

JPACT Worksheet

Agenda Item Title: June 2024 MTIP Formal Amendment Approval Request – Resolution 24-5424

Agenda item type: Action item for JPACT approval consideration which includes a formal short presentation by the ODOT Rose Quarter project staff about the project.

Presenters:

- **Item introduction: Ted Leybold, Transportation Planning and Policy Director**
- **Back-up intro (if needed): Ken Lobeck, Funding Programs Lead**
- **Presenter: Megan Channell, ODOT Rose Quarter Project Director**
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Contact for this worksheet/presentation: Ken Lobeck, Funding Program Lead.

Purpose/Objective:

FOR THE PURPOSE OF AMENDING THE 2024-27 MTIP TO REVISE THE ROSE QUARTER IMPROVEMENT PROJECT, CANCEL A PROJECT, AND ADD THREE NEW PROJECTS TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the inclusion of the amended projects in the 2024-27 MTIP and STIP enabling various federal delivery requirements to then occur.

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

- Prior TPAC action: TPAC will receive their official notification on July 12, 2024. Staff anticipates that TPAC will provide their approval recommendation without changes.
- However, JPACT will receive an update from staff if any significant discussions occurred, objections were raised, or changes to the amendment bundle were recommended. Otherwise, the July #1 20024 MTIP Formal Amendment bundle is recommended for JPACT approval based on the assumption TPAC will provide their approval recommendation without change.
- JPACT: Not Applicable. This is the first time the June 2024 MTIP formal amendment has been brought before JPACT for approval.

What packet material do you plan to include?

1. Draft Resolution 24-5426 covering the July #1 2024 MTIP Formal Amendment bundle now with a total seven projects.

2. Exhibit A to draft Resolution 24-5424 (also referred to as the MTIP Worksheets) containing the specific changes to the project and required approvals Metro must complete IAW our FHWA delegated MTIP management responsibilities.
3. Staff Report in support of the July #1 2024 MTIP Formal Amendment providing a summary of the project changes, review processes, and required approval steps. Two supporting attachments are also included with the staff report.

July #2 2024 Rose Quarter Amendment Overview:

The July #2 2024 MTIP Formal Amendment bundle involves updates and changes to the I-5 Rose Quarter Improvement Project. The currently is programmed in the MTIP Prior Obligated section and Historical STIP in a single project, Key 19071. Key 19071 is referred to as the “parent project”. Two new related “child” projects are being programmed as part of this amendment bundle. The project has Preliminary Engineering (PE) and Right-of Way phases programmed and now obligated.

The existing phase funding was obligated during the active years of the 2021-24 MTIP and STIP. The project was not carried over into the active 2024-27 MTIP based on the project’s prior obligation status. This is the standard programming process as directed by FHWA. However, Metro did include the project in the “Prior Obligated” section to the 2024-27 MTIP because full project delivery has not yet occurred, and the project is still considered an active project. The project remains active in the MTIP and STIP project database, but does not show up as a visibly active project in the 2024-27 MTIP or STIP.

With ODOT’s \$450,000,000 award from the USDOT Reconnecting Communities Pilot (RCP) Neighborhood Access and Equity grant program, several funding updates can now occur to the I-5 Rose Quarter Improvement Project. This amendment bundle moves the project out of the Prior Obligated section and makes it an visible active project in the 2024-27 MTIP.

These updates include the following to Key 19071:

- \$30 million of NAE grant funds are added to the PE phase.
- \$30 million of NAE grant funding is being used to swap out HB2017 funds. A funding correction also is occurring to the ROW phase. The revised ROW phase funding total is now \$41,000,000 and not \$61,700,000.
- \$7,500,000 of NAE grant funds are being committed to the project to create a new Utility Relocation phase.
- \$250,000 of NAE grant funds have been committed to the project to establish a new specialized “Other” phase to contain activities outside of the regular construction phase.
- In addition to the updates to Key 19071, the NAE grant award allows ODOT to move forward with two new child construction phase projects. These include:
 - \$382,250,00 of NEA grants funds are being used to create a construction phase child project in Key 23672 to the parent project in Key 19071. This child project is I-5 Rose Quarter -Broadway to Weidler Phase 1 construction segment. The project will
 - Creation of a new construction phase child project with \$5 million of HB2017 to support required stormwater facility upgrades at the east end of the Fremont Bridge. The \$5 million is being transferred from Key 21219, ODOT’s I-5 Over NE Hassalo St and NE Holladay St project which was intend replace

the current structural overlay. Key 2119 will be absorbed into the freeway portion to the I-5 Rose Quarter Improvement project.

Summary:

The July #2 2024 Rose Quarter MTIP Formal Amendment bundle contains a total of five projects. The funding updates primarily originate from the new ODOT NAE \$450 million grant award. The new funding does not completely fund the project. The current project estimate reflects a cost of \$1.5 to \$1.9 billion. Even with the \$450 million NAE grant, The I-5 Rose Quarter Improvement is still about \$1 billion short in required funding.

Added note: Large projects with multiple large scope of work elements can be delivered in a phased/segmented/packaged delivery process. This is what is occurring with the two new child projects. Metro assumes FHWA and ODOT have discussed and approved this delivery approach based on previous project meetings, discussions, and programming submissions. However, staff did reach out to FHWA for a final confirmation that the July #2 2024 Rose Quarter MTIP Formal Amendment bundle is consistent with FHWA requirements and does not see any conflicts with the amendment as being submitted. To date, Metro has not received any negative comments or direction from FHWA to stop the July #2 2024 Rose Quarte MTIP Formal Amendment bundle.