS          |
|  |          |   |                                       |            | Estimated Project Completion Date: |       | Not Specified |
| Completion Date Notes:                           |          | Construction is proposed to start in 2027 |                                       |            |                                    |       |               |
| Are federal funds being flex transferred to FTA? |          | No  | If yes, expected FTA conversion code: |            | N/A                                |       |               |

| Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section) |       |                |               |       |                |  |
|--|-------|----------------|---------------|-------|----------------|--|
| Funding Responsibility Source  | Phase | Federal        | State         | Local | Total          | Notes  |
| Rose Quarter   | Cons  | \$ 163,690,500 | \$ 13,809,500 | \$ -  | \$ 177,500,000 | OTC approval December 2024. Total OTC approval = \$250 million |
| USDOT Grants 2023  | Cons  | \$ 382,250,000 | \$ -          | \$ -  | \$ 382,250,000 | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000      |
| Phase Totals:  |       | \$ 545,940,500 | \$ 13,809,500 | \$ -  | \$ 559,750,000 |  |

1. What is the source of funding? **Federal NAE/RCP grant funds plus OTC approved funds.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

| Project Location References |                   |                                 |   |              |        |
|-----------------------------|-------------------|---------------------------------|---|--------------|--------|
| On State Highway            | Yes/No            | Route                           | MP Begin  | MP End       | Length |
|                             | Yes               | I-5                             | 301.2   | 303.4        | 2.2    |
| Cross Streets               | Route or Arterial | Cross Street                    | Cross Street  | Cross Street |        |
|                             | Interstate 5      | Just north of N. Russell Street | South to the southbound ramp portion of the I-5/I-84 intersection |              |        |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification |   |                |        |                        |           |  |              |
|---|---|----------------|--------|------------------------|-----------|--|--------------|
| 1st Year Programmed   | 2024  | Years Active   | 1      | Project Status         | 7         | Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. |              |
| Total Prior Amendments  | 0   | Last Amendment | Formal | Date of Last Amendment | July 2024 | Last MTIP Amend Num  | JL24-11-JUL2 |
| Last Amendment Action   | ADD PHASES and FUNDING:<br>The formal amendment adds \$382 million from the new USDOT RCN/NAE23 grant award to ODOT to support construction activities. |                |        |                        |           |  |              |

| RTP Air Quality Conformity and Transportation Modeling Designations   |   |
|---|---|
| Is this a capacity enhancing or non-capacity enhancing project?   | <b>Yes. The project is a capacity enhancing project</b>   |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | <b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>   |
| Exemption Reference:  | <b>Not applicable.</b>  |
| Was an air analysis required as part of RTP inclusion?  | <b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>  |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?             | <b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>   |
| Additional Completed Reviews:   | <b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b> |
| RTP Constrained Project ID and Name:  | <b>RTP IDs:<br/>ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)<br/>ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>  |



|                          |   |
|--------------------------|---|
| RTP Project Description: | <p><b>ID 10867:</b><br/> <b>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</b></p> <p><b>ID 11176:</b><br/> <b>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.</b></p> |
|--------------------------|---|

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

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

**Fund Codes References**

|  |   |
|--|---|
| Local                                  | Local funds used to support the federal match or contributes to the phase cost.   |
| Advance Construction ADVCON (AC funds) | A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified  |
| AC-NAE23                               | Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program   |
| NAE23                                  | Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year. |
| State                                  | General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.  |

STIP Programming Summary

Key Number: **23672**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Broadway to Weidler Phase 1** (DRAFT AMENDMENT DR

| Fund Codes          |                  |                      |                  |                       |                 |                       |               |                      |               |              |
|---------------------|------------------|----------------------|------------------|-----------------------|-----------------|-----------------------|---------------|----------------------|---------------|--------------|
| Phase               | Fund Code        | Description          | Percent of Phase | Total Amount          | Federal Percent | Federal Amount        | State Percent | State Amount         | Local Percent | Local Amount |
| CN                  | ACPO             | ADVANCE CONSTRUCT PR | 100.00%          | 559,750,000.00        | 0.00%           | 545,940,500.00        | 0.00%         | 13,809,500.00        | 0.00%         | 0.00         |
|                     | <b>CN Totals</b> |                      | <b>100.00%</b>   | <b>559,750,000.00</b> |                 | <b>545,940,500.00</b> |               | <b>13,809,500.00</b> |               | <b>0.00</b>  |
| <b>Grand Totals</b> |                  |                      |                  |                       |                 | <b>545,940,500.00</b> |               | <b>13,809,500.00</b> |               | <b>0.00</b>  |

Rose Quarter Full Project Summary Cost Estimate

Key 23672 Broadway to Weidler Construction Phase Summary Cost Estimate

Response:

|   |                          |
|---|--------------------------|
| Programmed Funding  | \$ 858,000,000           |
| State Funds   | \$ 135,000,000           |
| Federal Formula   | \$ 23,000,000            |
| FY23 RCN Grant Award  | \$ 450,000,000           |
| OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment) | \$ 250,000,000           |
| <b>Total Project Cost</b>   | <b>\$1.5 B - \$1.9B</b>  |
| <b>Funding Gap</b>  | <b>\$642M - \$1.042B</b> |

| I-5 Rose Quarter: Broadway to Weidler Phase 1 (ODOT K23672, MTIP ID 71444, RTP ID 11176) |      |                      |                      |
|--|------|----------------------|----------------------|
| PHASE  | YEAR | COST                 |                      |
|  |      | Current              | Proposed             |
| Preliminary Engineering  | NA   | \$0                  | \$0                  |
| Right of Way   | NA   | \$0                  | \$0                  |
| Utility Relocation   | NA   | \$0                  | \$0                  |
| Construction   | 2025 | \$382,250,000        | \$559,750,000        |
| Other  | NA   | \$0                  | \$0                  |
| <b>TOTAL</b>   |      | <b>\$382,250,000</b> | <b>\$559,750,000</b> |

**Broadway to Weidler Phase 1 - \$559.75 million:**

Funded with \$450 million in awarded 2023 Reconnecting Communities Grant funds from the USDOT (STIP KN 23682) and an additional \$177.5 million from the OTC appropriation for the Urban Mobility Strategy Finance Plan update approved on December 4, 2024.

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

| System                        | Y/N | Route        | Designation          |
|-------------------------------|-----|--------------|----------------------|
| NHS Project                   | Yes | Interstate 5 | Interstate           |
| Functional Classification     | Yes | Interstate 5 | 1 = Urban Interstate |
| Federal Aid Eligible Facility | Yes | Interstate 5 | Interstate           |

Anticipated Required Performance Measurements Monitoring

Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

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

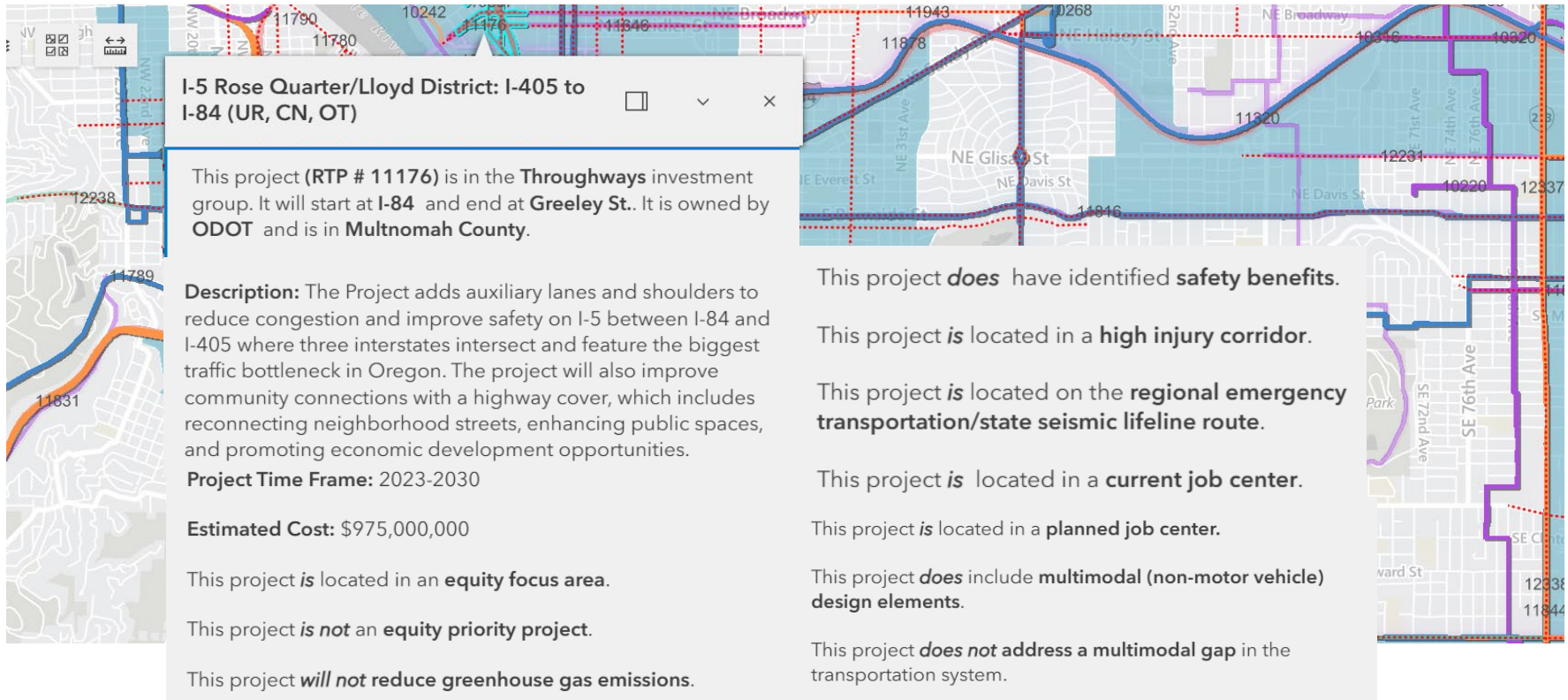
This project **is** located in a **current job center**.

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

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.

## Rose Quarter Improvement Project under RTP ID 11176



**I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)**

This project (RTP # 11176) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** 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 Time Frame:** 2023-2030

**Estimated Cost:** \$975,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

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

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

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

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.



## Project Location Maps and Exhibits

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



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

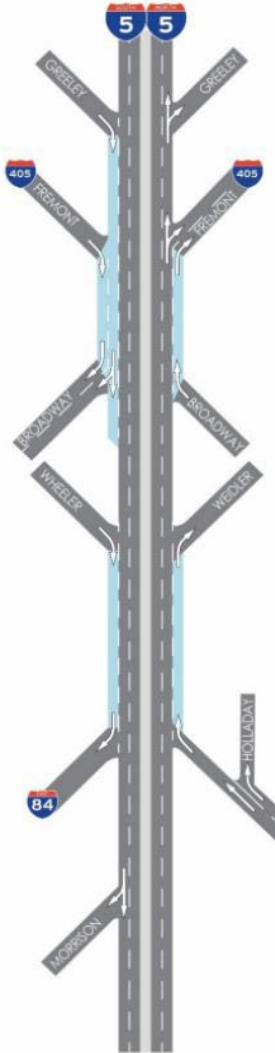
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- Construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure
- Include removing and replacing the Broadway, Weidler and Williams structures)
- Construct initial portions of the I-5 safety and operational improvements:
  - Including widening the Holladay/Hassalo bridge and build walls
  - Building the full southbound auxiliary lane and shoulders
  - Extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area,
  - Construct two sign bridges and associated Intelligent Transportation Systems.

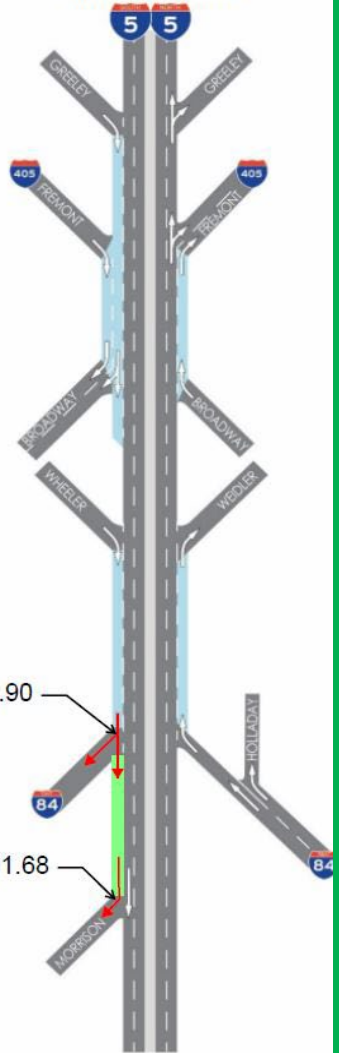
Construction is proposed to begin by 2027.

Key 23672 Proposed I-5 System Upgrades

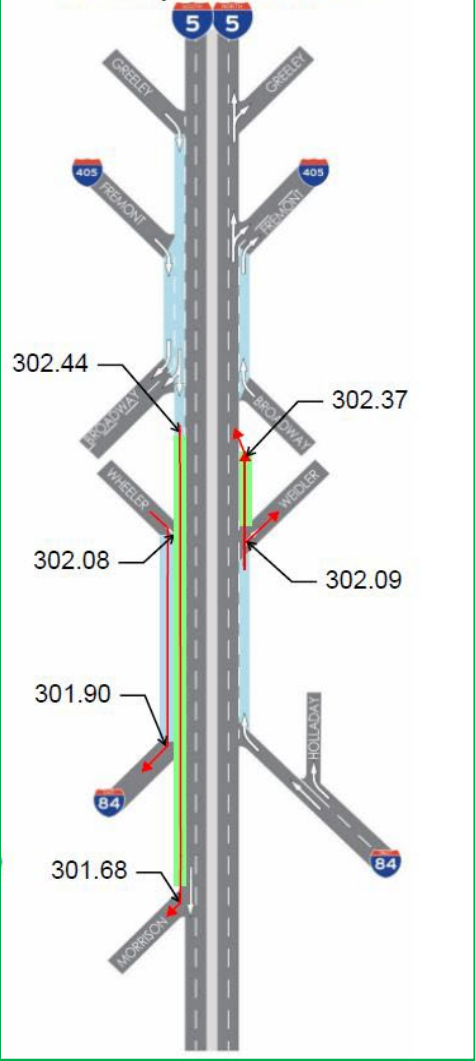
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



**Legend:** Existing I-5 Travel Lanes (Grey)  
New Auxiliary Lanes (Green)

Existing Auxiliary Lanes (Light Blue)

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



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**  
**Federal Fiscal Year 2025**

MTIP Formal Amendment  
**ADD FUNDS/SCOPE**  
 Add OTC approved funds, update  
 name and description

**Project #3**

| Project Details Summary |              |                     |     |                    |                  |                            |            |
|-------------------------|--------------|---------------------|-----|--------------------|------------------|----------------------------|------------|
| <b>ODOT Key #</b>       | <b>23682</b> | RFFA ID:            | N/A | RTP ID:            | 10867<br>11176   | RTP Approval Date:         | 11/30/2023 |
| <b>MTIP ID:</b>         | <b>71443</b> | CDS ID:             | N/A | Bridge #:          | S8588E<br>N8588E | FTA Flex & Conversion Code | No         |
| MTIP Amendment ID:      |              | <b>FB25-05-FEB1</b> |     | STIP Amendment ID: | 24-27-2201       |                            |            |

**Summary of Amendment Changes Occurring:**  
 The formal amendment updates the project segment name and adds \$60 million of the \$250 million OTC award to the construction phase. The new originates from a new \$250 million total allocation approved by OTC during their December 2024 meeting. A project scope adjustment is also occurring resulting in an update to the project name and description.

|                            |   |  |                                |      |  |                               |            |
|----------------------------|---|--|--------------------------------|------|--|-------------------------------|------------|
| <b>Project Name:</b>       | <del>I-405 and I-5 Stormwater Facilities</del><br><b>I-5 Rose Quarter: Phase 1A</b> |  |                                |      |  |                               |            |
| <b>Lead Agency:</b>        | <b>ODOT</b>   |  | <b>Applicant:</b>              | ODOT |  | <b>Administrator:</b>         | ODOT       |
| Certified Agency Delivery: | No  |  | Non-Certified Agency Delivery: | No   |  | Delivery as Direct Recipient: | <b>Yes</b> |

| MTIP Worksheet/Exhibit A Contents for Key 23682 |   |         |   |
|---|---|---------|---|
| Page(s)   | Content   | Page(s) | Content   |
| 1   | Project identification and amendment purpose    | 8       | Public comment period, and fund code descriptions |
| 2   | Project descriptions and classifications        | 9       | Programming and cost estimate summaries           |
| 3   | Programming details - Federal, State, and Local | 10-11   | RTP performance measures completed assessments    |
| 4   | Funding composition and match ratio details     | 12-13   | Project location map, scope description/exhibits  |
| 5   | Committed Funding Summary and limits            |         |   |
| 6-7   | Amendments and RTP consistency review areas     |         |   |



**Short Description:**

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

**Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071**

**MTIP Detailed Description (Internal Metro use only):**

On I-5 from ~~MP 301.40 to MP 303.20~~ **MP 301.20 to MP 303.40** in Portland, Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. **Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area.** Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.

**STIP Description:**

Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project.

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

| Phase Funding and Programming   |              |             |                 |                              |                    |                         |                         |              |                         |
|---|--------------|-------------|-----------------|------------------------------|--------------------|-------------------------|-------------------------|--------------|-------------------------|
| Fund Type   | Fund Code    | Year        | Planning        | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation (UR) | Construction (Cons)     | Other        | Total                   |
| <b>Federal Funds</b>  |              |             |                 |                              |                    |                         |                         |              |                         |
| AC-HB2017   | ACPO         | 2025        |                 |                              |                    |                         | \$ 4,611,000            |              | \$ 4,611,000            |
| <b>ADVCON</b>   | <b>ACPO</b>  | <b>2025</b> |                 |                              |                    |                         | <b>\$ 55,332,000</b>    |              | <b>\$ 55,332,000</b>    |
|   |              |             |                 |                              |                    |                         |                         |              | \$ -                    |
| <b>Federal Totals:</b>  |              |             | \$ -            | \$ -                         | \$ -               | \$ -                    | \$ 59,943,000           | \$ -         | <b>\$ 59,943,000</b>    |
| <b>Federal fund code notes:</b>   |              |             |                 |                              |                    |                         |                         |              |                         |
| 1. ADVCON = Advance Construction funds. These funds are used as a generic funding placeholder until the final federal fund code is known and committed to the project. When this occurs the use of the Advance Construction fund type code (ADVCON and ACPO) will be converted to the final eligible fund code. For the above programming, ADVCON represents a portion of the new \$250 million approved by OTC for the Rose Quarter project during their December 2024 meeting |              |             |                 |                              |                    |                         |                         |              |                         |
| 2. NAE23 = Neighborhood Access Equity Grant awarded during the 2023. These funds are 100% federal. No required matching funds.  |              |             |                 |                              |                    |                         |                         |              |                         |
| <b>State Funds</b>  |              |             |                 |                              |                    |                         |                         |              |                         |
| Fund Type   | Fund Code    | Year        | Planning        | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation      | Construction            | Other        | Total                   |
| State (ACHB2017)  | Match        | 2025        |                 |                              |                    |                         | \$ 389,000              |              | \$ 389,000              |
| <b>State (RCADVCON)</b>   | <b>Match</b> | <b>2025</b> |                 |                              |                    |                         | <b>\$ 4,668,000</b>     |              | <b>\$ 4,668,000</b>     |
|   |              |             |                 |                              |                    |                         |                         |              | \$ -                    |
| <b>State Totals:</b>  |              |             | \$ -            | \$ -                         | \$ -               | \$ -                    | \$ 5,057,000            | \$ -         | <b>\$ 5,057,000</b>     |
| <b>Local Funds</b>  |              |             |                 |                              |                    |                         |                         |              |                         |
| Fund Type   | Fund Code    | Year        | Planning        | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation      | Construction            | Other        | Total                   |
|   |              |             |                 |                              |                    |                         |                         |              | \$ -                    |
|   |              |             |                 |                              |                    |                         |                         |              | \$ -                    |
| <b>Local Totals:</b>  |              |             | \$ -            | \$ -                         | \$ -               | \$ -                    | \$ -                    | \$ -         | <b>\$ -</b>             |
| <b>Phase Totals</b>   |              |             | <b>Planning</b> | <b>PE</b>                    | <b>ROW</b>         | <b>UR</b>               | <b>Cons</b>             | <b>Other</b> | <b>Total</b>            |
| Existing Programming Totals:  |              |             | \$ -            | \$ -                         | \$ -               | \$ -                    | <del>\$ 5,000,000</del> | \$ -         | <del>\$ 5,000,000</del> |
| Amended Programming Totals  |              |             | \$ -            | \$ -                         | \$ -               | \$ -                    | <b>\$ 65,000,000</b>    | \$ -         | <b>\$ 65,000,000</b>    |
| Total Estimated Project Cost:   |              |             |                 |                              |                    |                         |                         |              | \$1.5B to \$1.9B        |
| Total Cost in Year of Expenditure:  |              |             |                 |                              |                    |                         |                         |              | \$1.5B to \$1.9B        |

| Programming Summary  | Yes/No   | Reason if short Programmed   |      |       |               |       |               |
|--|----------|--|------|-------|---------------|-------|---------------|
| Is the project short programmed?   | Yes & No | The construction phase funding represents the approved funding for this phase segment. The segment funding is fully programmed. Additional Rose Quarter funding is programmed in Keys 19071 and 23672. |      |       |               |       |               |
| Programming Adjustments Details  | Planning | PE   | ROW  | UR    | Cons          | Other | Totals        |
| Phase Programming Change:  | \$ -     | \$ -   | \$ - | \$ -  | \$ 60,000,000 | \$ -  | \$ 60,000,000 |
| Phase Change Percent:  | 0.0%     | 0.00%  | 0.0% | 0.00% | 1200.0%       | 0.0%  | 1200.0%       |
| Amended Phase Matching Funds:  | \$ -     | \$ -   | \$ - | \$ -  | \$ 5,057,000  | \$ -  | \$ 5,057,000  |
| Amended Phase Matching Percent:  | N/A      | N/A  | N/A  | N/A   | 7.78%         | N/A   | 8.37%         |
| Note: Match ratios appear lower than the usual required minimums due to the inclusion of the NAE23 grant funds which are 100% federal. |          |  |      |       |               |       |               |

### Phase Programming Summary Totals

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction  | Other | Total         |
|---------------|----------|------------------------------|--------------------|--------------------|---------------|-------|---------------|
| Federal       | \$ -     | \$ -                         | \$ -               | \$ -               | \$ 59,943,000 | \$ -  | \$ 59,943,000 |
| State         | \$ -     | \$ -                         | \$ -               | \$ -               | \$ 5,057,000  | \$ -  | \$ 5,057,000  |
| Local         | \$ -     | \$ -                         | \$ -               | \$ -               | \$ -          | \$ -  | \$ -          |
| Total         | \$ -     | \$ -                         | \$ -               | \$ -               | \$ 65,000,000 | \$ -  | \$ 65,000,000 |

### Phase Composition Percentages

| Fund Type | Planning | PE   | ROW  | UR   | Cons   | Other | Total  |
|-----------|----------|------|------|------|--------|-------|--------|
| Federal   | 0.0%     | 0.0% | 0.0% | 0.0% | 92.2%  | 0.0%  | 92.22% |
| State     | 0.0%     | 0.0% | 0.0% | 0.0% | 7.8%   | 0.0%  | 7.8%   |
| Local     | 0.0%     | 0.0% | 0.0% | 0.0% | 0.0%   | 0.0%  | 0.00%  |
| Total     | 0.0%     | 0.0% | 0.0% | 0.0% | 100.0% | 0.0%  | 100.0% |

### Phase Programming Percentage

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total  |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|-------|--------|
| Federal       | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 92.2%        | 0.0%  | 92.22% |
| State         | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 7.8%         | 0.0%  | 7.8%   |
| Local         | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 0.0%         | 0.0%  | 0.00%  |
| Total         | 0.0%     | 0.0%                         | 0.0%               | 0.0%               | 100.0%       | 0.0%  | 100.0% |

| Project Phase Obligation History                 |          |   |                                       |            |                                    |       |               |
|--|----------|---|---------------------------------------|------------|------------------------------------|-------|---------------|
| Item   | Planning | PE  | ROW                                   | UR         | Cons                               | Other | Federal       |
| Total Funds Obligated                            |          | \$ -  | \$ -                                  | \$ -       |                                    |       | Aid ID        |
| Federal Funds Obligated:                         |          | \$ -  | \$ -                                  | \$ -       |                                    |       | S001(483)     |
| EA Number:                                       |          | PE002591  | R9470000                              | U0000212   |                                    |       | FHWA or FTA   |
| Initial Obligation Date:                         |          | 9/21/2015                                       | 9/4/2020                              | 11/18/2024 |                                    |       | FHWA          |
| EA End Date:                                     |          | 12/31/2027                                      | 12/31/2029                            | 12/31/2027 |                                    |       | FMIS or TRAMS |
| Known Expenditures:                              |          | \$ 131,841,060                                  | \$ 655,202                            | \$ -       |                                    |       | FMIS          |
|  |          |   |                                       |            | Estimated Project Completion Date: |       | Not Specified |
| Completion Date Notes:                           |          | Construction phase is proposed to begin in 2025 |                                       |            |                                    |       |               |
| Are federal funds being flex transferred to FTA? |          | No  | If yes, expected FTA conversion code: |            | N/A                                |       |               |

| Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section) |       |               |              |       |               |  |
|--|-------|---------------|--------------|-------|---------------|--|
| Funding Responsibility Source  | Phase | Federal       | State        | Local | Total         | Notes  |
| Rose Quarter   | Cons  | \$ 55,332,000 | \$ 4,668,000 | \$ -  | \$ 60,000,000 | OTC approval December 2024. Total OTC approval = \$250 million |
| USDOT Grants 2023  | Cons  | \$ 4,611,000  | \$ 389,000   | \$ -  | \$ 5,000,000  | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000      |
| Phase Totals:  |       | \$ 59,943,000 | \$ 5,057,000 | \$ -  | \$ 65,000,000 |  |

1. What is the source of funding? **HB2017 authorized funding plus OTC approved funds.**
2. Does the amendment include changes or updates to the project funding? **Yes. New OTC approved funds (\$250 million total from their December 2024 meeting)) are being added to the MTIP.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via OTC approval during their 12-4-2024 meeting.**
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? **OTC approval was required.**
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? **Yes.**

| Project Location References |                   |                                 |   |                          |        |
|-----------------------------|-------------------|---------------------------------|---|--------------------------|--------|
| On State Highway            | Yes/No            | Route                           | MP Begin  | MP End                   | Length |
|                             | Yes               | I-5                             | <del>301.40</del> 301.20  | <del>303.20</del> 303.40 | 2.20   |
| Cross Streets               | Route or Arterial | Cross Street                    | Cross Street  |                          |        |
|                             | Interstate 5      | Just north of N. Russell Street | South to the southbound ramp portion of the I-5/I-84 intersection |                          |        |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification |  |                |        |                        |           |  |              |
|---|--|----------------|--------|------------------------|-----------|--|--------------|
| 1st Year Programmed   | 2024   | Years Active   | 1      | Project Status         | 7         | Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. |              |
| Total Prior Amendments  | 1  | Last Amendment | Formal | Date of Last Amendment | July 2024 | Last MTIP Amend Num  | JL24-11-JUL2 |
| Last Amendment Action   | <p><b>ADD NEW PROJECT:</b><br/>           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> |                |        |                        |           |  |              |

| RTP Air Quality Conformity and Transportation Modeling Designations   |   |
|---|---|
| Is this a capacity enhancing or non-capacity enhancing project?   | <b>Yes. The project is a capacity enhancing project</b>   |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | <b>No. The project is not exempt from a air conformity and transportation modeling analysis</b>   |
| Exemption Reference:  | <b>Not applicable.</b>  |
| Was an air analysis required as part of RTP inclusion?  | <b>Yes. The project completed a conformity assessment as part of the 2023 RTP Update</b>  |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?             | <b>Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.</b>   |
| Additional Completed Reviews:   | <b>As part of the February 2025 Formal MTIP Amendment, the project completed a special Performance Assessment Evaluation (PAE) to examine the expected performance benefits to the transportation system and to reconfirm the project as project is still consistent with the 2023 RTP.</b> |
| RTP Constrained Project ID and Name:  | <b>RTP IDs:<br/>           ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)<br/>           ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)</b>  |

|                          |   |
|--------------------------|---|
| RTP Project Description: | <p><b>ID 10867:</b><br/> <b>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</b></p> <p><b>ID 11176:</b><br/> <b>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.</b></p> |
|--------------------------|---|

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

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be Tuesday, February 4, 2025 to Friday, March 7, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Possibly. The nature of the submitted comments will determine any required follow-on comment reviews by Metro Communications Department staff, Council Office, JPACT, and Metro Council. Submitted comments will be logged and monitored from their on-line submissions to any testimony provided at committees, and from written correspondence submitted to Metro.**

**Fund Codes References**

|   |  |
|---|--|
| <p>Advance Construction<br/>ADVCON<br/>(AC funds)</p> | <p>A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. The use of a generic AC "ADVCON" indicates the expected federal conversion fund is not yet specified</p>  |
| <p>AC-NAE23</p>                                       | <p>Advance Construction placeholder funds with the expected conversion code to be the federal Neighborhood Access Equity funding program</p>   |
| <p>NAE23</p>  | <p>Neighborhood Access and Equity (NAE) program: This program provides Federal funds for projects that improve walkability, safety, and affordable transportation access through context-sensitive strategies and address existing transportation facilities that create barriers to community connectivity or negative impacts on the human or natural environment, especially in disadvantaged or underserved communities. The program also provides funding for planning and capacity building activities in disadvantaged or underserved communities as well as funding for technical assistance to units of local government to facilitate efficient and effective contracting, design, and project delivery and to build capacity for delivering surface transportation projects. The "23" tag refers to the grant cycle award year.</p> |
| <p>State</p>  | <p>General state funds used usually in support of the required minimum match to the federal funds. They also can be added overmatch to the project phase.</p>  |

STIP Programming Summary

Key Number: **23682**

2024-2027 STIP

Project Name: **I-5 Rose Quarter: Phase 1A**

(DRAFT AMENDMENT DP)

| Fund Codes |                     |                      |                  |                      |                 |                      |               |                     |               |              |
|------------|---------------------|----------------------|------------------|----------------------|-----------------|----------------------|---------------|---------------------|---------------|--------------|
| Phase      | Fund Code           | Description          | Percent of Phase | Total Amount         | Federal Percent | Federal Amount       | State Percent | State Amount        | Local Percent | Local Amount |
| CN         | ACPO                | ADVANCE CONSTRUCT PR | 100.00%          | 65,000,000.00        | 92.22%          | 59,943,000.00        | 7.78%         | 5,057,000.00        | 0.00%         | 0.00         |
|            | <b>CN Totals</b>    |                      | <b>100.00%</b>   | <b>65,000,000.00</b> |                 | <b>59,943,000.00</b> |               | <b>5,057,000.00</b> |               | <b>0.00</b>  |
|            | <b>Grand Totals</b> |                      |                  | <b>65,000,000.00</b> |                 | <b>59,943,000.00</b> |               | <b>5,057,000.00</b> |               | <b>0.00</b>  |

Rose Quarter Full Project Summary Cost Estimate

Key 23682 Rose Quarter Phase 1A I-405 and I-5 Stormwater Facilities Summary Cost Estimate

Response:

|   |                          |
|---|--------------------------|
| Programmed Funding  | \$ 858,000,000           |
| State Funds   | \$ 135,000,000           |
| Federal Formula   | \$ 23,000,000            |
| FY23 RCN Grant Award  | \$ 450,000,000           |
| OTC-Approved Investment (December 2024 Urban Mobility Strategy Finance Plan, pending TIP Amendment) | \$ 250,000,000           |
| <b>Total Project Cost</b>   | <b>\$1.5 B - \$1.9B</b>  |
| <b>Funding Gap</b>  | <b>\$642M - \$1.042B</b> |

| I-405 and I-5 Stormwater Facilities Project (ODOT K23682, MTIP ID 71443, RTP ID 11176) - to be known as I-5 Rose Quarter: Phase 1A |      |                    |                     |
|--|------|--------------------|---------------------|
| PHASE  | YEAR | COST               |                     |
|  |      | Current            | Proposed            |
| Preliminary Engineering  | NA   | \$0                | \$0                 |
| Right of Way   | NA   | \$0                | \$0                 |
| Utility Relocation   | NA   | \$0                | \$0                 |
| Construction   | 2025 | \$5,000,000        | \$65,000,000        |
| Other  | NA   | \$0                | \$0                 |
| <b>TOTAL</b>   |      | <b>\$5,000,000</b> | <b>\$65,000,000</b> |

Phase 1A- \$65 million:

Funded with \$60 million from an OTC appropriation approved on December 4, 2024, and \$5 million currently programmed in STIP KN 21219. |



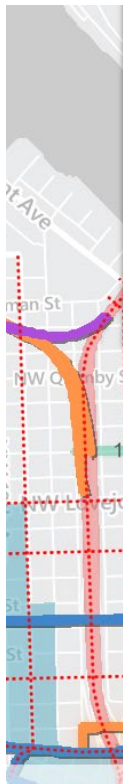
Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

| System                        | Y/N | Route        | Designation          |
|-------------------------------|-----|--------------|----------------------|
| NHS Project                   | Yes | Interstate 5 | Interstate           |
| Functional Classification     | Yes | Interstate 5 | 1 = Urban Interstate |
| Federal Aid Eligible Facility | Yes | Interstate 5 | Interstate           |

Anticipated Required Performance Measurements Monitoring

Rose Quarter Improvement Project under RTP ID 10867



This project (RTP # 10867) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.

**Project Time Frame:** 2023-2030

**Estimated Cost:** \$338,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not reduce greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

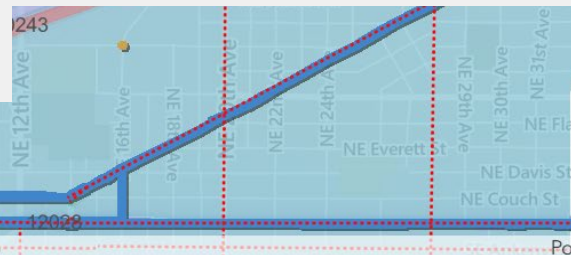
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

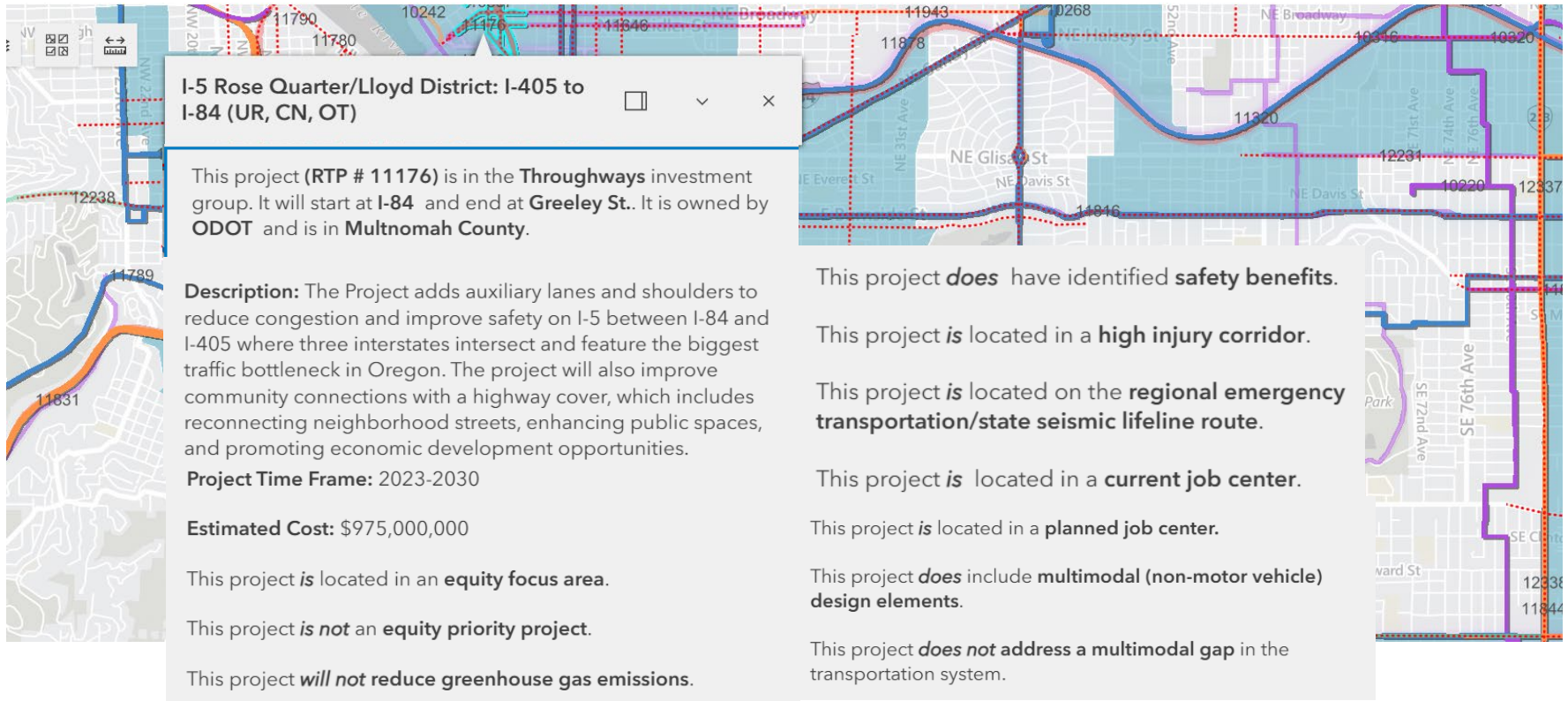
This project **is** located in a **current job center**.

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

This project **does** include **multimodal (non-motor vehicle) design elements**.

This project **does not address a multimodal gap** in the transportation system.





**I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)**

This project (RTP # 11176) is in the **Throughways** investment group. It will start at **I-84** and end at **Greeley St.** It is owned by **ODOT** and is in **Multnomah County**.

**Description:** 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 Time Frame:** 2023-2030

**Estimated Cost:** \$975,000,000

This project *is* located in an **equity focus area**.

This project *is not* an **equity priority project**.

This project *will not* reduce **greenhouse gas emissions**.

This project *does* have identified **safety benefits**.

This project *is* located in a **high injury corridor**.

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

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

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

This project *does* include **multimodal (non-motor vehicle) design elements**.

This project *does not* address a **multimodal gap** in the transportation system.

## Project Exhibits and Location Maps

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



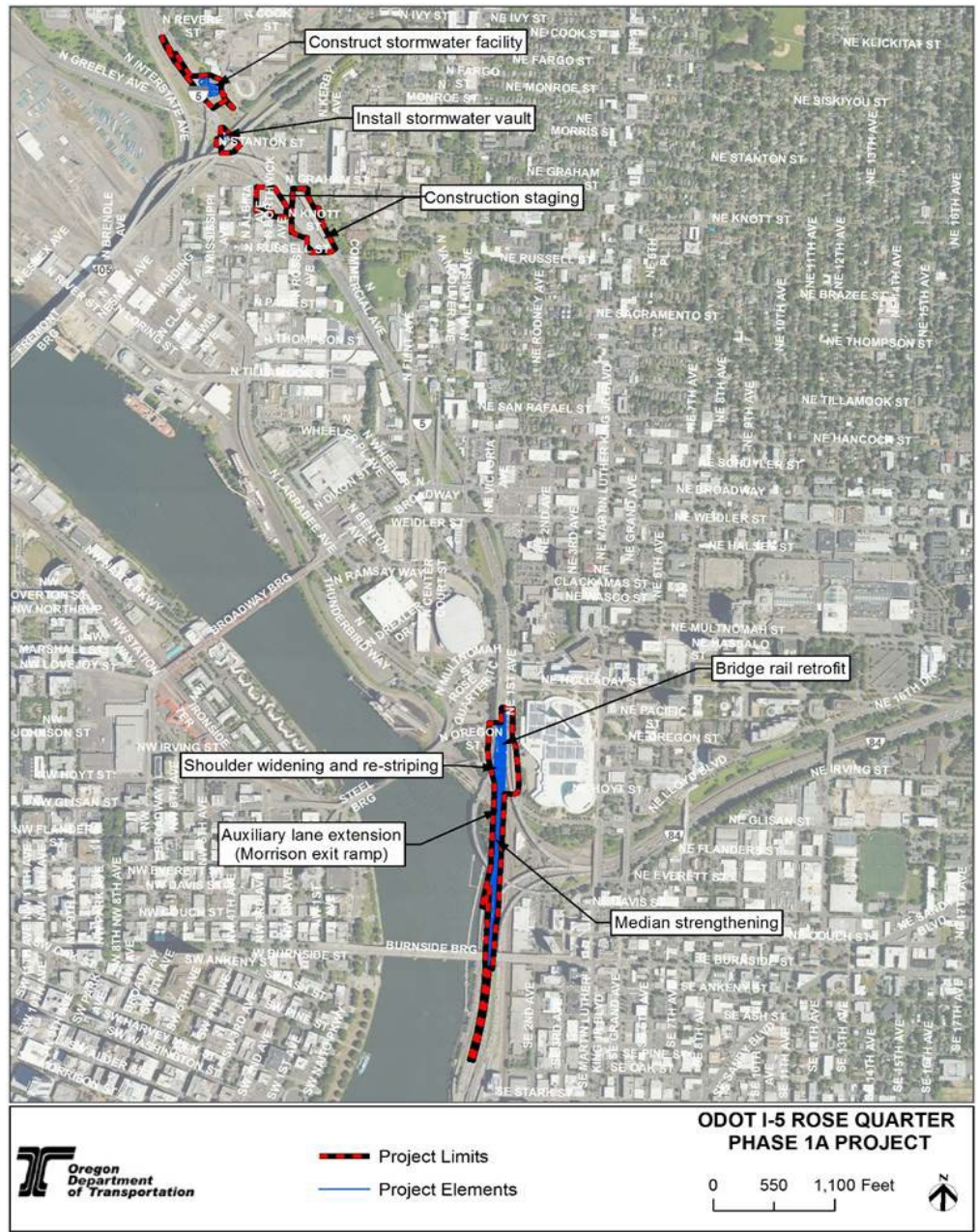
### Summary of planned improvements - K23682 I-5 Rose Quarter: Phase 1A

**Phase 1A** consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed improvements include:

- Structural deck overlay
- Seismic retrofits
- Structural work to modify the gore between bridges
- Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.
- Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.
- Retrofitting NB and SB bridge rails with crash compliant bridge railing.
- Strengthening of existing median overhang to support traffic lanes.
- Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp
- Stormwater quality facility construction
- Stormwater vault installation



## Planned Phase IA Improvement Locations





**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: March 11, 2025  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: I-5 Rose Quarter 2025 MTIP Formal Amendment & Resolution 25-5463  
Amendment Approval Request (FB25-05-FEB1)

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF AMENDING THREE RELATED I-5 ROSE QUARTER PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The I-5 Rose Quarter Improvement Project Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment represents a stand-alone formal amendment containing three Rose Quarter related projects. Six attachments are included that provide a summary of current STIP project programming, include a summary of the Performance Assessment Evaluation (PAE), prior Oregon Transportation Commission (OTC) items, responses to TPAC questions raised, and a Phase 1/Phase 1A build-out exhibit.

#### **What is the requested action?**

**JPACT approved Resolution 25-5463 on March 20, 2025, which awards \$250 million for the three I-5 Rose Quarter Improvement Projects and now requests Metro Council provide the final approval enabling MTIP and STIP programming requirements to be completed.**

#### **Rose Quarter Improvement Projects Prior Formal Amendment Summary**

The last formal amendment to the Rose Quarter project occurred during July 2024. This amendment added the Reconnecting Communities Pilot/Neighborhood Access and Equity (RCP/NAE) to both the Rose Quarter Improvement Project and to the city of Portland's new Rose Quarter related Broadway Main Street and Supporting Connections project. The Rose Quarter Improvement Project received a \$450 million discretionary grant award with Portland's Broadway/Main Street project awarded \$38 million.

The I-5 Rose Quarter Improvement Project added \$68 million of the RCP/NAE grant award to non-construction phases in Key 19071. Two new exempt, non-capacity enhancing projects were created as well. The remaining \$382 million RCP/NAE funding was committed to the to the new I-5 Rose Quarter: Broadway to Weidler Phase 1 construction phase project and programmed in Key 23672.

Additionally, the existing \$5 million dollars from ODOT's I-5 Over NE Hassalo St and NE Holladay St (Portland) project in Key 21219 was transferred to the second Rose Quarter construction project, I-405 and I-5 Stormwater Facilities now programmed in Key 23682 (now being renamed to be "I-5 Rose Quarter: Phase 1A").

Finally, the July 2024 Rose Quarter formal MTIP amendment added Portland's \$38 million RCP/NAE grant award to their Broadway Main Street and Supporting Connections project in Key 23646. The Portland project will complete multiple "Complete Street" project elements including enhanced sidewalks, ADA compliant curb ramps upgrades, and reduced crossing distances for safer pedestrian crossings, plus enhanced access to Rose Quarter Transit Center

The July 2024 Rose Quarter formal amendment was approved and incorporated the updates to approved STIP during the beginning of September 2024. The below tables summaries the Rose Quarter projects now in the approved MTIP and STIP. The current STIP programming pages for the four projects are attached to the staff report as Attachment 1. The project changes are explained in the project tables that start on page five in the staff report.

### Project Summary Change Tables

| I-5 Rose Quarter Improvement Project MTIP/STIP Programming<br>After Approval of the July 2024 Rose Quarter MTIP Formal Amendment |             |   |  |
|--|-------------|---|--|
| STIP Key Number  | Lead Agency | Project Name  | Description  |
| 19071  | ODOT        | Rose Quarter Improvement Project<br>(Non-construction)  | Non- construction phase programming to preliminary engineering, right-of-way, utility relocation, and Other phases. Considered the "parent project."<br>Summary description: On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. |
| 23672  | ODOT        | I-5 Rose Quarter: Broadway to Weidler Phase 1<br>(Construction)                                       | Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages  |
| 23682  | ODOT        | I-405 and I-5 Stormwater Facilities<br>Now renamed to be I-5 Rose Quarter: Phase 1A<br>(Construction) | Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project.  |

|       |          |   |   |
|-------|----------|---|---|
| 23646 | Portland | Broadway Main Street and Supporting Connections | Complete multiple "Complete Street" project elements including enhanced sidewalks, ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. |
|-------|----------|---|---|

The effect of the July 2024 I-5 Rose Quarter MTIP Formal Amendment creates the first delivery package/segment for the Rose Quarter project. Construction elements for the Rose Quarter project will occur through multiple delivery packages/segments based on the available funding. For large projects, this is a delivery strategy often employed to better leverage the available funding. Keys 23672 and 23682 represent the construction delivery package based on the awarded RCP/NAE grant.

### **December 2024 Oregon Transportation Commission (OTC) Action**

During OTC's December 4, 2024, meeting, the Commission approved a \$250 million funding award supporting the Rose Quarter Improvement Project. During their January 16, 2025, meeting, the Rose Quarter project team provided OTC with their funding plan to apply the \$250 million dollar award. A copy of both OTC staff reports (December and January) is included as attachments to this report for reference. Note: The OTC funding award does not impact Portland Broadway/Main St project in 23646. This project is not part of the February #1, 2025, Rose Quarter MTIP Formal Amendment.

The February #1, 2025, Rose Quarter MTIP Formal Amendment provides the programming updates to apply the \$250 million OTC funding allocation to the applicable Rose Quarter projects. A short summary of the updates includes the following:

- **Key 19071 – I-5 Rose Quarter Improvement Project:**  
The formal amendment adds a total of \$12.5 million as follows:
  - \$10 million is added to the preliminary engineering (PE) phase.
  - \$1 million is added to the right-of-way phase
  - The utility relocation (UR) phase receives a \$1 million increase.
  - The Other phase receives a \$500,000 boost.
  - Key 19071 increases from \$236,141,997 to \$238,141, 997 or 5.3%.
- **Key 23672 - I-5 Rose Quarter: Broadway to Weidler Phase 1:**  
The formal amendment adds \$177,500,000 to support the construction phase activities. The project increases from \$382,250,000 to \$559,750,000.
- **Key 23682 – I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A:**  
The formal amendment updates the project segment name and description, plus expands the scope of work. As a result, \$60 million of the \$250 million OTC award to the construction phase is being added to the project. The net increase takes the project from \$5 million to \$65 million.



## Consistency of the Proposed MTIP Amendment with the Regional Transportation Plan

All MTIP Amendments are reviewed for consistency with the Regional Transportation Plan (RTP). There are three elements of the consistency review.

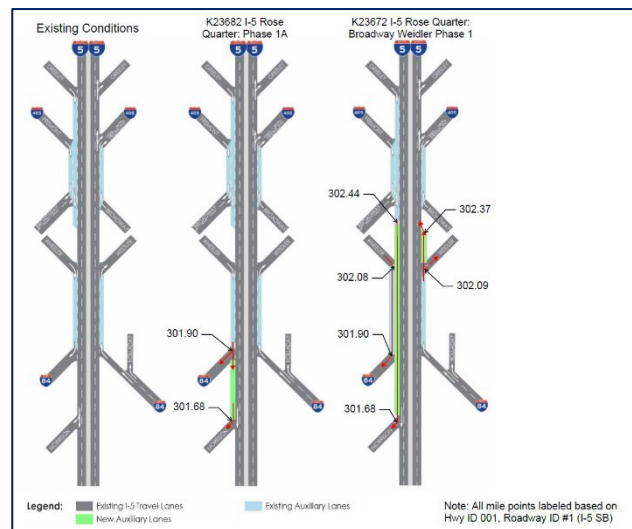
### Consistency of the Proposed MTIP Amendment with RTP Project Scope Description:

The RTP project scope consistency review is to determine if the amended or new project is consistent with the project as entered in the RTP. To determine RTP consistency for very large capacity enhancing projects like the I-5 Rose Quarter Improvement Project, Metro RTP modeling staff reviewed the project scope and how it was modelled in the regional travel demand model for the RTP analysis. This review found that the partial build-out project as submitted for amendment is consistent with the full project build-out as entered into the 2023 RTP. There are no capacity scope elements included in the project amendment that are not included in the project as submitted in the RTP.

### Performance Assessment and the RTP:

MTIP amendments are assessed for their expected performance in making progress toward adopted RTP goals. These goals include Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. Large projects that add capacity to the transportation system receive a more rigorous Performance Assessment Evaluation (PAE). These are defined as projects generally costing \$100 million or more and that include project elements that have inputs to the regional travel demand and emissions models. Inputs to these models are generally transportation project elements that are not included as an eligible exemption as referenced in 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3. This proposed amendment met the threshold for conducting a PAE.

Figure 1: I-5 Rose Quarter System Elements as proposed in the February #1 Formal Amendment



The results from the completed Performance Assessment Evaluation are included in Attachment 2 to the staff report. Consistent with federal regulations, the performance analysis examined how the overall package of 2024-27 MTIP investments with the addition of this amendment would make progress toward the RTP goals.



### Fiscal Constraint and RTP Consistency Results:

A key review component of all MTIP formal amendments requires the project changes involving the addition or removal of federal funds be properly verified. This is known as the MTIP's demonstration of fiscal constraint verification requirement. All MTIP formal amendments must provide a verification of the new funding and that the MTIP is not overprogrammed as a result of the amendment actions.

The \$250 million award for the Rose Quarter Improvement Project required OTC approval. The approved funds are ODOT managed funds. They are not Metro allocated are awarded funds. Fund award approval occurred during OTC's December 2024 meeting. During OTC's January 2025 meeting, the Rose Quarter project team submitted their project summary scope and expenditure plan for the new \$250 million dollars. OTC provided their approval for the proposed use of the funds. The OTC actions meet the MTIP fiscal constraint verification requirement ensuring the MTIP maintains fiscal constraint.

For MTIP amendment compliance purposes with 23 CFR 450.326-328, the I-5 Rose Quarter Improvement Project submitted amendment to add the \$250 million among Keys 19071, 23672, and 23682 has met fiscal constraint demonstration requirements.

The below tables provide a summary of project changes occurring to the three projects.

| Project Number: 1 | Key Number: 19071   | Status: Add Funds |
|-------------------|---|-------------------|
| Project Name:     | <b>I-5 Rose Quarter Improvement Project</b>   |                   |
| Lead Agency:      | ODOT  |                   |
| Description:      | <p>The Rose Quarter investment is intended to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.</p> <p>Note: Key 19071 is considered the Rose Quarter parent project and contains programming for non-construction phases.</p> |                   |
| Funding Summary:  | <p>The February #1 formal amendment adds \$12.5 million from the \$250 million allocation to the project. PE picks up \$10 million with \$1 million for ROW. UR adds \$1 million and the Other phase adding \$500,000. Key 19071 net funding change increases the project from \$236,141,997 to \$248,641,997. This equals a 5.3% cost increase to</p>  |                   |

the project. A fund type composition summary for Key 19071 is shown below.

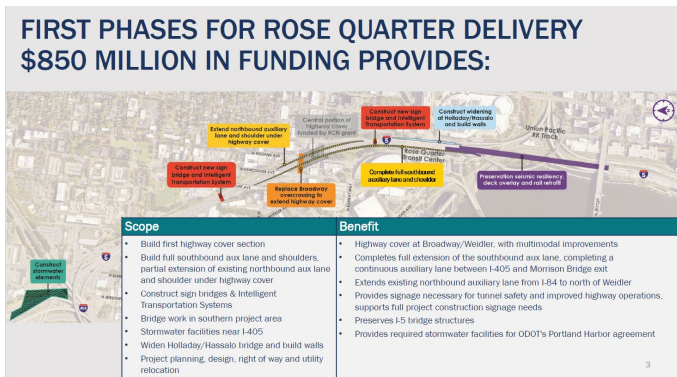
| Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section) |       |                |               |              |                               |   |
|--|-------|----------------|---------------|--------------|-------------------------------|---|
| Funding Responsibility Source  | Phase | Federal        | State         | Local        | Total                         | Notes   |
| ODOT Enhance   | PE    | \$ 1,500,000   | \$ 126,545    | \$ -         | \$ 1,626,545                  |   |
| ODOT Region 1 Fix-It Program   | PE    | \$ 1,844,400   | \$ 155,600    | \$ -         | \$ 2,000,000                  |   |
| ODOT Statewide Fix-it Program  | PE    | \$ -           | \$ 1,000,000  | \$ -         | \$ 1,000,000                  |   |
| HB2017 Discretionary   | PE    | \$ 119,886,000 | \$ 10,114,000 | \$ -         | \$ 130,000,000                |   |
| Local contributions  | PE    | \$ -           | \$ -          | \$ 4,000,000 | \$ 4,000,000                  |   |
| ODOT Region 1  | PE    | \$ 2,305,500   | \$ 194,500    | \$ -         | \$ 2,500,000                  |   |
| Rose Quarter   | PE    | \$ 9,222,000   | \$ 778,000    | \$ -         | \$ 10,000,000                 | OTC approval December 2024                                |
| SW Natl Hwy Freight (NHFP)   | PE    | \$ 15,000,000  | \$ 1,265,452  | \$ -         | \$ 16,265,452                 | FHWA discretionary National Highway Freight Program       |
| USDOT Grants 2023  | PE    | \$ 30,000,000  | \$ -          | \$ -         | \$ 30,000,000                 | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 |
| Phase Totals:  |       | \$ 179,757,900 | \$ 13,634,097 | \$ 4,000,000 | \$ 197,391,997                | \$ 197,391,997  |
| AC-HB2017 Discretionary  | ROW   | \$ 10,144,200  | \$ 855,800    | \$ -         | \$ 11,000,000                 |   |
| Rose Quarter   | ROW   | \$ 922,200     | \$ 77,800     | \$ -         | \$ 1,000,000                  |   |
| USDOT Grants 2023  | ROW   | \$ 30,000,000  | \$ -          | \$ -         | \$ 30,000,000                 | Part of NAE grant award                                   |
| Phase Totals:  |       | \$ 41,066,400  | \$ 933,600    | \$ -         | \$ 42,000,000                 |   |
| Rose Quarter   | UR    | \$ 922,200     | \$ 77,800     | \$ -         | \$ 1,000,000                  | Added OTC December 2024 action                            |
| USDOT Grants 2023  | UR    | \$ 7,500,000   | \$ -          | \$ -         | \$ 7,500,000                  | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 |
| Phase Totals:  |       | \$ 8,422,200   | \$ 77,800     | \$ -         | \$ 8,500,000                  |   |
| Rose Quarter   | Other | \$ 461,100     | \$ 38,900     | \$ -         | \$ 500,000                    | Added OTC December 2024 action                            |
| USDOT Grants 2023  | Other | \$ 250,000     | \$ -          | \$ -         | \$ 250,000                    | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 |
| Phase Totals:  |       | \$ 711,100     | \$ 38,900     | \$ -         | \$ 750,000                    |   |
| Program Totals All Phases  |       |                |               |              | Total                         |   |
|  |       |                |               |              | ODOT Enhance                  | \$ 1,626,545  |
|  |       |                |               |              | ODOT Region 1 Fix-It Program  | \$ 2,000,000  |
|  |       |                |               |              | ODOT Statewide Fix-it Program | \$ 1,000,000  |
|  |       |                |               |              | HB2017 Discretionary          | \$ 141,000,000  |
|  |       |                |               |              | Local contributions           | \$ 4,000,000  |
|  |       |                |               |              | ODOT Region 1                 | \$ 2,500,000  |
|  |       |                |               |              | SW Natl Hwy Freight (NHFP)    | \$ 16,265,452   |
|  |       |                |               |              | Rose Quarter                  | \$ 12,500,000   |
|  |       |                |               |              | USDOT Grants 2023             | \$ 67,750,000   |
|  |       |                |               |              | Total:                        | \$ 248,641,997  |
|  |       |                |               |              | Total OTC approval =          | \$250 million   |
|  |       |                |               |              | Total grant award =           | \$450 million   |
|  |       |                |               |              | TPC estimate =                | \$1.5B to \$1.9B  |

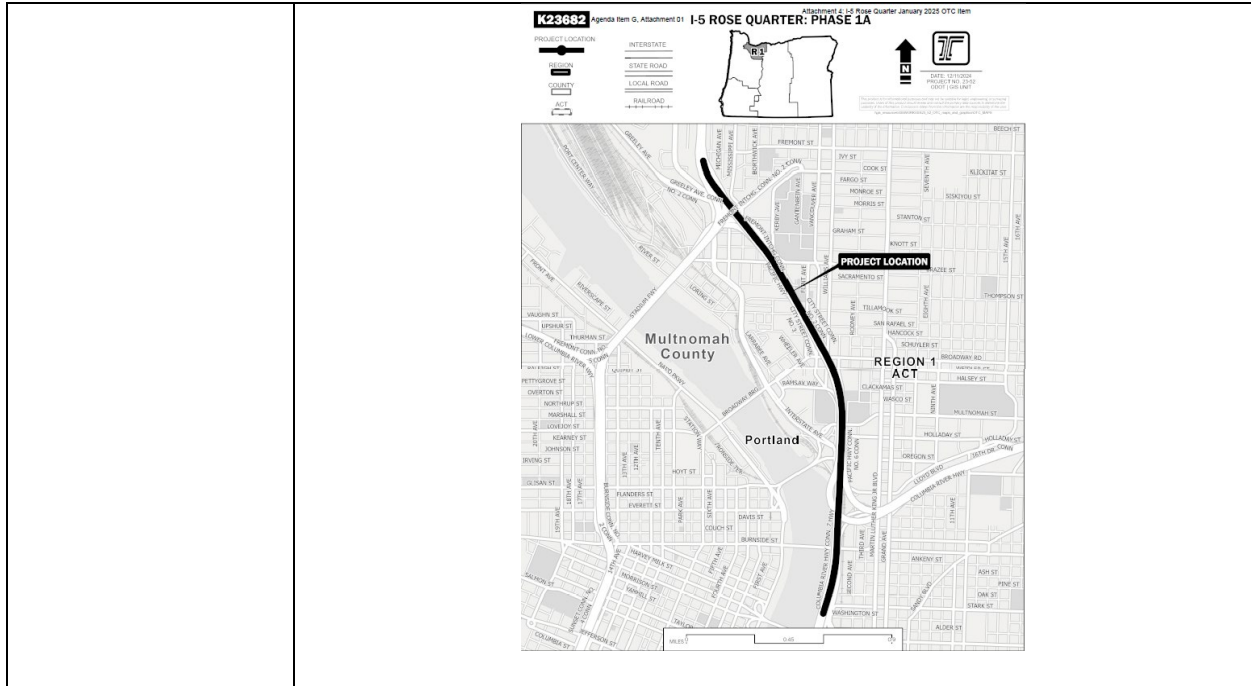
Amendment Action:

The formal amendment adds the \$12.5 million from the total \$250 million award to the PE, ROW, UR, and Other phases. The project funding support non-construction phase activities. Construction activities are programmed in Keys 23672 and 23682. Both construction projects are included in this amendment bundle.

Added Notes:

Delivery goals project location summary (*Location map from Key 23682 used as over project location representation*)





| <b>Project Number: 2</b>   | <b>Key Number: 23672</b>  | <b>Status: Add Funds</b> |  |       |                |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
|--|---|--------------------------|--|-------|----------------|--|--|--|--|-------------------------------|-------|---------|-------|-------|-------|-------|--------------|------|----------------|---------------|------|----------------|--|-------------------|------|----------------|------|------|----------------|--|---------------|--|----------------|---------------|------|----------------|--|
| <b>Project Name:</b>   | <b>I-5 Rose Quarter: Broadway to Weidler Phase 1</b>  |                          |  |       |                |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| <b>Lead Agency:</b>  | ODOT  |                          |  |       |                |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| <b>Description:</b>  | <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 the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages.</p> <p>Construct portion of NB &amp; SB auxiliary lanes. This will provide greater connectivity for the lower Albina neighborhood.</p> <p>Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project.</p>   |                          |  |       |                |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| <b>Funding Summary:</b>  | <p>\$177,500,000 from the overall \$250,000,000 OTC award is being added to the construction phase. The project net programming change increase the construction phase from \$382,250,000 to \$559,750,000. This equals a 46.4% increase to the project which triggers the need for a formal amendment.</p> <table border="1"> <thead> <tr> <th colspan="7">Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Rose Quarter</td> <td>Cons</td> <td>\$ 163,690,500</td> <td>\$ 13,809,500</td> <td>\$ -</td> <td>\$ 177,500,000</td> <td>OTC approval December 2024. Total OTC approval = \$250 million</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Cons</td> <td>\$ 382,250,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 382,250,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2">Phase Totals:</td> <td>\$ 545,940,500</td> <td>\$ 13,809,500</td> <td>\$ -</td> <td>\$ 559,750,000</td> <td></td> </tr> </tbody> </table> |                          | Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section) |       |                |  |  |  |  | Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes | Rose Quarter | Cons | \$ 163,690,500 | \$ 13,809,500 | \$ - | \$ 177,500,000 | OTC approval December 2024. Total OTC approval = \$250 million | USDOT Grants 2023 | Cons | \$ 382,250,000 | \$ - | \$ - | \$ 382,250,000 | USDOT NAE/RCN 2023 100% federal, total = \$450,000,000 | Phase Totals: |  | \$ 545,940,500 | \$ 13,809,500 | \$ - | \$ 559,750,000 |  |
| Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section) |   |                          |  |       |                |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| Funding Responsibility Source  | Phase   | Federal                  | State  | Local | Total          | Notes  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| Rose Quarter   | Cons  | \$ 163,690,500           | \$ 13,809,500  | \$ -  | \$ 177,500,000 | OTC approval December 2024. Total OTC approval = \$250 million |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| USDOT Grants 2023  | Cons  | \$ 382,250,000           | \$ -   | \$ -  | \$ 382,250,000 | USDOT NAE/RCN 2023 100% federal, total = \$450,000,000         |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| Phase Totals:  |   | \$ 545,940,500           | \$ 13,809,500  | \$ -  | \$ 559,750,000 |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |
| <b>Amendment Action:</b>   | <p>The formal amendment adds the \$177,500,000 portion from the OTC approved \$250,000,000 award to the construction phase. ADA upgrade project to the MTIP.</p>  |                          |  |       |                |  |  |  |  |                               |       |         |       |       |       |       |              |      |                |               |      |                |  |                   |      |                |      |      |                |  |               |  |                |               |      |                |  |

**Summary of planned project elements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1**

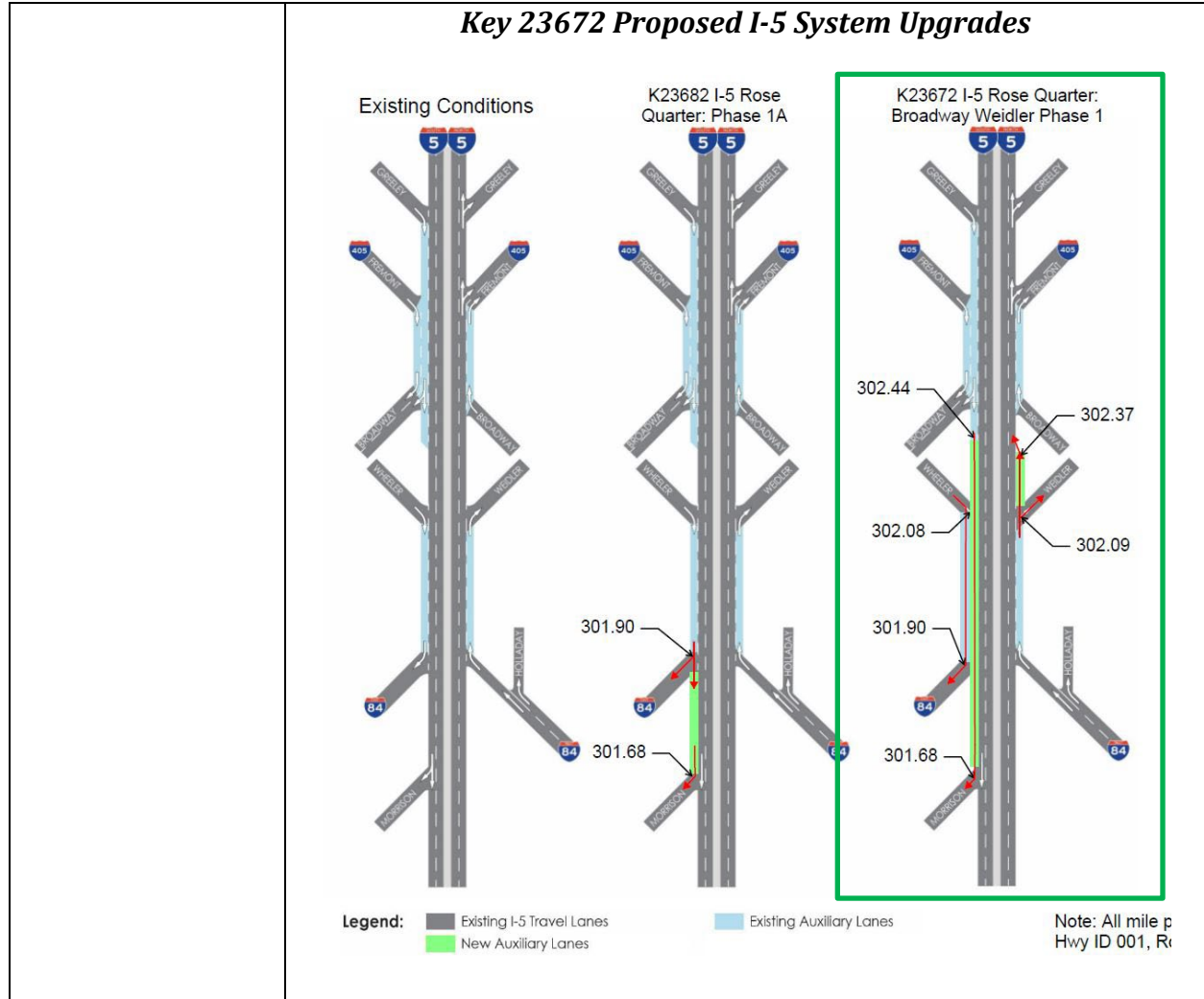
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- Construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover’s southern portal (south of Weidler) to north of the Broadway structure
- Include removing and replacing the Broadway, Weidler and Williams structures)
- Construct initial portions of the I-5 safety and operational improvements:
  - Including widening the Holladay/Hassalo bridge and build walls
  - Building the full southbound auxiliary lane and shoulders
  - Extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area
- Construct two sign bridges and associated Intelligent Transportation Systems.
- Construction is proposed to begin by 2027.

Added Notes:

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



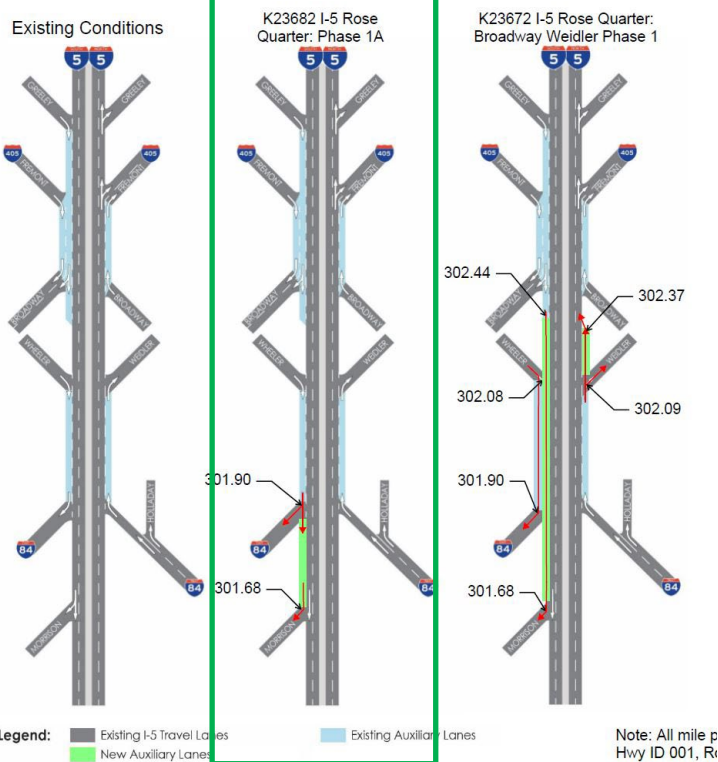


|                   |  |                                |
|-------------------|--|--------------------------------|
| Project Number: 3 | <b>Key Number: 23682</b>   | <b>Status: Add Funds/Scope</b> |
| Project Name:     | <b>I-405 and I-5 Stormwater Facilities<br/>I-5 Rose Quarter: Phase 1A</b>  |                                |
| Lead Agency:      | ODOT   |                                |
| Description:      | <p><del>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.</del></p> <p><b>Construct stormwater facilities for the east end of Fremont Bridge and ramps. Construct structural deck overlay, bridge rail upgrades and seismic retrofit on two bridges in the southern portion of the project area. PE completed in Key 19071</b></p> |                                |
| Funding Summary:  | \$60 million of the total OTC approved \$250 million is being added to the construction phase. The total programming increases from \$5  |                                |

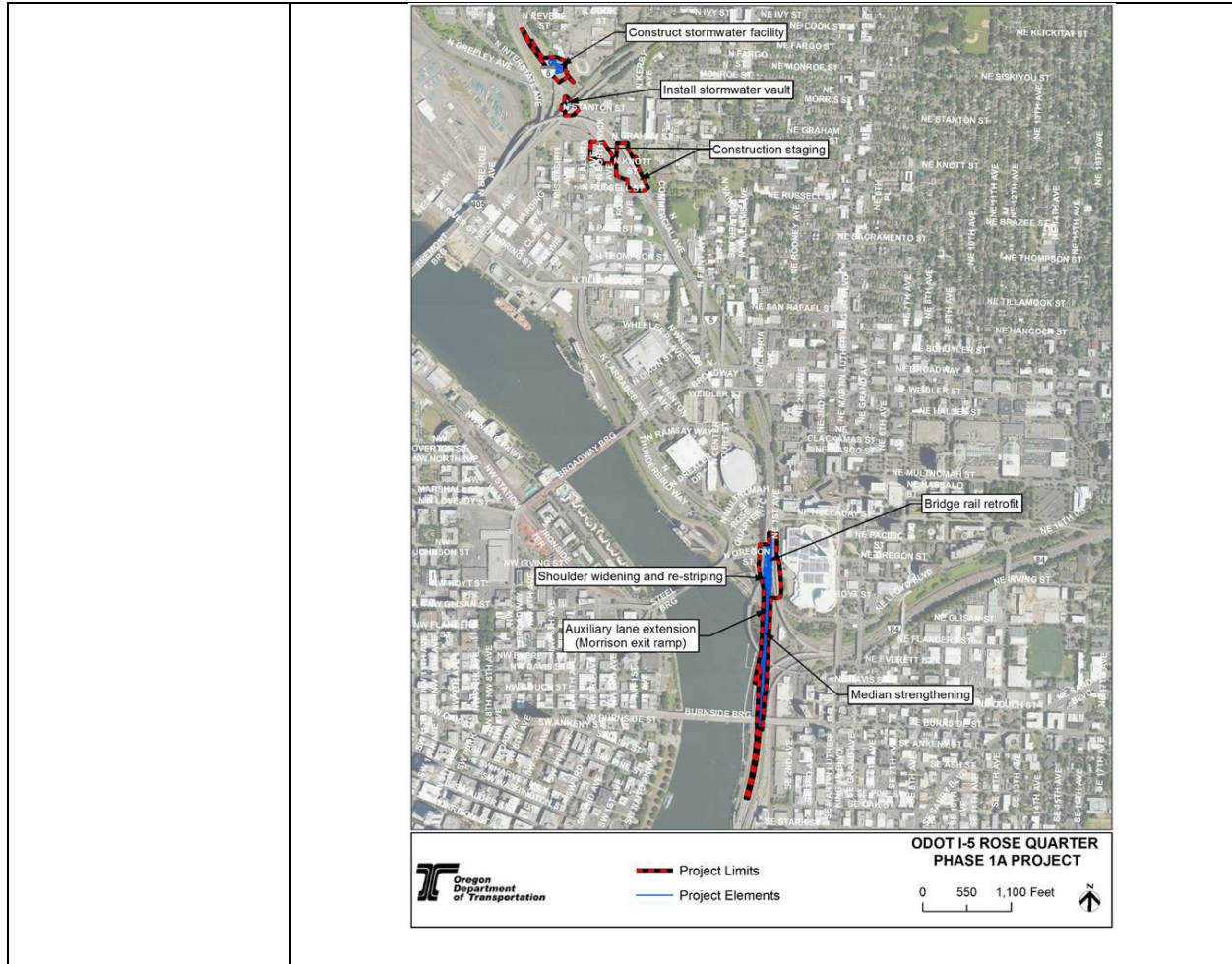


|  | <p>million to \$65 million. This equals a 1,200% net increase to the project and triggers the need for a formal amendment.</p> <table border="1" data-bbox="493 306 1403 447"> <thead> <tr> <th colspan="7">Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Rose Quarter</td> <td>Cons</td> <td>\$ 55,332,000</td> <td>\$ 4,668,000</td> <td>\$ -</td> <td>\$ 60,000,000</td> <td>OTC approval December 2024. Total OTC approval = \$250 million</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Cons</td> <td>\$ 4,611,000</td> <td>\$ 389,000</td> <td>\$ -</td> <td>\$ 5,000,000</td> <td>USDOT NAE/RCN 2023<br/>100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2">Phase Totals:</td> <td>\$ 59,943,000</td> <td>\$ 5,057,000</td> <td>\$ -</td> <td>\$ 65,000,000</td> <td></td> </tr> </tbody> </table>   | Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section) |              |       |               |  |  |  | Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes | Rose Quarter | Cons | \$ 55,332,000 | \$ 4,668,000 | \$ - | \$ 60,000,000 | OTC approval December 2024. Total OTC approval = \$250 million | USDOT Grants 2023 | Cons | \$ 4,611,000 | \$ 389,000 | \$ - | \$ 5,000,000 | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000 | Phase Totals: |  | \$ 59,943,000 | \$ 5,057,000 | \$ - | \$ 65,000,000 |  |
|--|---|--|--------------|-------|---------------|--|--|--|-------------------------------|-------|---------|-------|-------|-------|-------|--------------|------|---------------|--------------|------|---------------|--|-------------------|------|--------------|------------|------|--------------|---|---------------|--|---------------|--------------|------|---------------|--|
| Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section) |   |  |              |       |               |  |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |
| Funding Responsibility Source  | Phase   | Federal  | State        | Local | Total         | Notes  |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |
| Rose Quarter   | Cons  | \$ 55,332,000  | \$ 4,668,000 | \$ -  | \$ 60,000,000 | OTC approval December 2024. Total OTC approval = \$250 million |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |
| USDOT Grants 2023  | Cons  | \$ 4,611,000   | \$ 389,000   | \$ -  | \$ 5,000,000  | USDOT NAE/RCN 2023<br>100% federal, total = \$450,000,000      |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |
| Phase Totals:  |   | \$ 59,943,000  | \$ 5,057,000 | \$ -  | \$ 65,000,000 |  |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |
| <p>Amendment Action:</p>   | <p>The formal amendment adds the OTC approved \$60 million to the construction phase. The project name and description are update in support of the project scope update.</p>   |  |              |       |               |  |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |
| <p>Added Notes:</p>  | <p style="text-align: center;"><b>Summary of planned project elements - K23682<br/>I-5 Rose Quarter: Phase 1A</b></p> <p><b>Phase 1A</b> consists of freeway stormwater elements at the north end of the Project area (east end of Fremont Bridge) as well as bridge preservation elements and operational improvements on the I-5 mainline spanning over NE Lloyd Boulevard and Union Pacific Railroad (UPRR) tracks near the I-5/I-84 Banfield interchange on the southernmost portion of the project area. Work in this package can be completed efficiently and independently from other work north of this project area. Proposed project elements include:</p> <ul style="list-style-type: none"> <li>• Structural deck overlay</li> <li>• Seismic retrofits</li> <li>• Structural work to modify the gore between bridges</li> <li>• Relocating median barrier and restriping NB and SB lanes to include the southern portion of the new auxiliary lane between I-84 and the Morrison Bridge exit to eliminate the weave at the off-ramp.</li> <li>• Relocating the median barrier and restriping both NB and SB travel lanes to accommodate the SB auxiliary lane extension to the Morrison Street exit ramp.</li> <li>• Retrofitting NB and SB bridge rails with crash compliant bridge railing.</li> <li>• Strengthening of existing median overhang to support traffic lanes.</li> <li>• Sign structure installation (Inclusive) and removal of sign structure in the gore of SB exit ramp</li> <li>• Stormwater quality facility construction</li> <li>• Stormwater vault installation</li> </ul> |  |              |       |               |  |  |  |                               |       |         |       |       |       |       |              |      |               |              |      |               |  |                   |      |              |            |      |              |   |               |  |               |              |      |               |  |

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



### Planned Phase 1A Improvement Locations



**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the I-5 Rose Quarter Improvement Project 2025 Formal MTIP amendment (FB25-05-FEB1) will include the following review actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.



- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

| <u>Action</u>  | <u>Target Date</u>    |
|--|-----------------------|
| • February 2025 TPAC agenda mail-out.....                        | January 31, 2025      |
| • Initiate the required public notification/comment process..... | February 4, 2025      |
| • TPAC amendment introduction.....                               | February 7, 2025      |
| • JPACT amendment introduction.....                              | February 20, 2025     |
| • March 2025 TPAC agenda mail-out.....                           | February 28, 2025     |
| • End Public notification/comment process.....                   | March 7, 2025         |
| • TPAC approval recommendation request to JPACT.....             | March 7, 2025         |
| • JPACT approval request.....                                    | March 20, 2025        |
| • <b>Metro Council approval request.....</b>                     | <b>March 27, 2025</b> |

Notes:

- \* The above dates are estimates. JPACT and Council meeting dates could change.
- \*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT and/or Metro Council Office.

USDOT Approval Steps. The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

| <u>Action</u>   | <u>Target Date</u> |
|---|--------------------|
| • Final amendment package submission to ODOT & USDOT..... | April 2, 2025      |
| • USDOT clarification and final amendment approval.....   | Early May 2025     |

Approval Notes:

1. As of March 7, 2025, FHWA has reversed their two-step MTIP/STIP amendment approval requirement, Formal/full MTIP/STIP amendments will only require approval by the State FHWA field office. Approval by FHWA Washington DC will not be required. We are back to MTIP/STIP formal amendments regular approval steps.
2. The formal amendment is anticipated to proceed through JPACT and Metro Council on the Consent Calendar.

## ANALYSIS/INFORMATION

1. **Known Opposition:** Based on previous testimony on similar projects, there are two known active lawsuits opposing the Rose Quarter project, one in State court and one in Federal Court. The plaintiffs in these suits include:
  - No More Freeways
  - Neighbors for Clean Air
  - BikeLoud
  - AORTA (Association of Oregon Rail and Transit Advocates)
  - Families for Safe Streets
  - Eliot Neighborhood

The above groups are on record opposing either part or all of the I-5 Rose Quarter Improvement Project and do not support capacity/expansion changes to the Interstate and State Highway System. Opposition to the MTIP formal amendment is anticipated.

2. **Legal Antecedents:**

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

3. **Anticipated Effects:** Enables the updated Rose Quarter Improvement project to initiate expanded construction phase activities including the construction of auxiliary lanes on I-5 within the project limits.

4. **Metro Budget Impacts:** None. The project funding is not Metro allocated or managed funds. All project funding is under ODOT management.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 25-5463 on March 20, 2025, which awards \$250 million for the three I-5 Rose Quarter Improvement Projects and now requests Metro Council provide the final approval enabling MTIP and STIP programming requirements to be completed.**

## Attachments:

- Attachment 1: Rose Quarter STIP Programming Summary
- Attachment 2: Project Performance Assessment Evaluation Summary (updated)
- Attachment 3: Unit Mobility December 2024 OTC Finance Strategy Item
- Attachment 4: I-5 Rose Quarter January 2025 OTC Item
- Attachment 5: Responses to TPAC Questions (new)
- Attachment 6: Phase 1/Phase A Full Build-out Exhibit (new)
- Attachment 7: TPAC and JPACT Meeting Summaries

Current Rose Quarter STIP Project Programming  
Includes Project Keys 19071, 23646, 23672, and 23782

| STIP Fund Code References |         |  |                      |                |  |
|---------------------------|---------|--|----------------------|----------------|--|
| Fund Code                 | Type    | Name   | Fund Code            | Type           | Name   |
| ACP0                      | Federal | Advance Construction                               | M0E2<br>M002<br>Z001 | Federal        | National Highway Performance Program                                 |
| NE01                      | Federal | Neighborhood Access and Equity (NAE) grant funding | S010                 | State          | General State funds usually reflecting the minimum match requirement |
| Z460                      | Federal | National Highway Freight Program (NHPP)            | Other                | State or Local | General state or local funds above the minimum match                 |

Note: Advance Construction reflects a placeholder fund code. The final committed fund code will be applied at a later date. The final conversion code could be from the NAE grant program, NHPP, HB2017, or another eligible federal fund code for the project.

**Key 19071**

Represents the non-construction phase project programming (Planning, Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), and Other phases.

| Name: I-5 Rose Quarter Improvement Project   |                   | Key: 19071               |   |
|--|-------------------|--------------------------|---|
| Description: The Rose Quarter investment will help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/E 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. |                   |                          | Region: 1                                 |
| MPO: Portland Metro MPO  | Work Type: MODERN |                          | Status: FUNDED THROUGH UTILITY RELOCATION |
| Applicant: ODOT  |                   |                          |   |
| Location(s)-   |                   |                          |   |
| Mileposts  | Length            | Route                    | Highway                                   |
| 301.40 to 303.20   | 1.80              | I-5                      | PACIFIC HIGHWAY                           |
|  |                   | ACT                      | County(s)                                 |
|  |                   | REGION 1 ACT             | MULTNOMAH                                 |
| Current Project Estimate   |                   |                          |   |
|  | Planning          | Prelim. Engineering      | Right of Way                              |
|  |                   | 2016                     | 2020                                      |
|  |                   | 2025                     | 2025                                      |
| Year   |                   |                          |   |
| Total  |                   | \$187,391,997.18         | \$41,000,000.00                           |
|  |                   | \$7,500,000.00           | \$250,000.00                              |
| Fund 1   | ACP0              | \$119,886,000.00         | \$37,810,200.00                           |
| Match  |                   | \$10,114,000.00          | \$3,189,800.00                            |
| Fund 2   | NE01              | \$30,000,000.00          |   |
| Match  |                   |                          |   |
| Fund 3   | Z460              | \$15,000,000.00          |   |
| Match  |                   | \$1,265,452.18           |   |
| Fund 4   | OTH0              | \$4,000,000.00           |   |
| Match  |                   |                          |   |
| Fund 5   | M0E2              | \$2,331,145.31           |   |
| Match  |                   | \$196,663.53             |   |
| Fund 6   | Z001              | \$1,844,400.00           |   |
| Match  |                   | \$155,800.00             |   |
| Fund 7   | M002              | \$1,474,354.49           |   |
| Match  |                   | \$124,381.87             |   |
| Fund 8   | S010              | \$1,000,000.00           |   |
| Match  |                   |                          |   |
| Project Total: \$236,141,997.18  |                   |                          |   |
| Footnote: Current funding: \$67,750,000 USDOT FY23 Grant, \$1,626,545 Enhance, \$2.5M FAST ACT, \$16,265,452.18 NHFP, \$5M Metro Bond per IGA 31954, \$2M Redistribution, \$102M HB2017  |                   |                          |   |
| Most Recent Approved Amendment   |                   |                          |   |
| Amendment No: 24-27-1281   |                   | Approval Date: 8/30/2024 |   |
| Requested Action: Add project to the current STIP by adding Utility Relocation and Other phases. Increase the Preliminary Engineering phase by \$30,000,000. Update the project scope.   |                   |                          |   |

**Key 23646**

This is the city of Portland related project to the overall Rose Quarter Improvement project.

|   |          |                       |                     |   |                        |                   |                        |
|---|----------|-----------------------|---------------------|---|------------------------|-------------------|------------------------|
| <b>Name: Broadway Main Street and Supporting Connections</b>  |          |                       |                     |   |                        | <b>Key: 23646</b> |                        |
| Description <b>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.</b> |          |                       |                     |   |                        |                   | Region: 1              |
| MPO: <b>Portland Metro MPO</b>  |          |                       |                     | Work Type: <b>BIKPED</b>                          |                        |                   |                        |
| Applicant: <b>CITY OF PORTLAND</b>  |          |                       |                     | Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b> |                        |                   |                        |
| <b>Location(s)-</b>   |          |                       |                     |   |                        |                   |                        |
| Mileposts   | Length   | Route                 | Highway             | ACT   | County(s)              |                   |                        |
|   |          |                       |                     | <b>REGION 1 ACT</b>                               | <b>MULTNOMAH</b>       |                   |                        |
| <b>Current Project Estimate</b>   |          |                       |                     |   |                        |                   |                        |
|   | Planning | Prelim. Engineering   | Right of Way        | Utility Relocation                                | Construction           | Other             | Project Total          |
| Year  |          | <b>2025</b>           | <b>2026</b>         | <b>2026</b>                                       | <b>2026</b>            |                   |                        |
| Total   |          | <b>\$8,255,000.00</b> | <b>\$591,000.00</b> | <b>\$130,000.00</b>                               | <b>\$29,418,000.00</b> |                   | <b>\$38,394,000.00</b> |
| Fund 1  |          | ACPD \$8,255,000.00   | ACPD \$591,000.00   | ACPD \$130,000.00                                 | ACPD \$29,418,000.00   |                   |                        |
| Match   |          |                       |                     |   |                        |                   |                        |
| <b>Footnote: \$38,394,000 in federal funds from Reconnection Communities and Neighborhoods Grant Program.</b>   |          |                       |                     |   |                        |                   |                        |
| <b>Most Recent Approved Amendment</b>   |          |                       |                     |   |                        |                   |                        |
| Amendment No: <b>24-27-1081</b>   |          |                       |                     | Approval Date: <b>9/13/2024</b>                   |                        |                   |                        |
| Requested Action: <b>Add new project, using the Reconnecting Communities and Neighborhoods federal grant.</b>   |          |                       |                     |   |                        |                   |                        |

**Key 23672**

This ODOT project represents a construction segment that will focus on the replacement of three aging I-5 bridges by constructing the highway cover.

|   |             |                     |                        |   |                         |                   |                         |
|---|-------------|---------------------|------------------------|---|-------------------------|-------------------|-------------------------|
| <b>Name: I-5 Rose Quarter: Broadway to Weidler Phase 1</b>  |             |                     |                        |   |                         | <b>Key: 23672</b> |                         |
| Description <b>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.</b> |             |                     |                        |   |                         |                   | Region: 1               |
| MPO: <b>Portland Metro MPO</b>  |             |                     |                        | Work Type: <b>MODERN</b>                          |                         |                   |                         |
| Applicant: <b>ODOT</b>  |             |                     |                        | Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b> |                         |                   |                         |
| <b>Location(s)-</b>   |             |                     |                        |   |                         |                   |                         |
| Mileposts   | Length      | Route               | Highway                | ACT   | County(s)               |                   |                         |
| <b>301.40 to 303.20</b>   | <b>1.80</b> | <b>I-5</b>          | <b>PACIFIC HIGHWAY</b> | <b>REGION 1 ACT</b>                               | <b>MULTNOMAH</b>        |                   |                         |
| <b>Current Project Estimate</b>   |             |                     |                        |   |                         |                   |                         |
|   | Planning    | Prelim. Engineering | Right of Way           | Utility Relocation                                | Construction            | Other             | Project Total           |
| Year  |             |                     |                        |   | <b>2025</b>             |                   |                         |
| Total   |             |                     |                        |   | <b>\$382,250,000.00</b> |                   | <b>\$382,250,000.00</b> |
| Fund 1  |             |                     |                        |   | ACPD \$382,250,000.0    |                   |                         |
| Match   |             |                     |                        |   |                         |                   |                         |
| <b>Footnote:</b>  |             |                     |                        |   |                         |                   |                         |
| <b>Most Recent Approved Amendment</b>   |             |                     |                        |   |                         |                   |                         |
| Amendment No: <b>24-27-1241</b>   |             |                     |                        | Approval Date: <b>9/13/2024</b>                   |                         |                   |                         |
| Requested Action: <b>Add new project, using the Reconnecting Communities and Neighborhoods federal grant for the initial construction of the central part of the highway cover on I-5.</b>  |             |                     |                        |   |                         |                   |                         |

**Key 23682**

This ODOT project will complete required Stormwater mitigation actions at and around the Fremont bridge

| Name: I-405 and I-5 Stormwater Facilities  |          |                     |                 |  |                     | Key: 23682 |                |
|--|----------|---------------------|-----------------|--|---------------------|------------|----------------|
| Description: Construct stormwater facilities for the east end of Fremont Bridge and ramps to be in compliance with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project key 19071 I-5 Rose Quarter Improvement Project. |          |                     |                 |  |                     |            | Region: 1      |
| MPO: Portland Metro MPO  |          |                     |                 | Work Type: BRIDGE                          |                     |            |                |
| Applicant: ODOT  |          |                     |                 | Status: PROJECT SCHEDULED FOR CONSTRUCTION |                     |            |                |
| Location(s)-   |          |                     |                 |  |                     |            |                |
| Mileposts  | Length   | Route               | Highway         | ACT  | County(s)           |            |                |
| 301.40 to 303.20   | 1.80     | I-5                 | PACIFIC HIGHWAY | REGION 1 ACT                               | MULTNOMAH           |            |                |
| Current Project Estimate   |          |                     |                 |  |                     |            |                |
|  | Planning | Prelim. Engineering | Right of Way    | Utility Relocation                         | Construction        | Other      | Project Total  |
| Year   |          |                     |                 |  | 2025                |            |                |
| Total  |          |                     |                 |  | \$5,000,000.00      |            | \$5,000,000.00 |
| Fund 1   |          |                     |                 |  | ACP0 \$4,611,000.00 |            |                |
| Match  |          |                     |                 |  | \$389,000.00        |            |                |
| Footnote:  |          |                     |                 |  |                     |            |                |
| Most Recent Approved Amendment   |          |                     |                 |  |                     |            |                |
| Amendment No: 24-27-1279   |          |                     |                 | Approval Date: 9/13/2024                   |                     |            |                |
| Requested Action: Add new project, moving funds from project key 21219.  |          |                     |                 |  |                     |            |                |

## **MTIP Amendment for Phase 1 of the Rose Quarter Interstate 5 and Investment Priority Policies Major Project Assessment Summary**

This attachment is a summary assessment of a proposed amendment to the 2024-27 MTIP to add design, right of way acquisition, utility relocation, and construction phases of the Rose Quarter (RQ) project. The assessment reviews and evaluates the Phase 1 (partial build) of the Interstate 5 Rose Quarter project. It is provided to inform the amendment decision process regarding consistency with investment priority policies.

### **History of Rose Quarter Interstate 5 Project and Proposed MTIP amendment**

Decades of planning and partnership by ODOT and the City of Portland (City) have occurred to address the safety and operational needs on Interstate 5 (I-5) and within the Broadway/Weidler interchange through the Rose Quarter. I-5 is the main north-south highway moving people and goods and connecting cities and towns across the west coast of the U.S. between Mexico and Canada. I-5 between I-84 and I-405 is the top traffic bottleneck in Oregon, and the 28<sup>th</sup>-worst freight bottleneck in the nation.

The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5.

The Oregon Transportation Commission, at its December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

The increase of \$250 million from House Bill 2017 Urban Mobility Strategy funds, and the proposed amendment, will do the following:

- *K19071 I-5 Rose Quarter Improvement Project:* An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1:* With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover so that the first portion of the cover to be constructed would be between the cover's southern portal (south of Weidler) to north of the Broadway structure (including removing and replacing the Broadway, Weidler and Williams structures) and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and

shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.

- *K23682 I-405 and I-5 Stormwater Facilities Project*: The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

**Consistency with Metro’s I-5 Rose Quarter Project: Values, Outcomes and Action**

JPACT and Metro Council are currently considering an MTIP amendment to program funds for a construction package that partially completes the improvements to the Interstate 5 mainline that are included in the I-5 Rose Quarter (I5RQ) project. Metro Council approved a set of Values, Outcomes and Actions for the I5RQ project in April 2020 that has guided Metro’s engagement in the project ever since. This document reviews the current status of the project in implementing each action identified in the Values, Outcomes and Actions document, and summarizes overall progress with respect to each of the three values.

| <b>Value / action</b>  | <b>Status</b>             | <b>Staff comments</b>   |
|--|---------------------------|---|
| <i>1. Advancing racial equity and committing to restorative justice</i>  | <i>Complete / ongoing</i> |   |
| 1A. Coordinate with the Albina Vision Community Investment plan (funded by a Metro grant) to consider the land value created by this project and the urban design features described in the Albina Vision. | Ongoing                   | Albina Vision Trust (AVT) has completed their Metro-funded Community Investment grant project. This work continues to inform their engagement with I5RQ, including through partnership with PBOT on two federally funded Reconnecting Communities grant projects <sup>1</sup> that focus on development strategies and surface street improvements in and around the project area. Coordination between AVT and ODOT is ongoing. In March 2024 the OTC directed ODOT to work with AVT to prioritize offering AVT the right to develop new parcels created by I5RQ. AVT also recently signed a letter of commitment indicating its intent to continue coordinating with ODOT and other partners on I5RQ. |
| 1B. Appoint a landscape design team to inform a community-led  | Complete                  | The consultant team completed the Independent Cover Assessment in July 2021, which recommended a cover design that  |

<sup>1</sup> For more information on these projects, see <https://www.portland.gov/bps/planning/reconnecting-albina/about> and <https://www.portland.gov/transportation/news/2024/3/8/pbot-news-release-portland-mayor-commissioner-and-transportation>.



| <b>Value / action</b>  | <b>Status</b>       | <b>Staff comments</b>  |
|--|---------------------|--|
| decision-making process on highway cover design.   |                     | maximized developable space on and around the cover, as well as changes to surrounding transportation facilities to improve access to and foster development on the cover. <sup>2</sup> All project partners subsequently agreed to a cover design through a letter of agreement with the Governor's office signed in January 2022.  |
| 1C. Set a new standard for State design and contracting practices for local minority-owned contractors and small businesses that incorporates prime-contractor development programs, workforce development opportunities, anti-displacement and restorative community building investment, and wealth creation and land ownership opportunities. | Ongoing             | The goals and strategies outlined in the Project's Diversity and Subcontracting Plan <sup>3</sup> are designed to help develop, mentor, expand expertise and build the capacity of DBEs, as well as to promote workforce development and economic opportunities for historically underrepresented populations. Other topics discussed in this outcome, including anti-displacement, restorative community building investment, wealth creation, and land ownership opportunities are the subject of one of the collaborative PBOT-AVT projects discussed under item 1A. <sup>4</sup> |
| Establish a committee to oversee implementation of the DBE contracting process.  | Complete            | ODOT established the Community Oversight Advisory Committee <sup>5</sup> to oversee implementation of DBE contracting in 2020. The committee last met in January 2023 and will resume a regular meeting schedule when construction on the project begins.  |
| <i>2. Increase multi-modal mobility and implement congestion pricing to reduce greenhouse gas emissions</i>  | <i>Not on track</i> |  |
| 2A. Synchronize the project timeline with the I-5 tolling program, so that any analysis of traffic and greenhouse gas emission benefits of the project also incorporates pricing strategies for managing traffic.  | Not on track        | In March 2024, Governor Kotek and the Oregon Transportation Commission ordered ODOT to stop work on the Regional Mobility Pricing Project (RMPP; the official project name of the I-5 tolling program); the project is now on hold indefinitely. <sup>6</sup> This decision poses an obstacle to achieving all actions associated with pricing.  |
| 2B. Link the project with larger I-5 corridor planning efforts by taking into account the transportation   | Ongoing             | As discussed in more detail in the project Supplemental Environmental Assessment   |

<sup>2</sup> [https://www.i5rosequarter.org/pdfs/independent\\_cover\\_assessment/RQ-CAP-Report.pdf](https://www.i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf)

<sup>3</sup> [https://www.i5rosequarter.org/media/izoepgnp/ch\\_2\\_reconciled\\_diversity\\_subcontracting\\_plan.pdf](https://www.i5rosequarter.org/media/izoepgnp/ch_2_reconciled_diversity_subcontracting_plan.pdf)

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

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

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

| <b>Value / action</b>   | <b>Status</b>   | <b>Staff comments</b>  |
|---|-----------------|--|
| needs of the entire corridor, as well as the potential impacts to people living along the entire I-5 corridor.  |                 | (SEA), <sup>7</sup> the modeling assumptions provided by Metro to the project account for all projects up and down I-5 that were then included on the Regional Transportation Plan project list, and the SEA analyzed potential project impacts to traffic speeds and volumes at locations on I-5 outside the immediate project area. However, the decision to pause RMPP (see 2A) eliminates some of the needs and/or opportunities for this project to coordinate with larger I-5 corridor planning activities |
| 2C. Implement congestion pricing on this segment of I-5 as soon as possible and prior to completing the project.  | Not on track    | According to a progress report provided by ODOT to project partners in April 2023, which characterized pricing work as in progress and ongoing as part of the project development process, congestion pricing for I5RQ “is being addressed through the Regional Mobility Pricing Project.” Now that RMPP is on hold there is no plan to price the project prior to completion.   |
| <i>3. Engaging stakeholders through a transparent and inclusionary decision-making process</i>  | <i>Complete</i> |  |
| 3A. Provide more detail about the roles and expected deliverables of the Community Advisory Committee (CAC) and Executive Steering Committee (ESC), as well as how committee feedback will be incorporated into project timelines and milestones. | Complete        | The project website provides extensive detail about the COAC (the official name of the CAC), ESC, and other project committees, including their charters, membership, and meeting minutes. <sup>8</sup>  |
| 3B. Clearly define how feedback mechanisms will function between the CAC, ESC, participating agencies, ODOT staff, and the Oregon Transportation Commission (OTC).  | Complete        | See response to 3A—this information is described in the charters of these committees, which are available via the project website.   |
| 3C. Clearly describe to agency partners how the OTC’s 11 actions will be incorporated into the project and have timelines synchronized in a way that  | Mostly complete | These 11 actions largely align with Metro Council’s Values, Outcomes and Actions; they include calls for ODOT to establish committees, document decision-making processes, conduct an independent cover  |

<sup>7</sup> [https://www.i5rosequarter.org/media/kxjgs5tl/i5rq\\_rsea\\_appendixa\\_traffic\\_508.pdf](https://www.i5rosequarter.org/media/kxjgs5tl/i5rq_rsea_appendixa_traffic_508.pdf)

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

| <b>Value / action</b>  | <b>Status</b> | <b>Staff comments</b>   |
|--|---------------|---|
| ensures transparency and accountability.   |               | evaluation, apply congestion pricing, and coordinate with partners. Most of these actions are complete except for those related to pricing.   |
| 3D. Develop a partner agency agreement (e.g., IGA, MOU) that outlines how collaboration will continue as part of a process that incorporates these outcomes, completes these identified actions, and commits to project principles and values. | Complete      | In August 2022, the Portland City Council unanimously adopted an Intergovernmental Agreement to formalize a partnership between ODOT and the City in delivering the project. ODOT and TriMet also executed an IGA related to I5RQ in August 2022. |

**Consistency with the Congestion Management Process and Oregon Highway Plan**

**Consistency with OHP Policy 1G and Action 1G.1**

Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 directs ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. As public documents and presentations on the Interstate 5 Rose Quarter project to date have shown the known elements to the project includes: freeway cap, auxiliary lanes, on and off ramp improvements and spacing, active transportation enhancements, and local street connectivity. The scope elements are consistent with the first two steps of the OHP Action 1G.1 in addressing the overarching needs of the Interstate 5 corridor. The Project has documented consistency with the state and regional policy by focusing the project scope on the first two steps of the Oregon Highway Plan (OHP) Action 1G.1. These two steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.

**Consistency with Regional Transportation Functional Plan**

Additionally, the Rose Quarter Interstate 5 project is consistent with Section 3.08.220 of the Regional Transportation Functional Plan in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements.
2. Transit, bicycle and pedestrian system improvements.

3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the RTP, to provide alternative routes and encourage walking, biking and access to transit; and
4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.

#### **Consistency with Local Plans**

Lastly, the Rose Quarter project would provide transportation infrastructure to support the land use plans for the Rose Quarter and the Albina neighborhood. The I-5 Rose Quarter Improvement Project also is included in adopted Portland regional land use and transportation plans. Specifically, the project would support the City of Portland's Central City 2035 Plan and Transportation System Plan, adopted in June 2018. The Project includes related goals developed through the joint ODOT and City of Portland N/NE Quadrant and I-5 Broadway/Weidler Interchange Plan process, which included extensive coordination with other public agencies and citizen outreach. The Metro Council and the Joint Policy Advisory Committee on Transportation adopted the proposed Project as part of the Regional Transportation Plan in 2014, 2018 and again in 2023. The current proposed amendment is a partial build of the full project, but this initial phase is consistent with the full build that was included in the most recent RTP with no new project elements.

#### **Policies on RTP Investment Priorities**

The following is an assessment of how the proposed MTIP project amendment advances the RTP investment priorities of Equity, Climate, Safety, Mobility and Economy and how the project impacts the package of MTIP investments towards those RTP goals. It is based on the similar assessment completed as part of the initial evaluation and adoption process for the 2024-27 MTIP. Economy was recently included in the 2023 RTP but was not part of the 24-27 MTIP assessment process. It has been included in this assessment. A summary of the evaluation results based on the RTP investment priorities is provided in Table 1. The detailed analysis by performance measure for each RTP investment priority is outlined following the summary table. In addition to the proposed amendments that were evaluated, staff performed a full build analysis of the project to ensure consistency with the RTP. Included is both a summary evaluation in Table 2 and a detailed analysis for each performance measure.

**Table 1. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Phase 1**

| RTP Priority | Measure 1 | Measure 2 | Measure 3 |
|--------------|-----------|-----------|-----------|
| Equity       | o         | o         | +/o       |
| Climate      | o         | o         | +/o       |
| Safety       | o         | o         | N/A       |
| Mobility     | o         | o         | N/A       |
| Economy      | +         | +         | N/A       |

**Table 2. Summary of RTP Investment Priorities Evaluation – Rose Quarter Interstate 5 Full Build**

| RTP Priority | Measure 1 | Measure 2 | Measure 3 |
|--------------|-----------|-----------|-----------|
| Equity       | o         | o         | +/o       |
| Climate      | o         | o         | +/o       |
| Safety       | o         | o         | N/A       |
| Mobility     | o         | o         | N/A       |
| Economy      | +         | +         | N/A       |

**\*The full build is not a part of the proposed amendment, but the evaluation is included to show RTP consistencies.**

**Key:**

- o neutral or still to be determined until further details are known
- ^ not directly addressing the region’s desired outcome; has other related benefits
- + trending towards the desired outcome for that priority
- trending away from the desired outcome for that priority
- +/o potential to trend toward desired outcome but still to be determined until further details are known
- /o risk to trend away from desired outcome but still to be determined until further details are known

**Equity**

To measure equity in the context of the project, Metro staff describe whether the project increases access to travel options in Equity Focus Areas and summarize information provided by project staff on how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

| Desired Outcome   | Performance Measures  | Project Performance Assessment (Phase 1a & 1)  | Full build  |
|---|---|--|---|
| Increase Access to jobs   | 1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.                         | <p>TIP Modeling shows small but positive increase in access to jobs both region wide and in the MPA equity focus areas.</p> <p>Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and no significant change in access to jobs via transit. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there is no significant change.</p> | <p>TIP Modeling shows small but positive increased access to jobs both region wide and in the MPA equity focus areas.</p> <p>Modeling shows us an increase in access to jobs via auto trips across the MPA area from 437,713 to 438,129. An increase to jobs via transit from 73,711 to 73,725. There is also a small increase in MPA Equity Focus Areas as well. Access to jobs via auto trips in equity focus areas increased from 450,816 to 451,145. For transit, there is an increase from 89,378 to 89,402.</p> |
| Increase access to community places   | 2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.             | <p>TIP modeling shows a small increase access to community places. There is no increase in access to community places via transit in the modelling. There is an increase of access to community places via auto trips from 2,734 to 2,735 in the MPA area and an increase from 2,863 to 2,864 in equity focus areas.</p>   | <p>TIP modeling shows small but positive increase in access to community places. Results were the same from the phased build out.</p>   |
| Complete any gaps in the active transportation system in an equity focus area | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | <p>The phase 1a &amp; 1 project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build may include components of closing gaps in the active transportation network.</p>   | <p>The full build does include a new bicycle and pedestrian bridge over I-5. Additional GIS analysis is required to determine whether the full build closes gaps in the active transportation system.</p>   |

**Safety**

To measure safety in the context of the project, a description of whether the project includes scope elements to address documented safety issues that contribute to crashes that result in fatal and serious injuries and include recognized safety counter measures is provided. An assessment of the scope is also compared against the region’s high injury corridors to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. Additional relevant safety related information as provided by project staff is also summarized.

| Desired Outcome  | Performance Measures   | Project Performance Assessment (Phase 1a & 1)   | Full Build  |
|--|--|---|---|
| <p>Increase level of investment to address fatalities and serious injuries</p> | <p>1. Amount of investment of safety activities which address fatalities and serious injuries crashes.</p> | <p>The I-5 Southbound corridor through Rose Quarter is identified in Metro’s 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database. It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW,</p> | <p>As with PAE of phase 1a and 1, it is difficult to ascertain the amount of investment to address fatalities and serious injuries with the full build project.</p> |

|  |  |   |  |
|--|--|---|--|
|  |  | <p>utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs.</p>          |  |
| <p>Increase level of safety investment on high injury corridors, and high injury corridors in equity focus areas</p> | <p>2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas.</p> | <p>The Project is in both a High Injury Corridor and a Low-Income Equity Focus Area. With the cost estimates provided it is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1.</p> | <p>The Project is in both a High Injury Corridor and an Equity Focus Area.</p> |



**Climate**

To measure climate in the context of the project, a summary of how the project aligns with Metro’s RTP climate goals and polices and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel is provided.

| Desired Outcome   | Performance Measures  | Project Performance Assessment (Phase 1a & 1)   | Full Build  |
|---|---|---|---|
| Reduction of greenhouse gases per capita                      | 1. Projected daily metric tons of greenhouse gas emissions reduction per capita.  | TIP modeling shows a very small increase of emission (less than 0.01%).   | TIP modeling shows a very small increase (approx. 0.017%).  |
| Reduction in daily metric tons of greenhouse gas emissions    | 2. Projected daily metric tons of greenhouse gas emissions reduction  | TIP modeling shows a 1 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,566.  | TIP modeling shows a 2 metric ton increase in greenhouse gas emission. Up from 12,565 to 12,567.  |
| Improves system completeness of active transportation network | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | The project is not located on a gap in the AT network, and thus cannot close a gap. However, the full build will include components of closing gaps in the active transportation network. | The complete build of the Rose Quarter does include completing gaps in the active transportation network. More specifically, the project aims to close gaps in the Green Loop through Llyod District. Additional GIS analysis is needed to confirm that gaps are being addressed. |

**Mobility**

To measure mobility relief in the context of the project, an assessment of whether the project proposes impacts to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

| Desired Outcome  | Performance Measures      | Project Performance Assessment (Phase 1a & 1)  | Full Build   |
|--|---------------------------|--|--|
| Achieve a more equitable mode split amongst driving, transit, and biking       | 1. Mode split             | <p>TIP modeling shows virtually no impact to mode splits.</p> <p>Total SOV trips remain the same (42.515%). There is a small increase from 38.681% to 38.683% for total HOV trips. All other trips remain the same, total transit trips (4.641%), total bike trips (3.826%), total walk trips (7.548%), and total school bus trips (3.282%).</p>   | <p>TIP modeling shows the same amount of SOV trips (42.515%), a very small increase in HOV trips (increase of .003% from MTIP and .001 from phase 1), very small increase in transit trips (.001%), very small increase in school bus trips (.001%), and same amount for bike trips and walk trips.</p>  |
| Decrease miles traveled by vehicle and increase miles done by bike and transit | 2. Miles traveled by mode | <p>TIP modeling shows a very small impact in miles traveled by mode.</p> <p>There is an increase of personal vehicle driver miles traveled from 21,256,521 to 21,257,411. A small increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,724. A slight decrease in bike miles traveled from 842,597 to 842,412. A slight decrease in pedestrian miles traveled from 292,789 to 292,772. A small increase in transit miles traveled from 2,020,953 to 2,021,685.</p> | <p>TIP modeling shows small but negative impacts on vehicle miles traveled, bike miles traveled, and pedestrian miles traveled. There is a small positive impact on transit miles traveled.</p> <p>There is an increase in personal vehicle miles traveled from 21,256,521 to 21,257,976. An increase in personal vehicle passenger miles traveled from 7,575,447 to 7,575,986. An increase in transit miles traveled from 2,020,953 to 2,021,685. There is a decrease in bike miles traveled from 842,597 to 842,412 and a decrease in pedestrian miles traveled from 292,789 to 292,765.</p> |

**Economy**

To measure economic vitality in the context of the project, an assessment of whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

| Desired Outcome   | Performance Measures   | Project Performance Assessment (Phase 1 & 1a)  | Full Build   |
|---|--|--|--|
| <p>Increase transportation option in areas prioritized for future job growth.</p>       | <p>1. Is the project located in an area that is prioritized for future job growth?</p> | <p>The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region’s land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.</p> | <p>The project is in the Central City, an area that is prioritized for job growth under the 2040 Growth Concept, which is the region’s land use vision. This helps to ensure that the project supports access not only to jobs that exist today, but to new jobs that will be added as the region continues to grow.</p> |
| <p>Increase transportation options in an area with higher-than-average job activity</p> | <p>2. Is the project located in an area with higher-than-average job activity?</p>     | <p>According to <a href="#">Metro’s Economic Value Atlas</a>, the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.</p>  | <p>According to <a href="#">Metro’s Economic Value Atlas</a>, the Census Tract that aligns with the project area has over 50% more jobs than the average Census Tract in the Metro region, and has historically experienced more rapid job growth than the average tract.</p>  |



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 20, 2024  
**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item F – Urban Mobility Strategy Finance Plan Update

### **Requested Action:**

Approve an updated conceptual plan to close the funding gap for the Urban Mobility Strategy.

### **Background:**

In May and June 2024 the Oregon Transportation Commission (OTC) discussed the funding gap for elements of the Urban Mobility Strategy (UMS) and options to close that funding gap. Multiple factors require ODOT to secure additional resources to move UMS projects forward, including:

- Higher costs for the I-205 Abernethy Bridge project and the loss of expected tolling revenue have created a significant funding gap on this project.
- The I-5 Rose Quarter Improvements Project lacks sufficient funding to complete the project or even to begin construction in 2025.

The Commission took action to close this gap:

- The Commission approved transferring \$100 million from the I-405 Fremont Bridge painting project to close a portion of the funding gap on I-205 Abernethy. This was effectuated in the August Statewide Transportation Improvement Program (STIP) amendment.
- In May the Commission agreed to provide up to \$250 million from the \$30 million per year UMO set-aside from HB 2017 to match up to \$750 million in federal INFRA grant funding for the I-5 Rose Quarter. This funding would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter as originally intended.
- In June the Commission approved a conceptual finance plan that would close the remaining gap on I-205 Abernethy through issuance of additional Highway User Tax Revenue bonds that would be repaid by HB 2017 Bridge and Seismic funds otherwise programmed to projects in the STIP.

At the time, ODOT pledged to return to the OTC to complete work on the finance plan once the outcome of the INFRA grant for Rose Quarter was known. Events since June have provided ODOT greater clarity on funding for both I-205 and Rose Quarter.

### **I-205 Abernethy**

ODOT has been working closely with Kiewit, the project contractor, to reach a settlement of existing claims to move the project forward to completion expeditiously. ODOT secured this settlement in November, which requires adding funding to the project's budget; ODOT is requesting this in a STIP amendment that will be considered separately from this finance plan. Based on this settlement, ODOT now estimates the project's total cost to be \$815 million, including preliminary engineering, construction, and a separate contract for soil stabilization needed for seismic resilience. This does not include pricing a number of known risks that have been identified by ODOT and the contractor, particularly risks associated with work on an aging bridge. Additional funding needed to cover these higher costs would come from Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds, which would reduce funding for projects in the STIP Bridge program for the next 25 years.

### **I-5 Rose Quarter**

ODOT did not receive the federal INFRA grant and the project's currently available funding of \$608 million is not sufficient to begin construction in 2025. Absent additional funding, the earliest construction could begin on the initial portion of the highway cover, funded by the Reconnecting Communities and Neighborhoods (RCN) grant, would be 2027.

ODOT will present the Commission an option for adding \$250 million to the funding for Rose Quarter to move to construction on significant elements of the project beginning in 2025 and expand upon the construction funded by the RCN grant. Adding this funding would allow ODOT to:

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover to be built with the RCN grant and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

An investment of this size would reduce the funding gap for the project, and beginning construction in 2025 would lock in pricing and prevent continued cost escalation of these elements.

The additional funding for Rose Quarter would come from shifting HB 2017 Urban Mobility Strategy funds from I-205 Abernethy back to the Rose Quarter project, for which they were originally intended. The funding gap on Abernethy would grow, requiring ODOT to issue Highway User Tax Revenue bonds repaid by HB 2017 Bridge and Seismic funds. This will have impacts to projects that would otherwise be funded from the state's Bridge program for the next 25 years.

### **Outcomes**

ODOT seeks Commission feedback and approval on two items.

- Direction on additional investments for the I-5 Rose Quarter.

Oregon Transportation Commission

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- Approval of an updated Urban Mobility Strategy finance plan that lays out the additional amounts of Highway User Tax Revenue Bonds needed.

If the Commission approves additional funding for I-5 Rose Quarter, ODOT will return with a STIP amendment to officially add these resources so the project can move to a construction start in 2025.

**Attachments:**

- Attachment 01 – Urban Mobility Strategy Finance Plan Updated (December 2024)

# Urban Mobility Strategy Finance Plan Update

## December 2024

### Introduction

In June 2023 the Oregon Transportation Commission approved a finance plan for the Urban Mobility Strategy at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this initial plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring toll collections for the Interstate Bridge Replacement Program to WSDOT, and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project, which is already under construction, has increased for a number of reasons, including structural engineering elements, unanticipated project changes, delay, escalation and risk for a multi-year project.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct an initial portion (but not all) of the highway cover that will help knit back together the Albina neighborhood that was torn apart by the original construction of the Interstate through a thriving Black community. ODOT is developing plans to get this portion of the project under construction and is developing options for adding elements if additional funding is provided.

The net effect of these impacts is that there is a shortfall in the funding needed to complete the I-205 Abernethy Bridge, and also an opportunity to get the Rose Quarter under construction if additional funding can be identified.

This December 2024 update to the UMS Finance Plan approved by the OTC in June 2024 is designed to provide a path forward to closing the I-205 Abernethy Bridge funding gap now that the project's current cost estimate is known; it also offers the option to provide funding to the I-5 Rose Quarter to start construction in 2025. This document is designed as a conceptual finance plan to help frame up the Commission's decisions around allocation of funding. All figures in this document are estimates as of December 2024 and subject to change as actual project costs and expenditures are updated with



additional time. Similarly, the available funding from HB 2017 Urban Mobility Strategy bonds is subject to significant uncertainty, and the timing of expenditures and cash flow needs that will determine bond sales timing and debt service amounts for each year into the future will be determined as projects move forward. ODOT also maintains a more in-depth operational finance plan for the UMS projects that tracks expenditures and funding needs by quarter, which is used to determine the timing of bond issuance.

### Program Funding

Since the June 2023 UMS Finance Plan, a number of factors have changed the amount of funding available for the UMS.

- The decision to halt tolling on I-205 has reduced estimated resources for the I-205 Abernethy Bridge by \$385 million.
- The \$450 million RCN grant for the Rose Quarter has opened up new opportunities to make progress on a critical project.
- In June the OTC approved a proposal to redirect \$100 million of Bridge program funds from the I-405 Fremont Bridge to the Abernethy Bridge.

With all these changes, the UMS has \$1.267 billion in total resources available.

**Table 1: Total Resources for UMS After June 2024 Update**

| Revenue Sources               | Amount         | Notes   |
|-------------------------------|----------------|---|
| HB 2017 UMS                   | \$560          | Bond proceeds and cash from the \$30 million annual set-aside of HB 2017 funds. Originally directed by HB 2017 to Rose Quarter; HB 3055 in 2021 allowed for use on other elements of the UMS. |
| Other Federal/<br>State/Local | \$257          | Includes a variety of federal, state and local revenue sources, including \$100 million approved by OTC to transfer from I-405 Fremont to I-205 Abernethy in June 2024.                       |
| Federal Competitive Grants    | \$450          | Reconnecting Communities and Neighborhoods Grant for I-5 Rose Quarter.  |
| I-205 Tolls                   | \$0            | Tolling revenue is no longer included in UMS Finance Plan.  |
| <b>Total Resources</b>        | <b>\$1,267</b> |   |

Note: All dollar figures throughout this document are in millions of dollars.

The revenue estimate from cash and bonds from the \$30 million allocation to the UMS from HB 2017 remains unchanged, though it has elements of uncertainty. ODOT has sold the first tranche of bonds backed by these resources, totaling about \$240 million in net proceeds, and expects a second sale in the 2025-2027 biennium, with the timing dependent on cash flow needs and other factors. The total resources available from HB 2017 will depend on key details of financing, including bond interest rates and maturities, as well as when the bonds are sold; ODOT will continue to receive cash from this allocation until funds are fully dedicated to debt service payments after the second tranche of bonds is sold.

## Project Costs and Expenditures

Since June 2023 a number of changes have occurred that impact expected costs and expenditures for the UMS projects.

### Tolling

The original UMS Finance Plan allocated \$263 million to implement tolling, including costs of developing and constructing tolling infrastructure on I-205 and I-5 and building the back office and customer service center necessary to collect tolls. Due to cancellation of the RMPP, pausing tolling on I-205, and transferring toll collection on IBR to the Washington State Department of Transportation, ODOT now anticipates spending about \$70 million on tolling across three toll projects, presenting savings of approximately \$193 million. The net loss of I-205 toll revenue due to the pause on tolling is about \$192 million.

### I-205 Abernethy Bridge

The total cost of completing the I-205 Abernethy Bridge project is currently estimated at \$815 million. This includes the anticipated total cost of three elements.

- Preliminary engineering for the I-205 corridor improvements.
- I-205 Abernethy Bridge construction (currently underway).
- Soil stabilization necessary for seismic resilience on the I-205 Abernethy Bridge.

ODOT anticipates completing the base construction project by the end of 2026, with soil stabilization work likely to begin in 2027 under a separate contract.

The 2023 UMS Finance Plan projected a total cost of the I-205 Abernethy Project of \$662 million; the June 2024 update estimated \$750 million. Drivers of the higher cost include:

- Structural engineering elements, including additional steel reinforcement for existing bridge cross beams, additional structural steel fabrication and materials, reconciling as-built conditions vs. contract plans, delay related to changes during construction, and additional engineering.
- Unanticipated project changes, including additional underground storage tanks, blast caps, soundwall panel changes, and environmental permit required changes.

This current estimate of \$815 million does not include the likely price of additional risks that have been identified by the project team, so ODOT will return to update the Commission on the total cost of the project as risks are either addressed or become real. Additional funding will be likely be needed to address these risks and will be requested as needed in future STIP amendments to be approved by the Commission.

### I-5 Rose Quarter

The 2023 UMS Finance Plan provided the I-5 Rose Quarter an allocation of \$158 million from HB 2017 funds and other state, federal and local funds. This allocation allows ODOT to complete design of the three early work packages (formerly known as early work packages A, B and C), reach 30% design of the

main construction package and prepare for property acquisitions needed for construction. However, this funding will not allow the project to start construction.

The \$450 million federal RCN grant, awarded in March 2024, will fund design completion (including right of way acquisitions and utility relocations) and construction of an initial portion of the highway cover, which will be forward compatible with the construction of the remainder of the highway cover and I-5 mainline improvements. The grant did not fund the proposed bicycle/pedestrian bridge over I-5, the project's auxiliary lanes and shoulders, the I-5 southbound off-ramp relocation, nor multimodal street improvements. Grant funding is secured, with the design funding available now and construction funding to become available in advance of construction, now that ODOT has completed a grant agreement with the Federal Highway Administration. Construction on the RCN portion of the project is anticipated to begin by 2027.

Even with this grant, the Rose Quarter faces a significant funding gap of about \$1.3 billion, based on the project's high-end estimate of \$1.9 billion. This is in part because UMS funds originally dedicated to Rose Quarter by HB 2017 were set aside for I-205 Abernethy and implementation of tolling after passage of HB 3055 to move the construction-ready I-205 Abernethy bridge project forward and jumpstart work on tolling. ODOT intended to repay these funds borrowed from Rose Quarter after selling bonds backed by toll revenue. This plan has been complicated by the cost increases required to complete the Abernethy Bridge and the loss of projected tolling revenue.

In May the OTC agreed to contingently allocate up to \$250 million in HB 2017 funds to match an INFRA grant request of up to \$750 million. This funding would have closed a significant portion of the project's funding gap and allowed construction to begin in 2025, but ODOT did not receive this grant. However, ODOT has developed an option to allocate an additional \$250 million to the Rose Quarter that would fund the following elements, with construction able to start in 2025 if funding is provided in December and to expand upon the construction funded by the RCN grant.

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover built with RCN grant, and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

These improvements would have significant value, both in terms of providing a significant improvement to traffic flow and safety on I-5 (with the most robust improvements in the southbound direction) and also in extending the highway cover to north of Broadway.

If the Commission approves the additional \$250 million for Rose Quarter construction, the following elements of the project would remain to be funded:

- Completing the highway cover between Flint and Broadway

- Constructing the Hancock crossing (as part of the completed highway cover between Flint and Broadway)
- Completing multimodal local street improvements outside of RCN-funded highway cover area
- Constructing the pedestrian and bicycle bridge
- Completing the northbound auxiliary lane and shoulder (between the Broadway on-ramp and the Greeley off-ramp and between the I-84 on-ramp and Weidler off-ramp)
- Relocating the I-5 southbound off-ramp and new flyover structure

Based on the project cost range of \$1.5 to \$1.9 billion, the project's remaining costs would be approximately \$650 million to \$1.05 billion. The Urban Mobility Office will update and validate the Rose Quarter cost estimate, including this identified funding gap, in coordination with the Federal Highway Administration in spring of 2025.

### **Closing the Urban Mobility Strategy Funding Gap**

With higher costs and reduced revenues available to complete the I-205 Abernethy Bridge Project, ODOT faces the need to close the immediate funding gap for that project to ensure completion. A plan to close this gap needs to be developed in the near future, as ODOT does not have the cash on hand to spend hundreds of millions of dollars on UMS projects over the next few years without a funding source.

ODOT has covered expenditures prior to toll revenue coming available in 2026 through short-term borrowing using a commercial paper program. ODOT has taken out about \$280 million in commercial paper, which the agency originally planned to pay back using toll revenue. Plans for additional commercial paper draws against the program's total cap of \$500 million are temporarily on hold now that tolling isn't available as a repayment source. ODOT may need additional short-term borrowing from our commercial paper program or other sources to meet cash flow needs for I-205 construction costs prior to selling bonds to pay off the short-term borrowing. Taking out additional short-term debt requires identifying a replacement revenue source to pay back this short-term debt.

Table 2 shows the funds allocated to each UMS project in the June 2024 UMS Finance Plan Update, as well as a base update for December 2024 based on new cost estimates of I-205 Abernethy, tolling, and short-term financing. It also offers the option of providing the Rose Quarter an additional \$250 million of HB 2017 UMS funds to start construction in 2025. Under any of these scenarios, the funding gap would be covered using proceeds from Highway User Tax Revenue (HUTR) bonds backed by ODOT's HB 2017 Bridge and Seismic State Highway Fund revenues. If the Commission chooses to provide the additional funding for Rose Quarter, funding from the HB 2017 Urban Mobility Strategy funds would be shifted from I-205 Abernethy back to Rose Quarter, requiring the sale of more bonds backed by Bridge/Seismic funds.

As shown here, the impact to the Bridge/Seismic program differs based on the scenario, with approximately \$18 million in annual debt service needed under the base scenario and up to about \$35 million needed under the scenario that invests \$250 million in the Rose Quarter.

**Table 2: Estimated Funds Needed For UMS Projects**

| <b>Project</b>             | <b>June 2024 Update</b> | <b>December 2024 Update Base</b> | <b>December 2024 + RQ Construction</b> |
|----------------------------|-------------------------|----------------------------------|--|
| I-205 Abernethy            | \$750                   | \$815                            | \$815                                  |
| I-5 Rose Quarter           | \$608                   | \$608                            | \$858                                  |
| I-5 Boone Bridge           | \$4                     | \$4                              | \$4                                    |
| Tolling                    | \$73                    | \$70                             | \$70                                   |
| Short Term Financing Costs | \$36                    | \$15                             | \$15                                   |
| <b>Total Funds Needed</b>  | <b>\$1,471</b>          | <b>\$1,512</b>                   | <b>\$1,762</b>                         |
| <b>Total Resources</b>     | <b>\$1,267</b>          | <b>\$1,267</b>                   | <b>\$1,267</b>                         |
| <b>Funding Gap</b>         | <b>\$(204)</b>          | <b>\$(245)</b>                   | <b>\$(495)</b>                         |
| <b>Annual Debt Service</b> | <b>\$15</b>             | <b>\$18</b>                      | <b>\$35</b>                            |

Additional bonds would need to be sold if the cost of I-205 Abernethy increases, as is expected based on the identified known risks. ODOT may also choose to sell additional bonds to cover cost escalation on other HB 2017 projects, such as the OR 22 Center Street Bridge, which faces a significant shortfall. Bonds would likely be issued in multiple tranches starting in the 2025-2027 biennium when funds are needed to pay project expenses. Legislative authorization for these bonds would be required in the 2025 bond bill.

Funding to pay back these bonds would be drawn from bridge projects statewide that are programmed in the 2024-2027 STIP or would be programmed in future STIPs. The bonds would likely be paid off in about 25 years from their date of issuance. Because all of the bonds will not be sold for several years, impacts to the Bridge program would likely be relatively small in the 2024-2027 STIP—likely in the range of \$45-50 million-- though ODOT would likely need to cancel or delay some projects. ODOT will return to OTC for actions to cancel or delay projects in the 2024-2027 STIP once we have greater insight into the amount of bonds to be issued, the timing of bond sales, and debt service amounts. The full impact would hit the 2027-2030 STIP after all the bonds are issued, but projects have not yet been programmed in this STIP. In the 2027-2030 STIP, the Bridge Program funding is \$272 million total and an estimated \$105 million will go towards debt service. For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects.

Depending on the timing of long-term bond sales, these options may require additional short-term borrowing through the commercial paper program to meet immediate cash flow needs on I-205, and this borrowing comes with financing costs. To avoid the use of short-term financing, and its associated costs, ODOT may elect to move up the sale of the legislatively-authorized HB 2017 UMS bonds to meet immediate cash flow needs. However, it should be noted that moving up the issuance of HB 2017 bonds will reduce the total resources available from HB 2017 UMS funding in two ways:

- ODOT generates about \$1 million in additional cashflow each month from the portion of the funding that is not yet being paid in debt service; and

- The longer ODOT is able to wait to sell the remaining portion of UMS bonds, the more proceeds it can generate. Conversely, the sooner ODOT sells the remaining portion, the less proceeds it can generate.

While ODOT has strong credit ratings from rating agencies—including a AAA rating from S&P—the issuance of additional debt against existing State Highway Funds without additional revenue enhancements, combined with the projected decline in the gas tax and the agency’s funding challenges, could lead to a rating downgrade or other negative guidance from the rating agencies that could increase the agency’s cost of borrowing.

### Funding Needed to Complete the Urban Mobility Strategy Projects

While closing the short-term funding gap for the I-205 Abernethy Bridge project is urgent and critical, it is also important to lay out options for completing other unfunded work in the UMS, including:

- Construction of the full I-5 Rose Quarter, including completing the auxiliary lanes and shoulders to address the traffic bottleneck and safety issues, as well as constructing the remainder of the highway cover, the multimodal local street improvements, and the relocation of the I-5 southbound off-ramp.
- Construction of I-205 Phase 2, which includes the missing lane between Stafford Road and the Abernethy Bridge as well as bridge investments for seismic resilience through the southern end of the corridor. Further design work on this project was put on indefinite hold in 2023 when tolling was delayed; additional funding is needed to complete environmental review, design and undertake construction.
- Replacement of the I-5 Boone Bridge for seismic resilience and congestion relief. This project has only undertaken preliminary planning and requires funding to complete environmental review, design and enter construction.

The total cost of I-5 Rose Quarter, I-205 Improvements (both Abernethy Bridge and Phase 2), and I-5 Boone Bridge totals an estimated \$4.3 billion, with a \$3.1 billion funding gap, as shown in Table 3.

The Commission, Legislature, and ODOT have a variety of methods to seek to close this gap.

- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects. What’s more, discretionary resources are increasingly constrained due to the need to fund the ADA program and other programs required under law: in the 2027-2030 STIP the Commission had less than \$100 million in discretionary resources to allocate among programs, and many areas including Fix-It and Public and Active Transportation took cuts.

**Table 3: Project Funding Gaps**

| Project  | Notes   | Cost (High)                    | Available Funding* | Funding Gap*      |
|--|---|--------------------------------|--------------------|-------------------|
| <b>I-5 Rose Quarter</b>  | Cost estimate will be updated in 2025. Available funding includes the RCN grant and previously allocated funding. Does not include \$250 million proposed for project construction. | \$1,900                        | \$608              | \$(1,292)         |
| <b>I-205 Abernethy</b>   | Incorporates additional costs as noted above. Available funds includes all remaining HB 2017 funds.   | \$815                          | \$570              | \$(245)           |
| <b>I-205 Phase 2</b>   | Updated to assume project construction begins in 2031.  | \$800                          | \$0                | \$(800)           |
| <b>I-5 Boone Bridge</b>  | Cost estimate has not been updated since 2023 finance plan. A new cost estimate range will be developed in late 2024.   | \$725                          | \$4                | \$(721)           |
| <b>Total</b>   |   | <b>\$4,300</b>                 | <b>\$1,182</b>     | <b>\$(3,058)</b>  |
| *Based on December 2024 base funding scenario, with all remaining HB 2017 UMS funds dedicated to Abernethy.<br>**Estimated annual debt service on 25 year Highway User Tax Revenue bonds, rounded to nearest \$10 million.<br>***Increase in the statewide fuels tax along with complementary weight-mile tax to pay debt service, rounded to nearest penny. |   | <b>Annual Debt Service**</b>   |                    | \$210-240         |
|  |   | <b>Fuels Tax Equivalent***</b> |                    | 9-11 cents/gallon |

- Federal discretionary grants.** In the last year major highway projects in the Portland metro region have secured over \$2.5 billion in federal discretionary funding available under the Infrastructure Investment and Jobs Act. In addition to the Rose Quarter’s \$450 million RCN grant, the Interstate Bridge Replacement secured a \$600 million MEGA grant and a \$1.5 billion Bridge Investment Program grant. ODOT intends to continue seeking other federal grants for the UMS projects—particularly the Rose Quarter. However, ODOT did not receive an INFRA grant for Rose Quarter, and INFRA grants have now been awarded through 2026, when the Infrastructure Investment and Jobs Act expires. Funding for discretionary grant programs beyond that timeframe are dependent on congressional action to reauthorize the IJA, which could be challenging given a significant shortfall in user fee revenue flowing into the Highway Trust Fund. UMS projects may be eligible to receive other grants, though most are likely to be much more modest in size than those received to date.
- Additional statewide tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects. Generating \$3 billion in bond proceeds to close the funding gap would require about \$215 million in annual funding for debt service, which amounts to a statewide gas tax increase of nearly 10 cents per gallon, along with complementary weight-mile tax revenue.
- Regional funding.** A portion of the UMS funding gap could be raised through transportation taxes and fees within the Portland metro region, as was originally contemplated as part of HB 2017; this option was set aside in favor of tolling.



- **Tolling revenue.** While implementation of tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Completing these three major projects will likely require some combination of multiple of the above funding sources rather than relying on a single source.



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** January 6, 2025  
**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item G** – Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to 1) increase funding for the preliminary engineering, right of way, utility relocation, construction and other phases of the *I-5 Rose Quarter Improvement Project* (K19071); 2) increase funding and add scope to the *I-5 Rose Quarter: Broadway to Weidler Phase 1* (K23672) project; and 3) change the project name and mile points, and increase funding to the construction phase of the *I-405 and I-5 Stormwater Facilities Project* (K23682).

**Requested Action:**

Amend the 2024-2027 Statewide Transportation Improvement Program (STIP) to increase funding for the I-5 Rose Quarter Improvement Project from \$623,391,997 to \$873,391,997. This new funding of \$250,000,000 is from House Bill 2017 Urban Mobility Strategy funds, as directed by the Oregon Transportation Commission at its December 4, 2024, meeting, for the three projects related to the I-5 Rose Quarter Improvement Project as follows:

1. Increase funding for *K19071 I-5 Rose Quarter Improvement Project* from \$236,141,997 to \$248,641,997. This funding will provide \$12,500,000 from HB2017 Urban Mobility Strategy funds to the preliminary engineering, right of way, utility relocation, and other phases.
2. Increase funding and add scope to *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1* from \$382,250,000 to \$559,750,000. This project will increase by \$177,500,000 in HB2017 Urban Mobility Strategy funds to the construction phase and the scope will be expanded to build an additional portion of the highway cover and provide initial investments in I-5 safety and operational improvements.
3. Increase funding, change the project name and mile points, and add scope to *K23682 I-405 and I-5 Stormwater Facilities* project from \$5,000,000 to \$65,000,000. This project will increase by \$60,000,000 in HB2017 Urban Mobility Strategy funds to the construction phase. The project name will change to I-5 Rose Quarter: Phase 1A, the project mile points will change to MP 301.2-303.4 (from MP 301.4 to 303.2), and the scope will expand to include bridge and seismic improvements in the project area in addition to already planned stormwater improvements.

## STIP Amendment Funding Summary

| <b>I-5 Rose Quarter Improvement Project (K19071)</b> |             |                      |                      |
|--|-------------|----------------------|----------------------|
| <b>PHASE</b>   | <b>YEAR</b> | <b>COST</b>          |                      |
|  |             | <b>Current</b>       | <b>Proposed</b>      |
| Preliminary Engineering                              | 2016        | \$187,391,997        | \$197,391,997        |
| Right of Way   | 2020        | \$41,000,000         | \$42,000,000         |
| Utility Relocation                                   | 2025        | \$7,500,000          | \$8,500,000          |
| Construction   | NA          | \$0                  | \$0                  |
| Other  | 2025        | \$250,000            | \$750,000            |
| <b>TOTAL</b>   |             | <b>\$236,141,997</b> | <b>\$248,641,997</b> |

| <b>I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672)</b> |             |                      |                      |
|---|-------------|----------------------|----------------------|
| <b>PHASE</b>  | <b>YEAR</b> | <b>COST</b>          |                      |
|   |             | <b>Current</b>       | <b>Proposed</b>      |
| Preliminary Engineering                                       | NA          | \$0                  | \$0                  |
| Right of Way  | NA          | \$0                  | \$0                  |
| Utility Relocation  | NA          | \$0                  | \$0                  |
| Construction  | 2025        | \$382,250,000        | \$559,750,000        |
| Other   | NA          | \$0                  | \$0                  |
| <b>TOTAL</b>  |             | <b>\$382,250,000</b> | <b>\$559,750,000</b> |

| <b>I-405 and I-5 Stormwater Facilities Project (K23682) - to be known as I-5 Rose Quarter: Phase 1A</b> |             |                    |                     |
|---|-------------|--------------------|---------------------|
| <b>PHASE</b>  | <b>YEAR</b> | <b>COST</b>        |                     |
|   |             | <b>Current</b>     | <b>Proposed</b>     |
| Preliminary Engineering   | NA          | \$0                | \$0                 |
| Right of Way  | NA          | \$0                | \$0                 |
| Utility Relocation  | NA          | \$0                | \$0                 |
| Construction  | 2025        | \$5,000,000        | \$65,000,000        |
| Other   | NA          | \$0                | \$0                 |
| <b>TOTAL</b>  |             | <b>\$5,000,000</b> | <b>\$65,000,000</b> |

**Background:**

The purpose of the I-5 Rose Quarter Project is to improve the safety and operations on Interstate 5 (I-5) between Interstate 405 (I-405) and Interstate 84 (I-84), as well as the local streets in the I-5 Broadway/Weidler interchange within the city of Portland.

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast and redesigns the multimodal local street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and currently feature the biggest traffic bottleneck in Oregon. The project will also

improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

In March 2024, the U.S. Department of Transportation awarded ODOT's I-5 Rose Quarter Improvement Project with a \$450 million grant to build an initial portion of the highway cover. In August 2024, the Oregon Transportation Commission and Metro Council unanimously agreed to approve the spending of this grant award and respectively approved amendments to the State Improvement Transportation Program (STIP) and Metropolitan Transportation Improvement Program (MTIP) to program these funds for the design activities and construction of the initial, central segment of the highway cover around Broadway and Weidler.

Building on this federal funding, the Oregon Transportation Commission, at their December 4, 2024, meeting, allocated an additional \$250 million to the I-5 Rose Quarter Improvement Project as part of the Urban Mobility Strategy Finance Plan update. Combined with existing funding and the recently secured U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant of \$450 million, this additional allocation provides sufficient funding to begin project construction in 2025 and deliver many of the project's most critical improvements.

#### Funding Summary

The increase of \$250,000,000 from HB2017 Urban Mobility Strategy funds will do the following:

- *K19071 I-5 Rose Quarter Improvement Project*: An increase of \$12,500,000 will advance design, right of way acquisition, utility relocation and other activities needed to ready K23672 and K23682, as articulated below, for construction.
- *K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1*: With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to construct an added portion of the highway cover to include the Broadway structure and to construct initial portions of the I-5 safety and operational improvements, including widening the Holladay/Hassalo bridge and build walls, building the full southbound auxiliary lane and shoulders, extending a portion of the existing northbound auxiliary lane and shoulders under the highway cover area, and constructing two sign bridges and associated Intelligent Transportation Systems. Construction will begin by 2027.
- *K23682 I-405 and I-5 Stormwater Facilities Project*: The project name will change to I-5 Rose Quarter: Phase 1A. With the increase of \$60,000,000 for the construction phase, the original scope of building stormwater improvements within the project area near I-405 will be expanded and the mile points will change to MP 301.4 to 303.2 from MP 301.2-303.4. The added scope will be to construct a structural deck overlay, make bridge rail upgrades and seismically retrofit two bridges (S8588E and N8588E) in the southern portion of the project area. Construction will begin in 2025.

#### Outcomes:

With approval, the Oregon Department of Transportation (ODOT) will move forward with design and other activities for the *K19071 I-5 Rose Quarter Improvement Project*. With approval, ODOT also will advance construction for two other phases of the project: *K23672 I-5 Rose Quarter: Broadway to*

*Weidler Phase 1* to build the initial portion of the highway cover from the southern portal to north of Broadway, build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit, extend an initial portion of the existing northbound auxiliary lane and shoulder under the highway cover, and build sign bridges and associated Intelligent Transportation Systems, with construction starting by 2027 and *K23682 I-5 Rose Quarter: Phase 1A* to build bridge work in the southern project area and construct stormwater facilities near I-405 with construction starting in 2025. This approval would be consistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

Without approval, ODOT would not begin construction in 2025 and would not construct any portions of the project beyond what is funded by the \$450 million Reconnecting Communities and Neighborhoods grant and \$5 million for stormwater improvements. Ultimately, without approval, this would delay timely project delivery and would be inconsistent with the Commission's approved December 2024 Urban Mobility Strategy Finance Plan update.

**Attachments:**

- Attachment 01 – KEY 23682 Vicinity and Location Map
- Attachment 02 – KEY 19071 Vicinity and Location Map

# STIP PROJECT LOCATION

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

**K23682**

Agenda Item G, Attachment 01

## I-5 ROSE QUARTER: PHASE 1A

PROJECT LOCATION



REGION



COUNTY



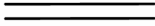
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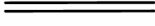
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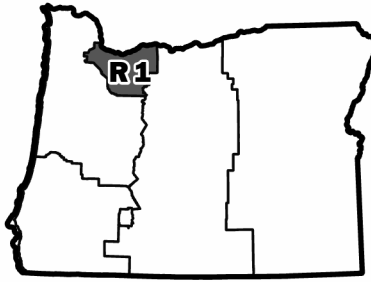
STATE ROAD



LOCAL ROAD



RAILROAD



DATE: 12/11/2024  
PROJECT NO. 23-52  
ODOT | GIS UNIT

This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user.  
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# STIP PROJECT VICINITY

da Item G, Attachment 01

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

## K23682

## I-5 ROSE QUARTER: PHASE 1A

PROJECT LOCATION



REGION



COUNTY



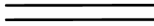
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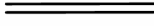
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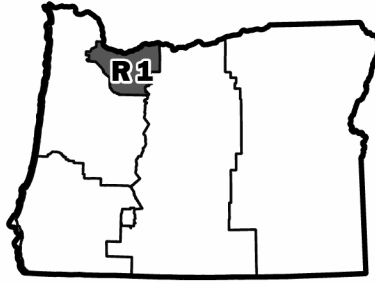
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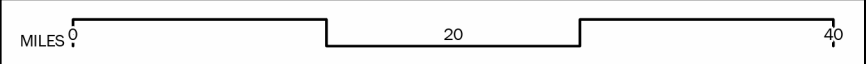
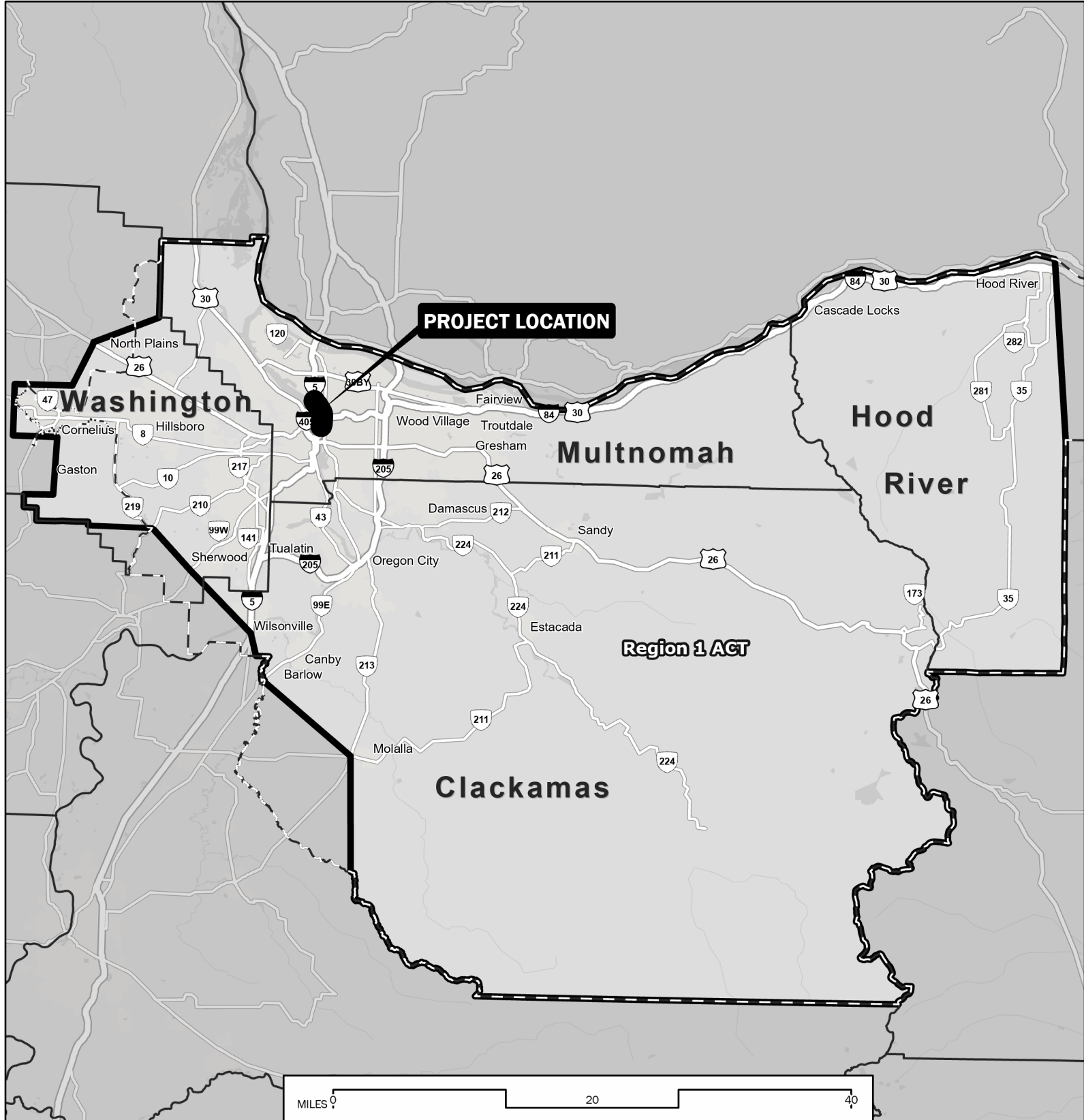


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DATE: 12/11/2024  
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# STIP PROJECT LOCATION

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

**K19071**

## I-5 ROSE QUARTER IMPROVEMENT PROJECT

Agenda Item G, Attachment 02

PROJECT LOCATION



REGION



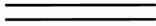
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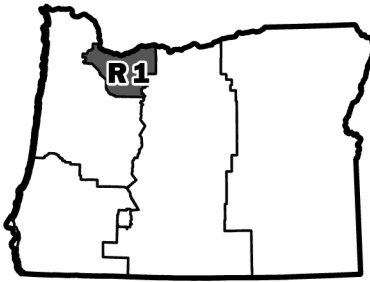
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LOCAL ROAD



RAILROAD



DATE: 12/11/2024  
PROJECT NO. 23-52  
ODOT | GIS UNIT

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# STIP PROJECT VICINITY

**K19071**

da Item G, Attachment 02

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

## I-5 ROSE QUARTER IMPROVEMENT PROJECT

PROJECT LOCATION



REGION



COUNTY



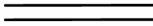
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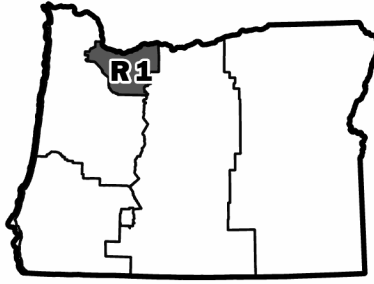
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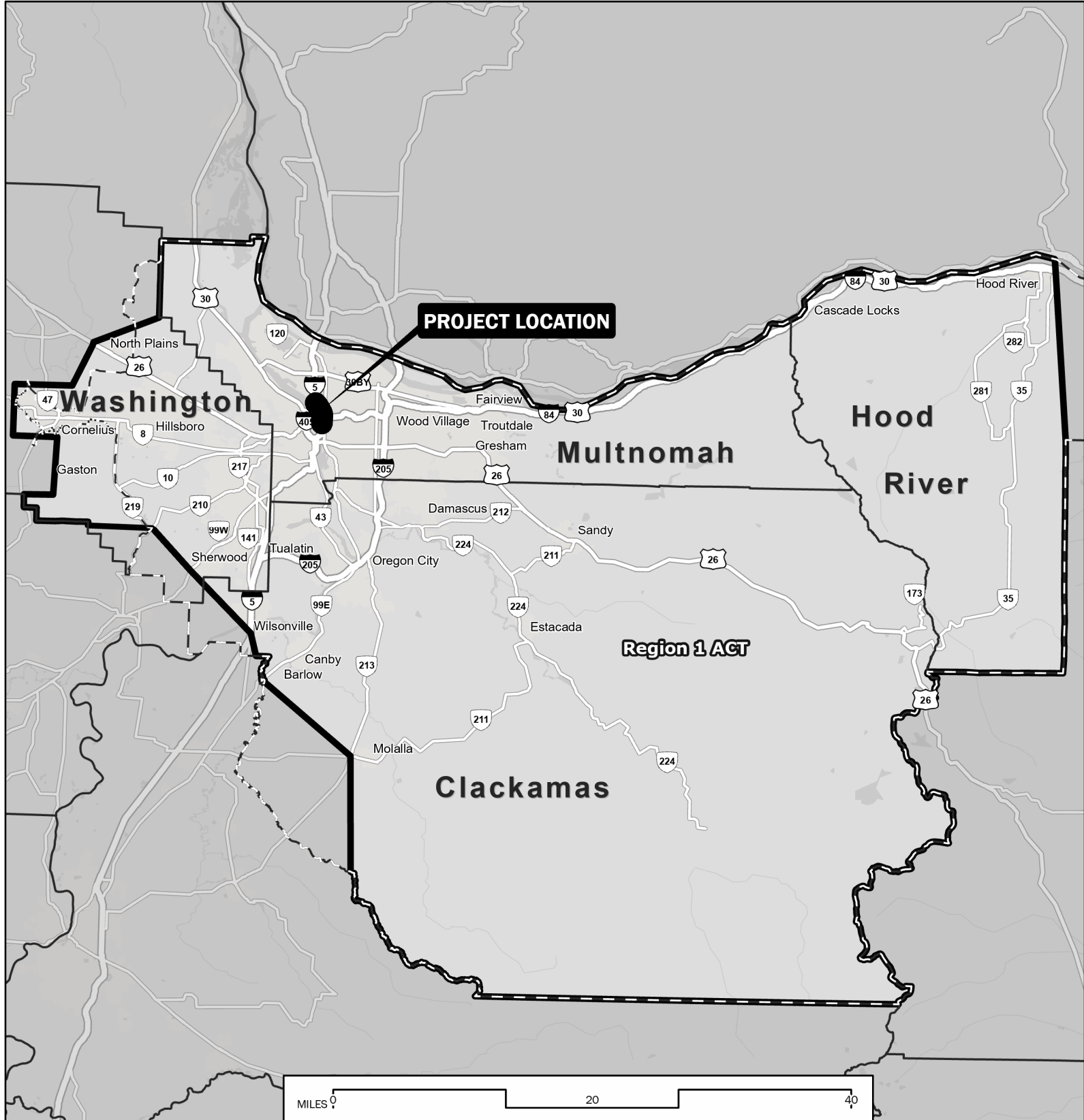


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DATE: 12/11/2024  
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**Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment at the February 7, 2025, meeting in advance of an approval recommendation that will be presented to TPAC during the March 7, 2025, meeting. Several TPAC members raised questions and asked for additional information about aspects of the Performance Evaluation Assessment (PAE) and the project. This summary provides additional information in response.**

**Topic 1:** Project impacts on transit service and performance measures outputs on transit access to jobs and transit access to community places.

**Response:** Following the meeting, TriMet staff reported to Metro staff that the proposed project will not impact headways, but that it will degrade transit speeds. TriMet staff also shared a desire to more appropriately categorize impacts on access via transit. Since there is there a negligible difference in access via transit, the Equity portion of the PAE has been changed from “increases in transit access” to “no significant change in access via transit”. The Equity table on pg. 8 of the PAE Summary (Attachment 2) has been updated to the following:

“Modeling shows an increase of access to jobs via drive commute from 437,713 to 437,916 region wide and ~~an increase from 73,711 to 73,715 for transit trips~~ **no significant change in access to jobs via transit**. For equity focus areas, there is an increase in access to jobs via drive commute from 450,816 to 451,005. For jobs accessible via transit there ~~is an increase from 89,378 to 89,386~~ **no significant change**.”

**Topic 2:** Project compliance with Metro’s Climate Smart Strategy and models used to analyze the project in the RTP and MTIP.

**Response:** Since the three proposed amendments would amend the 2024-27 MTIP, Metro staff used the same tools used in the adopted MTIP (Regional Travel Demand Model, MOVES, GIS) to measure performance of the proposed projects. The performance analysis used the MOrtor Vehicle Emission Simulator (MOVES) model to model emissions. The proposed MTIP projects show a very small increase in GHG emissions (less than 0.01%). The Climate table on page 11 of the PAE Summary (Attachment 2) includes additional information on the model results.

The 2023 RTP used the same three models, as well as one additional tool developed by ODOT, VisionEval. The 2023 RTP used VisionEval for its climate analysis because the region’s long term greenhouse gas (GHG) reduction targets were set by the state using VE and are based on the policy levers that the VE model accounts for, including state-led actions adopted in the Statewide Transportation Strategy (STS) tests. The VisionEval model yields different results than MOVES because VE accounts for different policies than the travel model, including implementation of TDM and TSMO and the higher levels of state-led pricing actions adopted in the STS.

**Topic 3:** Ensuring investments are targeted to prevent death and serious injury crashes where they occur.

**Response:** The I-5 Southbound corridor through Rose Quarter is identified in Metro’s 2018-22 High Injury Corridors (HIC) database with a percentile rank of 90%. Within the five-year period, a total of two fatal and 17 serious injury crashes occurred, and of those two involved pedestrians entering the freeway. (See Table 1 below.) The corridor qualifies as high injury because the percentile rank of the concentration score is between 80 and 100, meaning it is within the top 20 percent worst scores. I-5 Northbound is not identified in the HIC database.

It is difficult to ascertain the amount of investment to address fatalities and serious injuries in phase 1a and 1. Cost estimates provided in the proposed amendment include PE, ROW, utilities relocation, construction, and other. The cost estimates do not provide a breakdown of specific project elements that are safety countermeasures to address serious injuries and fatalities or their discrete costs. The proposed amendment provides funding for ramp-to-ramp lanes and improved shoulders on I-5 southbound between the Broadway exit and the Morrison Bridge exit. Project information explains that these project elements “*allow transitions without merging into traffic and are effective in improving safety*” and “*support improved traffic flow and will result in a safer experience with potentially less crashes.*”

Table 1: Fatal and Serious Injury Crashes, I-5 Southbound within Proposed Project Area (2018-2022)

| Crash Type Description*                            | Fatal Injury (K) | Suspected Serious Injury (A) | Grand Total |
|--|------------------|------------------------------|-------------|
| <b>2019</b>  | <b>1</b>         | <b>4</b>                     | <b>5</b>    |
| Driving in excess of posted speed                  |                  | 1                            | 1           |
| Improper change of traffic lanes                   |                  | 1                            | 1           |
| Made improper turn                                 |                  | 1                            | 1           |
| Non-motorist illegally in roadway                  | 1                | 1                            | 2           |
| <b>2021</b>  | <b>1</b>         | <b>9</b>                     | <b>10</b>   |
| Disregarded traffic signal                         |                  | 1                            | 1           |
| Failed to avoid vehicle ahead                      |                  | 5                            | 5           |
| Improper change of traffic lanes                   |                  | 1                            | 1           |
| Inattention  |                  | 1                            | 1           |
| Reckless Driving (per PAR)                         |                  | 1                            | 1           |
| Wrong way on one-way road; wrong side divided road | 1                |                              | 1           |
| <b>2022</b>  |                  | <b>4</b>                     | <b>4</b>    |
| Did not yield right-of-way                         |                  | 1                            | 1           |
| Failed to avoid vehicle ahead                      |                  | 2                            | 2           |
| Improper change of traffic lanes                   |                  | 1                            | 1           |
| <b>Grand Total</b>                                 | <b>2</b>         | <b>17</b>                    | <b>19</b>   |

\*No reported crashes in 2018 & 2020

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

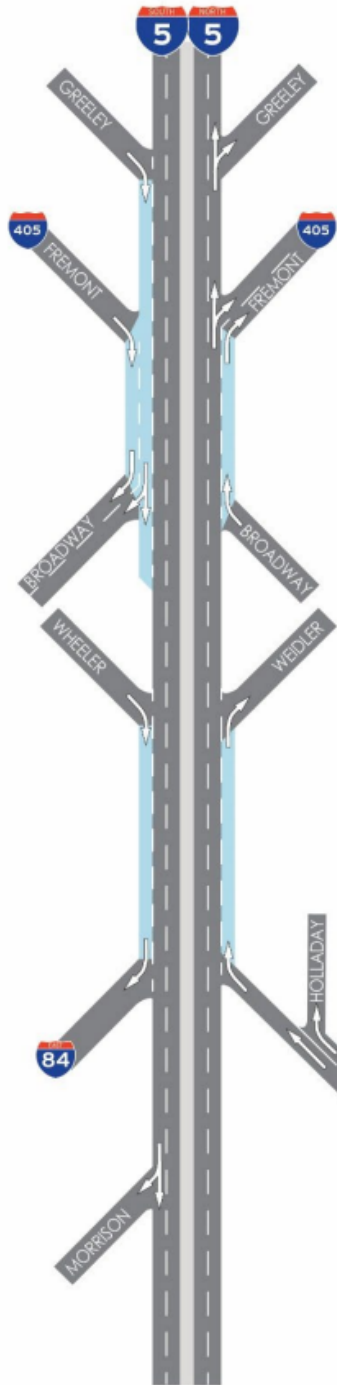
**Response:** Metro staff reached out to the ODOT team for additional information. Rose Quarter Project Director Megan Channell provided the response below:

*“ODOT, together with partners, is committed to completing the I-5 Rose Quarter Improvement Project in its entirety, as described in the federally approved Revised Supplemental Environmental Assessment. All elements of the project, including improvements on Interstate 5, the full highway cover, the surrounding surface streets, and the bike/ped bridge, are critical for this project’s success. The federal environmental review approval is for the full project and ODOT’s support for delivering all project elements is consistent with this federal approval and the National Environmental Policy Act (NEPA) process. ODOT plans to continue to pursue additional funding at the state and federal levels, including working with legislative partners in the 2025 session, to bridge the gap between what has already been secured and what is needed to build the full project. ODOT fully supports the sentiments in the January 15, 2025 joint letter of partner support between the Albina Vision Trust, City of Portland, Portland Trail Blazers/Rip City Management and ODOT (included in the February 7 MTIP packet) that underscores this commitment to deliver the project in phases to match funding availability and support delivering the project in full to meet all of the project’s expected positive outcomes.”*

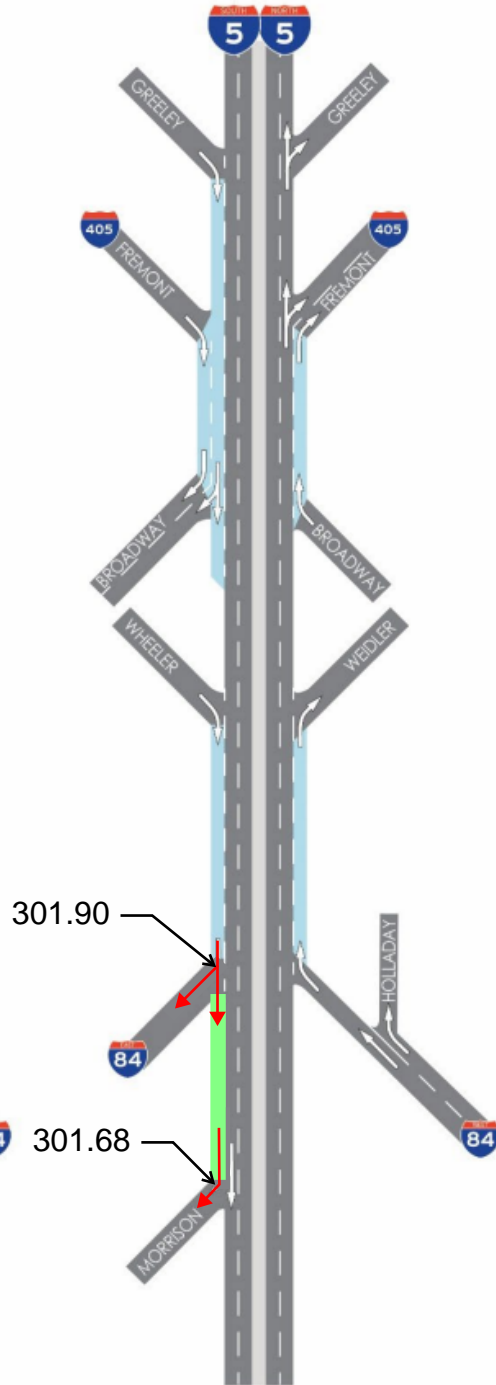
**Topic 5:** Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials.

**Response:** Metro staff performed the Travel Demand Model (TDM) analysis at the regional level to assess the effect of a large number of projects working in conjunction with each other within the 2024-27 MTIP. The 2024-27 MTIP contains 108 projects. The proposed amendment adds one additional project to the Travel Demand Model. To understand the effects of congestion on I-5 on crash rates on nearby arterials, a corridor level study would need to be performed and is beyond the scope of the MTIP amendment process. At the corridor scale, the TDM can provide more detailed metrics like line specific transit line ridership information, changes in average speeds on road facilities, vehicle volumes on facilities, and vehicle routing patterns. While other types of analysis like microsimulation/dynamic traffic assignment could be useful in assessing some local impacts of proposed projects, they are not within the scope of what Metro can provide to the MTIP amendment process.

# Existing Conditions



# K23682 I-5 Rose Quarter: Phase 1A



**Legend:** Existing I-5 Travel Lanes  
New Auxiliary Lanes

Existing Auxiliary Lanes

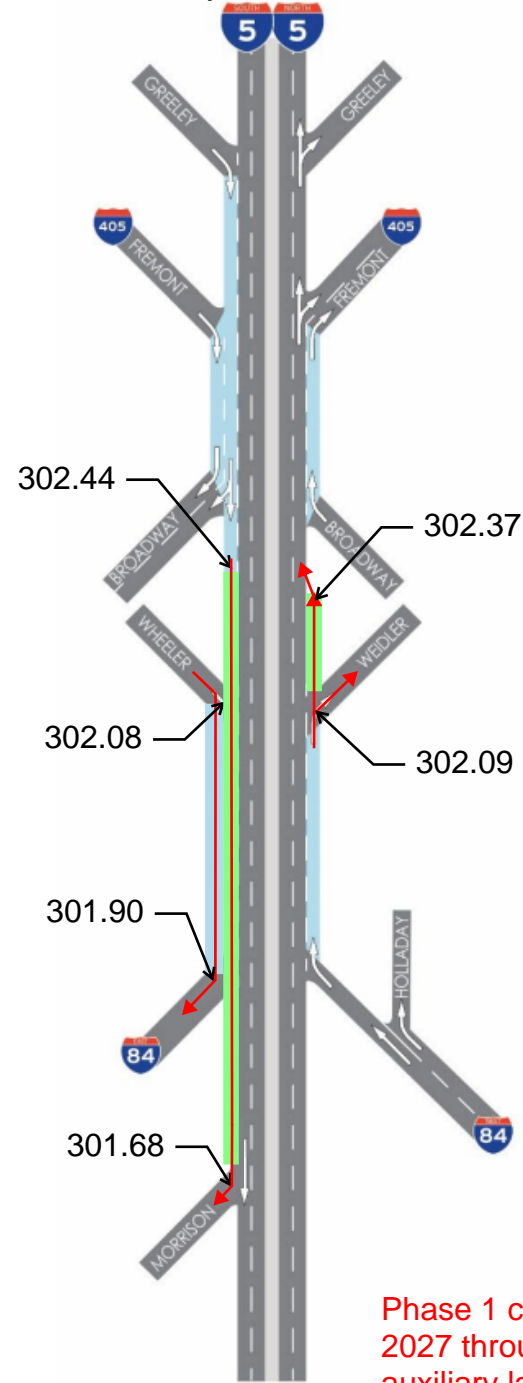
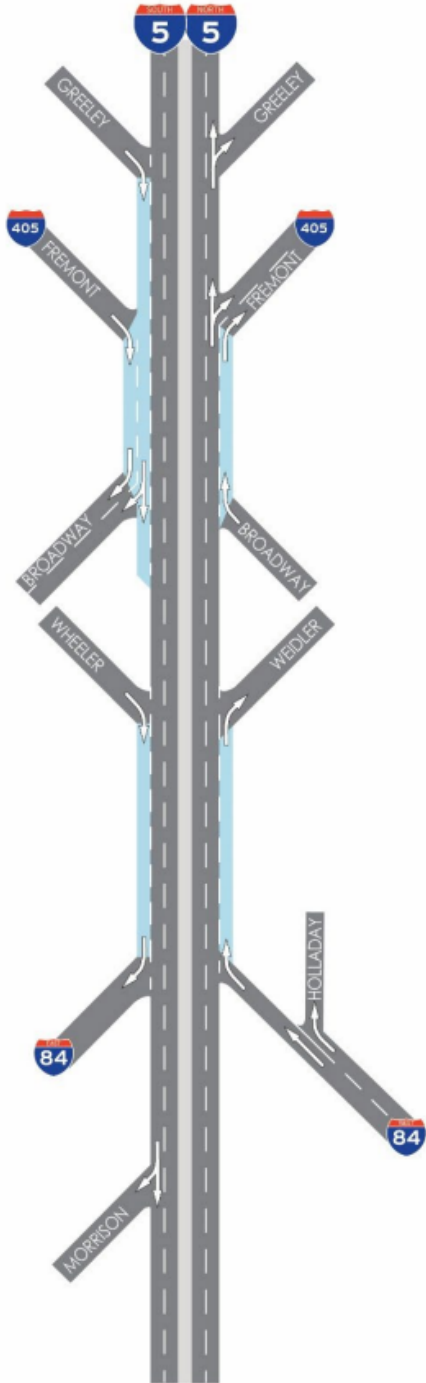
Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

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

# Existing Conditions

# K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

Attachment 5: Phase 1 and 1A Full Build



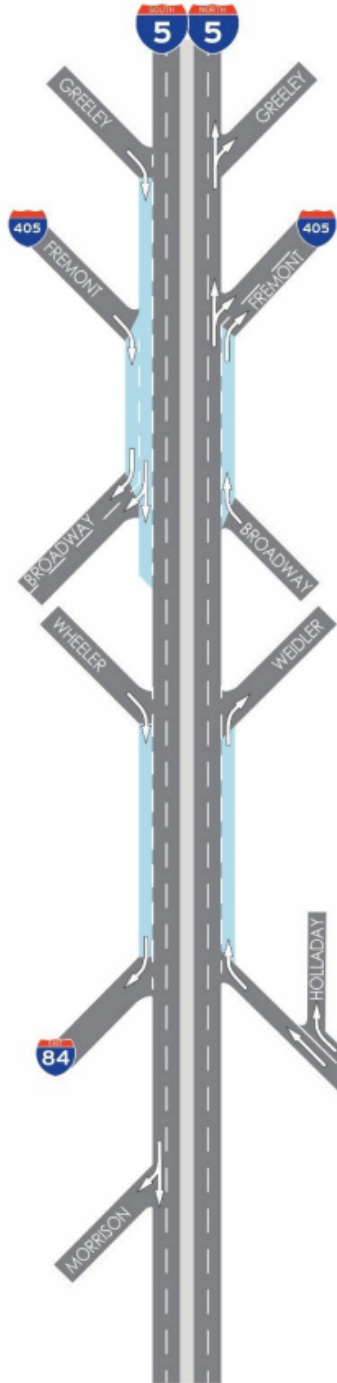
**Legend:**  
 Existing I-5 Travel Lanes  
 New Auxiliary Lanes

Existing Auxiliary Lanes

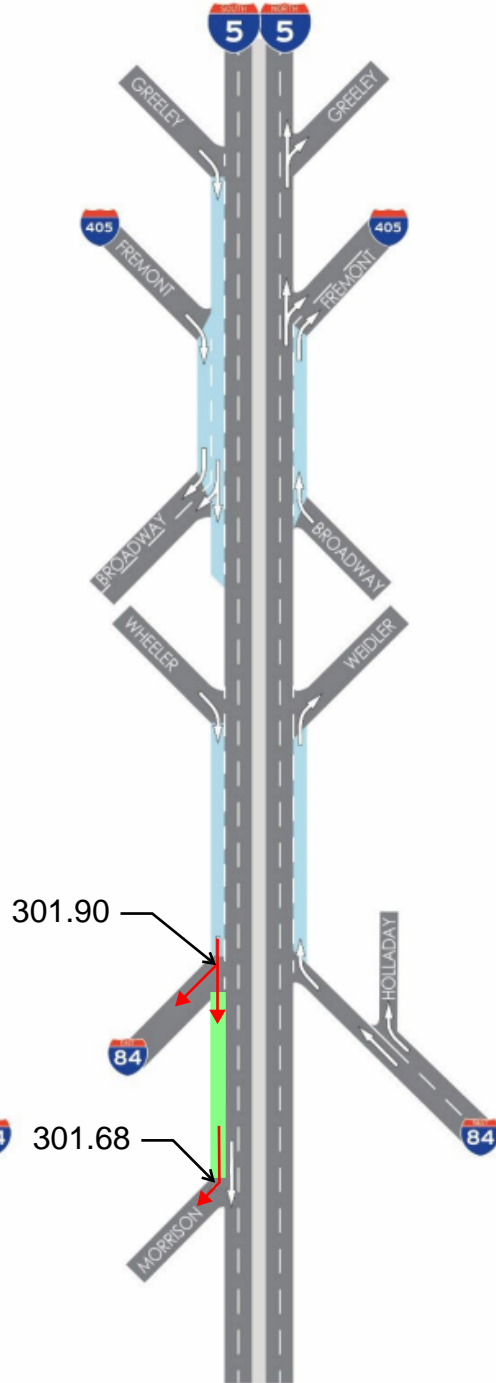
Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

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

# Existing Conditions



# K23682 I-5 Rose Quarter: Phase 1A



**Legend:**  
Existing I-5 Travel Lanes  
New Auxiliary Lanes

Existing Auxiliary Lanes

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

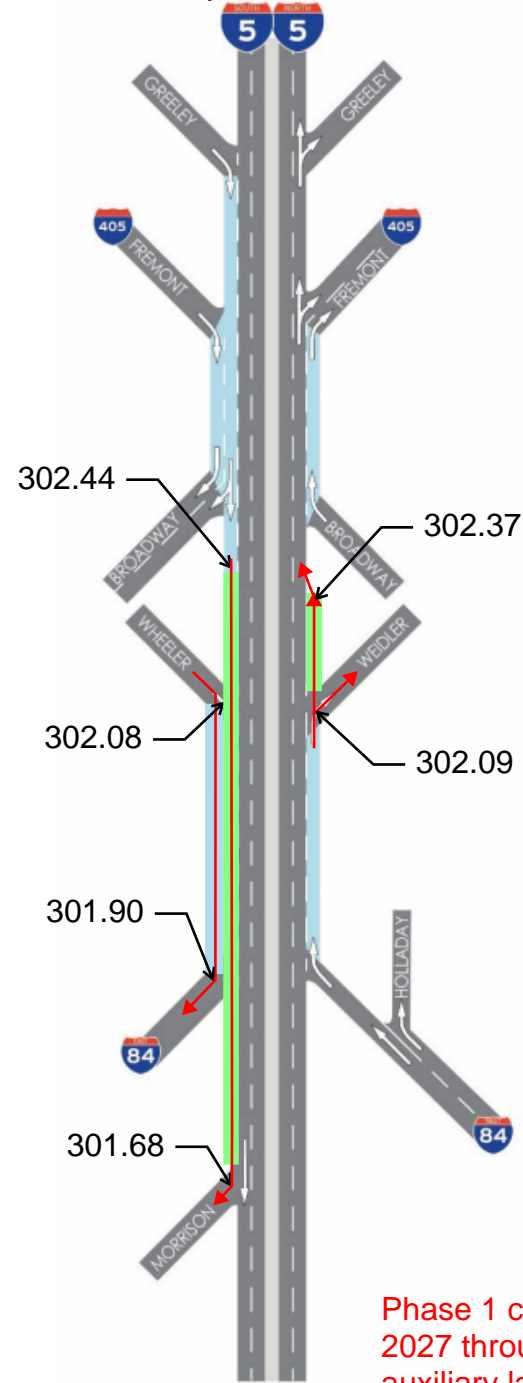
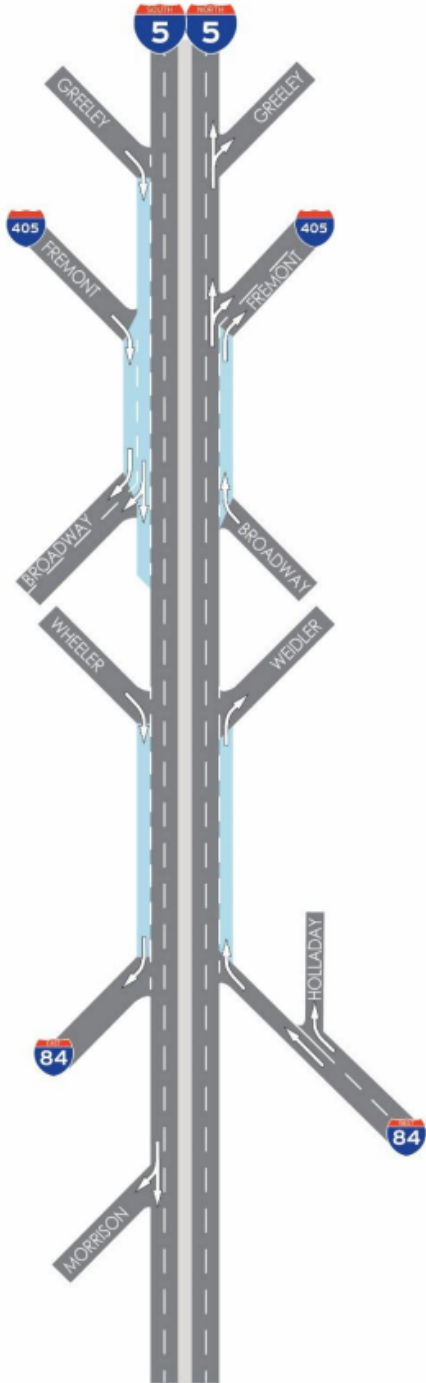
Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)



# Existing Conditions

# K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

Attachment 5: Phase 1 and 1A Full Build



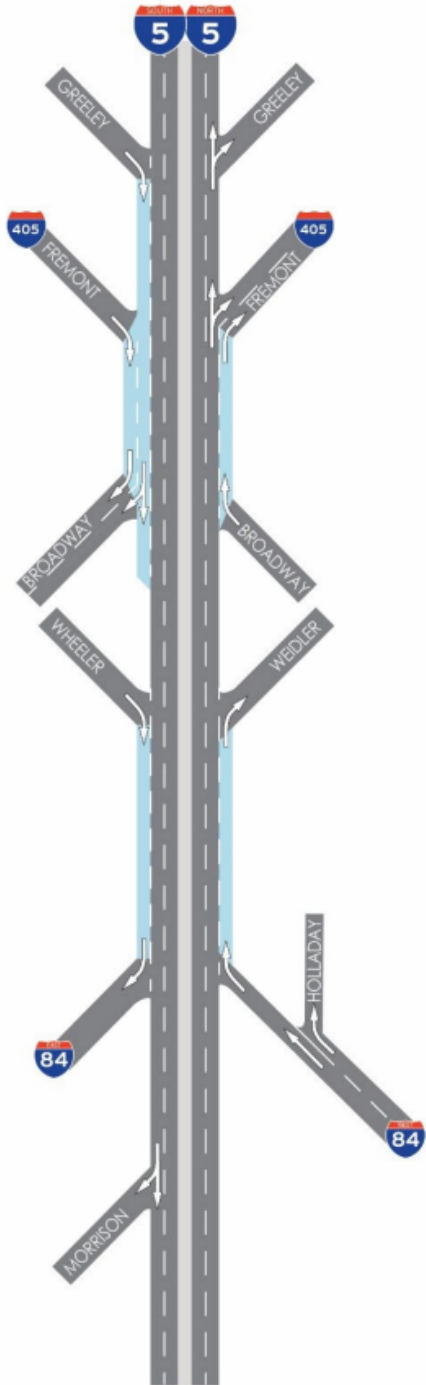
**Legend:**  
 Existing I-5 Travel Lanes  
 Existing Auxiliary Lanes  
 New Auxiliary Lanes

Existing Auxiliary Lanes

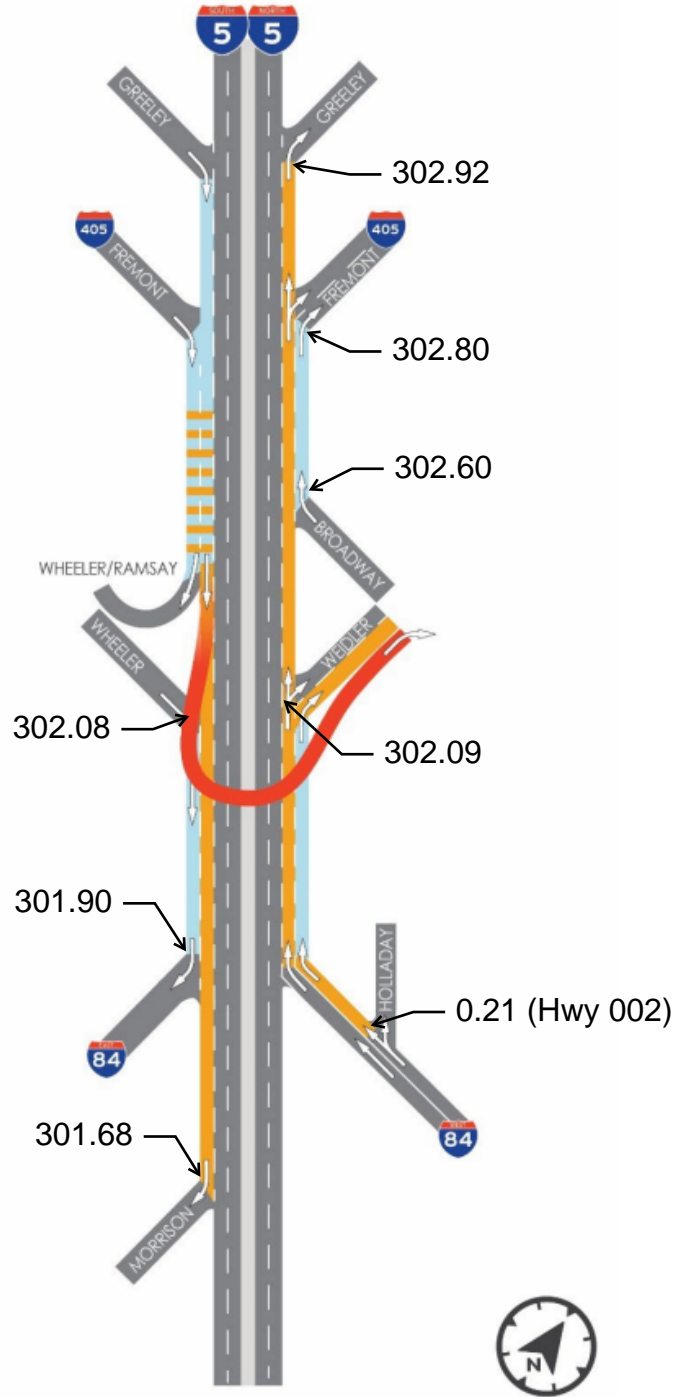
Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

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

# EXISTING CONDITIONS



# PROPOSED IMPROVEMENTS

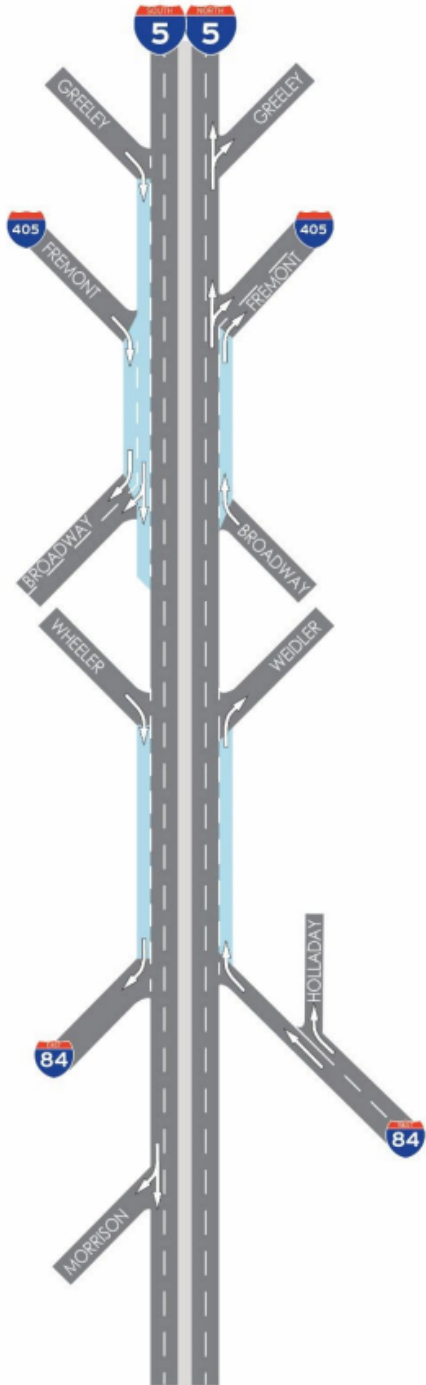


- Legend:**
- Existing I-5 Travel Lanes
  - Existing Auxiliary Lanes
  - New Flyover
  - New Auxiliary Lanes and Shoulders
  - Extension of Existing Auxiliary Lane and Shoulders

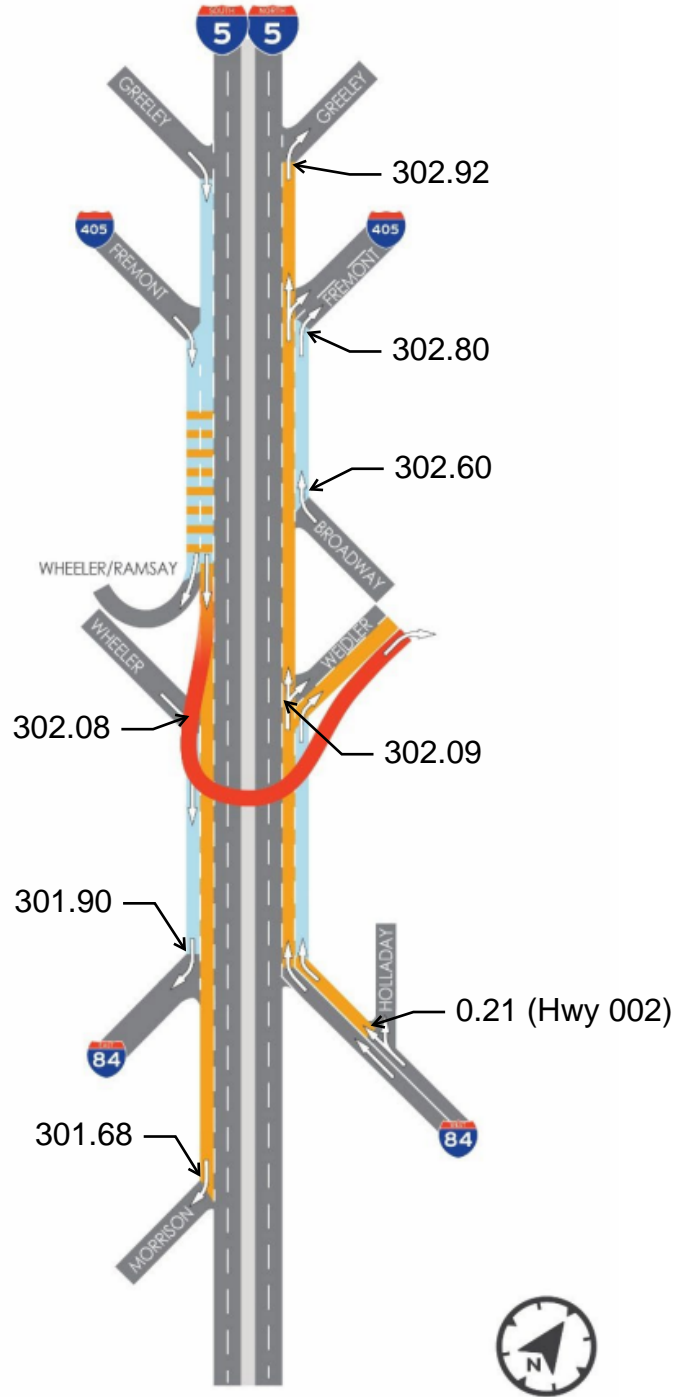


Note: All mile points labeled based on Hwy ID 001, Roadway ID #1 (I-5 SB)

# EXISTING CONDITIONS



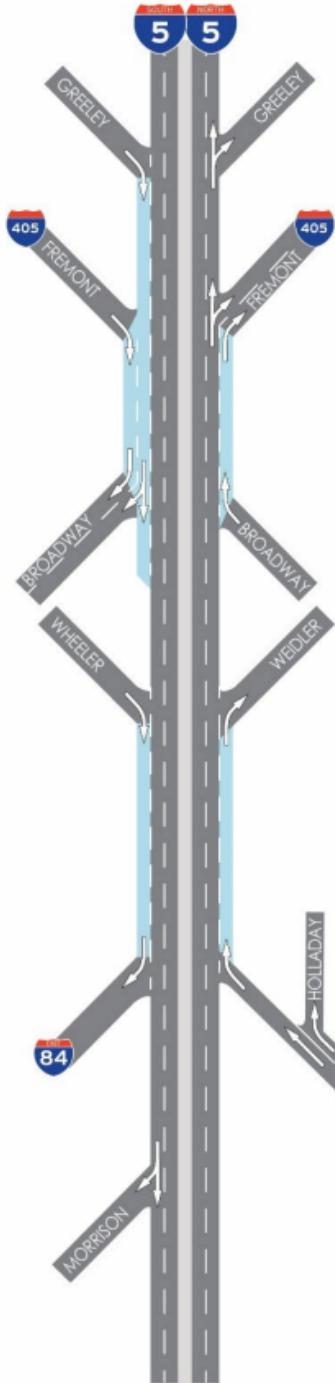
# PROPOSED IMPROVEMENTS



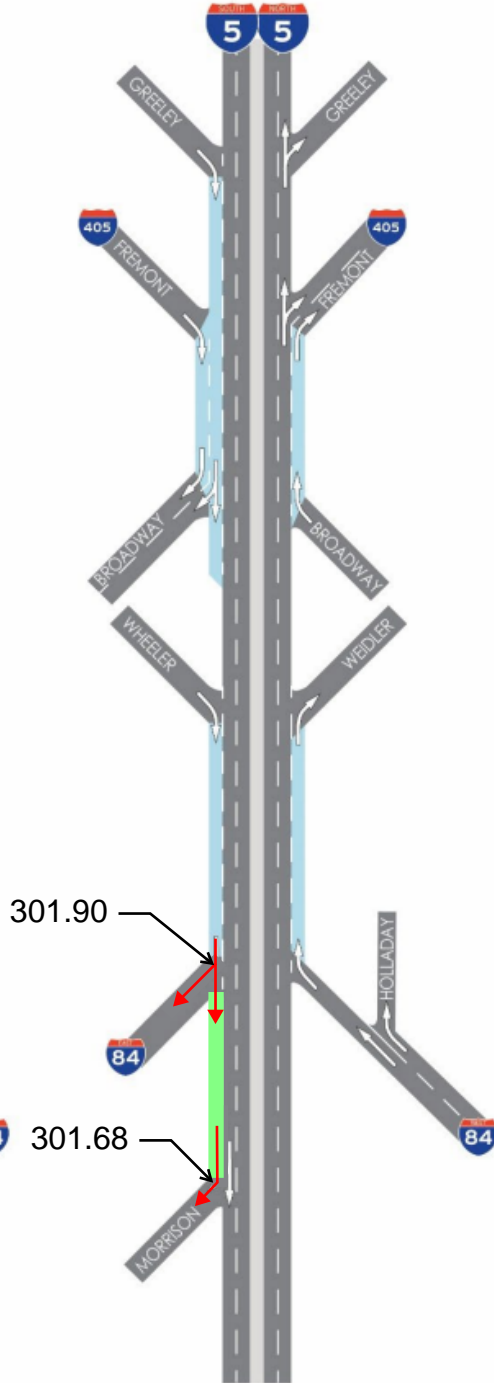
- Legend:**
- Existing I-5 Travel Lanes
  - Existing Auxiliary Lanes
  - New Flyover
  - New Auxiliary Lanes and Shoulders
  - Extension of Existing Auxiliary Lane and Shoulders

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

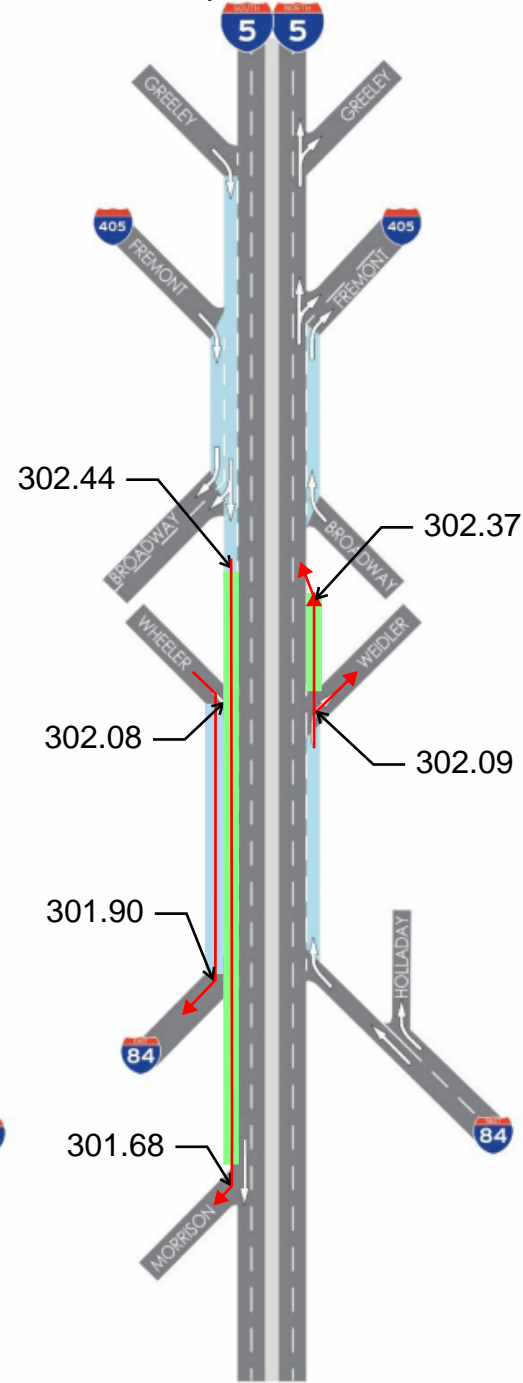
# Existing Conditions



# K23682 I-5 Rose Quarter: Phase 1A



# K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



**Legend:**  
 Existing I-5 Travel Lanes  
 Existing Auxiliary Lanes  
 New Auxiliary Lanes

Existing Auxiliary Lanes

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

**TPAC February 7, 2025 Meeting Summary:**

Metro staff presented an overview of the I-5 Rose Quarter MTIP Formal Amendment in advance of an approval recommendation that will be presented to TPAC during their March 7, 2025, meeting.

Prior to overview, Chris Smith, representing No More Freeways, provided testimony raising concerns from the No More Freeways group. First, he reiterated a request he made to Ken Lobeck, Metro Funding Programs Lead, concerning needed clarification in the staff report concerning known opposition to the I-5 Rose Quarter Improvement Project. (Note: The requested clarification has been incorporated into the JPACT staff report, Section 1 Known Opposition in the Analysis/Legislation section.)

Second, Mr. Smith raised concerns about the balance and phasing of the project as well as the expected burdens and benefits that will result. He stated areas of the project the No More Freeway group supports such as the freeway covers, bicycles, and pedestrian improvements. However, he also identified that the burdens from other proposed improvements such as the new auxiliary lanes would not provide an adequate benefit in relation to their implementation cost. He also questioned the delivery phasing approach which focused on system capacity improvements without similar improvements for bicycle and pedestrian facilities. He questioned if the partial delivery schedule reflected a balanced approach of capacity and non-motorized improvements.

Third, Mr. Smith identified a concern about the overall project's cost estimate in relation to the package delivery approach over time as funding is secured. He asked whether the full project proposed build-out will be delivered if the project cost increases and which scope elements would be sacrificed if down-scoping is required due to limited funding. He asked if the bicycle and pedestrian improvements would be the first to be cut. Overall, Chris requested TPAC to be cognizant of the fiscal constraint aspects and the impact of scoping changes that could occur if full funding is not secured.

Ken Lobeck provided a short overview of the proposed MTIP Amendment. He explained how the Oregon Transportation Commission (OTC) approved \$250 million will be applied to each of the three projects. He also explained the various required amendment reviews that include a project level modeling review and fiscal constraint verification. He concluded stating that the submitted proposed project changes had met fiscal constraint verification and the consistency review against the 2023 Regional Transportation Plan.

Blake Perez, Metro Associate Transportation Planner continued the amendment overview by discussing the completed Performance Evaluation Assessment (PAE). Blake explained the purpose of the PAE is for capacity enhancing projects that exceed \$100 million in total costs. The PAE provides an evaluation of the 2024-2027 MTIP investment package with proposed project on the five RTP policy priorities – safety, equity, climate, and mobility, and economic prosperity. He

explained that three main tools are used to evaluate the 2024-2027 MTIP investment package and the PAE and include:

- Travel Demand Model.
- Motor Vehicle Emissions Simulator (MOVES) Model.
- Geographic Information Systems (GIS) analysis of the 2023 RTP Network Map.

Key takeaways from the analysis included the following:

- In general, impacts of Phase 1a & 1 were neutral on the package of MTIP investments against RTP goals.
- Negligible effects on emissions, VMT, access to jobs/community places.
- A positive impact on economic and safety goals.
- The project may have additional community and regional benefits outside of the RTP performance measures.

Megan Channell, I-5 Rose Quarter Project Director presented a detailed summary of the proposed upgrades the project will provide. Megan outlined where and how the new \$250 million will be applied among the three existing I-5 Rose Quarter Improvement Projects. She covered the six improvement areas the project will focus upon that include:

- The highway cover.
- The Hancock crossing.
- Multi-modal street upgrades.
- New pedestrian and bicycle bridge.
- New auxiliary lanes and shoulders.
- I-5 SB ramp relocation.

Ms. Channell also explained the planned construction delivery aspects and schedule for the I-5 Phase IA segment to begin in 2025, plus the Phase 1 - Initial Highway Cover and I-5 improvements to begin in 2027. Finally, she concluded the project overview by summarizing the ongoing momentum that reflects:

- Strong partnerships and commitments to completing full project letter of Agreement.
- A restorative redevelopment vision support for Lower Albina.
- Support for workforce development through investing in Disadvantaged Business Enterprises and building capacity for a diverse workforce.

TPAC members then began a discussion of the proposed formal MTIP amendment. Several TPAC members raised questions and asked for additional information about aspects of the PAE and the project. Topics included:

- Whether the PAE analysis for two measures—access to jobs and transit access to community places—account for changes to travel times on transit routes. Specifically, TriMet's project analysis shows that Line 4 commute times through the Rose Quarter would worsen.

- Whether coordination with the I-5 Interstate Bridge Replacement (IBR) project has occurred.
- Whether the project is in alignment with Metro's Climate Smart Strategy.
- The importance of making safety investments in the transportation system to prevent deaths and serious injuries where they occur.
- The inclusion of the bicycle and pedestrian bridge in the project scope and how to ensure it is funded and built.
- Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials

**JPACT 2-20-2025 Meeting Summary:**

JPACT met on February 20, 2025, and received their I-5 Rose Quarter Improvement Project amendment notification and overview. Prior to the item discussion, Chris Smith, No More Freeways provided formal testimony raising concerns about the project funding and delivery certainty. He outlined the agency composition of the No More Freeways group and why they are opposed to portions of the I-5 Rose Improvement Project. He explained his concerns about the project delivery phasing, balancing, and delivery components when full funding was not yet secured. He raised various questions about the delivery guarantees and what scope elements might be cut if full funding is not secured, or if cost overruns occur.

Sarah Iannarone, TPAC Community Member and Executive Director of The Street Trust, also provided testimony raising concerns about possible scope element cuts if full project funding is not secured. She raised various questions about the nonmotorized scope elements (e.g. bicycle/pedestrian bridge) and what guarantees were in place to ensure the nonmotorized scope elements remain as part of the project. She also inquired about the impact upon the approved NEPA document if later scope elements occur especially to the nonmotorized project elements.

Ted Leybold, Metro Transportation Policy Director, provide a brief summary of the project changes that are occurring through the formal amendment. Megan Channell, I-5 Rose Quarter Improvement Project Director then provided a short overview of the main proposed project upgrades and how the new \$250 million OTC approved award will be applied to the three projects.

Ms. Channell's overview includes additional involved I-5 Rose Quarter Improvement Project representatives. These included, JT Flowers, Director of Community Affairs and Comms, Albina Vision Trust, Jeff Moreland, President, Raimore Construction, and Caitlin Reff, Manager, Major Projects & Partnerships, city of Portland. Each added their opinion and reasons why the project was important to their agencies and communities.



JPACT members joined the discussion raising various project delivery questions and offering their perspectives about the project. The overall JPACT discussion consensus appeared to stress the need for the government and the community to go forward and get the project delivered correctly.

**TPAC March 7, 2025, Approval Recommendation:**

The I-5 Rose Quarter Improvement Project MTIP Formal Amendment returned to TPAC seeking an approval recommendation to JPACT.

During the Public Communications agenda item, Chris Smith, representing the No More Freeways campaign, provided verbal and written testimony in opposition to the MTIP amendment citing project phasing inconsistencies, project delivery phasing, the existing funding shortfall plus long term funding strategy for the project.

Ken Lobeck, Metro Funding Programs Lead provide a very short overview of the amendment and how the proposed funding changes involving the new \$250 million OTC approved award will be applied to the three projects.

TPAC members raised questions about the Project Assessment Evaluation and data needed to assess the level of investment to address fatal and serious injury crashes, and when/how this will be obtained. The approval recommendation was not unanimous. There was one objection and one abstention.

**JPACT March 20, 2025 Approval Request:**

JPACT will consider approval of the MTIP Formal Amendment on March 20, 2025. The Metro Council staff report is being submitted prior to the JPACT meeting based on the assumption JPACT will approve Resolution 25-5463. If approval issues arise during JPACT, the MTIP formal amendment will be re-evaluated and pulled, if necessary, from the March 27, 2025, Consent Calendar.