



## **APPENDIX W**

### 2023 Regional Transportation Plan

# Status of current major projects

**November 30, 2023**

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: [\*\*oregonmetro.gov/rtp\*\*](http://oregonmetro.gov/rtp)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

## Table of Contents

<b>Purpose and background .....</b>	<b>1</b>
I-5 Interstate Bridge Replacement (IBR) Program (previously Columbia River Crossing Project).....	4
Sunrise Project and Sunrise Community Visioning Project.....	7
Southwest Corridor Transit Project.....	8
I-5 Rose Quarter Improvement Project.....	10
I-205 Abernethy Bridge and Phase 1A Construction.....	12
I-205 Toll Project and I-205 Corridor Improvements .....	13
I-5 & I-205 Regional Mobility Pricing Project .....	15
I-5 Boone Bridge Replacement.....	17
Earthquake Ready Burnside Bridge Project .....	18
Tualatin Valley Highway Transit and Development Project.....	20
82nd Avenue Transit Project.....	21

## FIGURES

Figure W.1: I-5 Interstate Bridge Replacement Program overview.....	5
Figure W.2: Southwest Corridor Locally Preferred Alternative Route Map .....	9
Figure W.3: I-5 Rose Quarter Improvement Project Location.....	10
Figure W.4: I-5 Rose Quarter Improvement Project Features.....	11
Figure W.5: I-205 Abernethy Bridge and Phase 1A Project Area Map .....	13
Figure W.6: I-205 Toll Project and I-205 Improvements Area Map.....	14
Figure W.7: Regional Mobility Pricing Project extents .....	16

Figure W.8: Earthquake Ready Burnside Bridge Proposed Typical Cross Section..... 19

Figure W.9: TriMet Line 57 Route Map ..... 20

Figure W.10: 82<sup>nd</sup> Ave Transit Corridor..... 21

**TABLES**

Table W.1: Progress on Major Project Development (as of November 2023) ..... 2

Table W.2: Anticipated IBR Program funding sources..... 7

## PURPOSE AND BACKGROUND

Transportation improvements where the need, mode, function and general location is identified in the RTP and local plans are expected to be further refined during detailed project development. For major projects, project development is generally completed jointly by affected or sponsoring agencies, in coordination and consultation with Metro.

For purposes of the RTP, major projects are defined as large-scale, complex investments in the transportation system that typically cost \$500 million or more regardless of the source of funding for the total project and is likely to receive state or federal financial assistance. Projects with total costs between \$100 million and \$500 million may also be considered major projects and are currently considered major projects for the purposes of the Metropolitan Transportation Improvement Program (MTIP). FHWA requires all projects with costs of \$100 million or more to have financial plans updated annually. Major projects typically have a high level of public, legislative or congressional interest, may be constructed in multiple phases and are anticipated to go through one of the planning processes identified below.

The purpose of project development is to consider project design details and select a specific project alignment, as necessary, after evaluating engineering, management and design alternatives, potential environmental impacts and consistency with applicable comprehensive plans, the Oregon Transportation Plan and the RTP. The TPR defines transportation project development as, “implementing the transportation system plan by determining the precise location, alignment and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.”<sup>1</sup> The project need, mode, function and general location do not need to be addressed again at the project level, since these decisions have been previously documented in the adopted corridor refinement plan or RTP project list.

For projects of regional significance with multiple jurisdictions, decisions may be documented through adoption of a Locally Preferred Alternative. Project development decisions for projects that qualify for a Categorical Exclusion under NEPA can be documented by other means in accordance with the responsible agency’s procedures.

Once the RTP or corridor refinement plans have established mode, function, general location, and identified solutions, project development may also result in recommended phasing of improvements.

A summary of progress on major project development activities in the greater Portland region is provided in this appendix.

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<sup>1</sup> OAR 660-012-0005 (58).

**Table W.1: Progress on Major Project Development (as of November 2023)**

Project	Status
<p><b>I-5 Interstate Bridge Replacement (IBR) Program</b></p>	<p>LPA approved in July 2008.</p> <p>Record of decision signed by FHWA in December 2011.</p> <p>Project development work discontinued in 2013 in Washington and 2014 in Oregon.</p> <p>Joint Washington and Oregon Legislative Action Committee discussions begin in 2017.</p> <p>Planning funds allocated to restart bridge replacement efforts in 2019.</p> <p>Partner agencies confirmed support for Modified LPA in 2022.</p> <p>Draft Supplemental Impact Statement in development, plan to publish Summer 2023.</p>
<p><b>Sunrise Project and Sunrise Community Visioning Project</b></p>	<p>LPA approved in July 2009.</p> <p>Record of decision for Phase 1, Units 1, 2 and 3 signed by FHWA in February 2011.</p> <p>Sunrise Jobs and Transportation Act (JTA) Phase 1 related projects were completed in June 2016.</p> <p>Environmental approval received for improvements on OR 224 at Rusk Road.</p> <p>In May 2023, Clackamas County initiated the Sunrise Community Visioning Project to engage community in the development of improved safety and increased mobility in the corridor. This process will include an updated LPA for OR212 and OR224 from 205 to 172<sup>nd</sup> Ave (Phase 2 and Phase 3 of the original project). The visioning project will include PEL framework and will lead into the necessary NEPA updates to advance the LPA. The project will also include 10% design of the LPA.</p>
<p><b>Southwest Corridor Project</b></p>	<p>LPA approved in Nov. 2018.</p> <p>Final EIS completed in January 2022.</p> <p>Record of decision received in April 2022.</p>
<p><b>I-5 Rose Quarter Improvement Project</b></p>	<p>Environmental Assessment completed in 2019.</p> <p>FHWA Finding of No Significant Impact (FONSI) and Revised Environmental Assessment published in November 2020.</p> <p>Supplemental Environmental Assessment published for public comment in 2022.</p> <p>Design phase in progress. Revised Supplemental Environmental Assessment anticipated in 2024.</p>

Project	Status
<b>I-205 Abernethy Bridge and Phase 1A Construction</b>	<p>Construction is underway.</p> <p>Column work is underway and will lead to the construction of the crossbeams in late 2023.</p> <p>Major drilled shaft work is anticipated to be complete by Fall 2023.</p> <p>Mainline widening construction is anticipated to be complete by Fall 2025.</p>
<b>I-205 Toll Project and I-205 Corridor Improvements (I-205 SB and NB Widening and Tualatin River Bridge Toll)</b>	<p>Categorical Exclusion approved for I-205 Corridor Improvements, including I-205 Abernethy Bridge (Phase 1a) and SB and NB Widening, in December 2018.</p> <p>Re-Evaluation of the Categorical Exclusion for the I-205 Corridor Improvements Project approved in March 2022 and remaining construction phases of the I-205: Stafford Road to OR 213 Improvements Project are now included in the environmental assessment for the I-205 Toll Project.</p> <p>Environmental Assessment was published on Feb. 21, 2023.</p> <p>Environmental Assessment Public Comment Period ended April 21, 2023.</p> <p>Supplemental Environmental Assessment is anticipated for release in 2024.</p>
<b>I-5 &amp; I-205 Regional Mobility Pricing Project</b>	<p>Planning and Environmental (PEL) phase was completed in Fall 2022.</p> <p>Environmental analysis process, under the National Environmental Policy Act (NEPA), was initiated in Nov. 2022.</p> <p>A scoping comment period was held from Nov. 18 to Jan. 6, 2023.</p> <p>Environmental Assessment publication is anticipated by the end of 2023, followed by a public comment period and then a Revised Environmental Assessment is expected in 2024.</p>
<b>I-5 Boone Bridge Replacement</b>	<p>The project is currently in the Planning and Environmental Linkages (PEL) phase.</p> <p>The National Environmental Policy Act (NEPA) class of action determination and preliminary planning activities are scheduled to be completed in late 2024 or early 2025.</p>
<b>Earthquake Ready Burnside Bridge</b>	<p>Preferred Alternative approved in March 2023.</p> <p>FHWA Record of Decision anticipated to be published in December 2023.</p>



Project	Status
	Design Phase anticipated to start, July 1, 2023.
<b>82nd Avenue Transit Project</b>	Working towards an LPA in late 2023/early 2024. The NEPA process would begin in 2024 after early corridor design and FTA determination of class of action.
<b>Tualatin Valley Highway Transit and Development Project</b>	LPA anticipated late 2023.
<b>Oregon Passenger Rail Project</b>	Received federal Record of Decision on the final EIA on April 14, 2021.

**I-5 Interstate Bridge Replacement (IBR) Program (previously Columbia River Crossing Project)**

The Interstate Bridge is a critical connection between Oregon and Washington, located on Interstate 5 where it crosses the Columbia River. Replacing the aging Interstate Bridge across the Columbia River with a modern, earthquake resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington.

In July 2008, the Metro Council approved a Locally Preferred Alternative (LPA) for the Columbia River Crossing (CRC) project. In December 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approved the CRC LPA and issued a Record of Decision for the CRC project. The CRC project development work was discontinued in 2013 in Washington and in 2014 in Oregon. All six transportation problems identified during CRC remain unaddressed (congestion, earthquake vulnerability, safety, impaired freight movement, inadequate bike and pedestrian paths, and limited public transportation).

The Interstate Bridge Replacement (IBR) program (as depicted in Figure W.1) is a renewed effort jointly led by the Oregon Department of Transportation and the Washington State Department of Transportation in collaboration with eight regional partner agencies: Oregon Metro, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland, City of Vancouver, Port of Portland, and Port of Vancouver. These partners serve on an Executive Steering Group that provides regional leadership recommendations to the program. The IBR program continues to work with the program partner agencies, stakeholders, and public to identify the best possible multimodal solution.

In December 2021, FHWA and FTA provided their joint determination that a Supplemental Environmental Impact Statement (SEIS) is necessary to identify and disclose potential adverse impacts and mitigation that could result from changes that have happened since the 2011 CRC Record of Decision. The IBR program is leveraging work from previous planning efforts (CRC) where appropriate and updating prior studies to integrate new data, regional changes in transportation, land use, and demographic conditions, and public input to inform program development work.

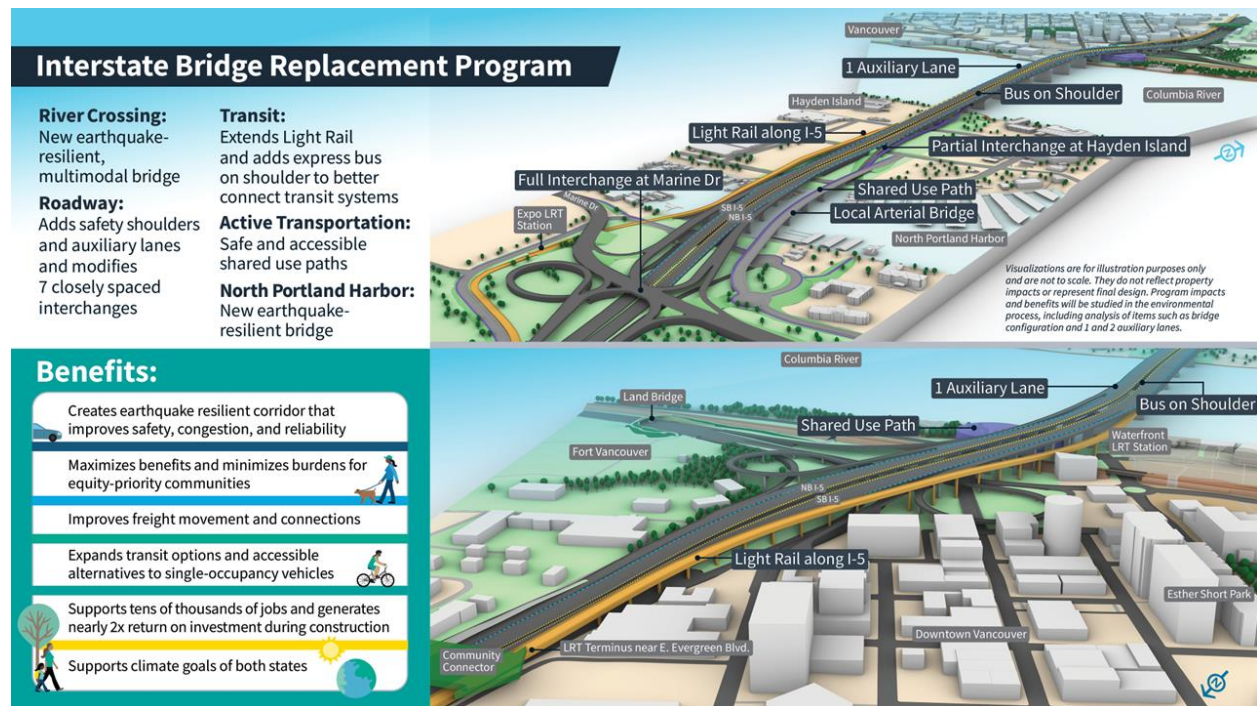


Through planning work and community outreach, the IBR program confirmed the six transportation problems identified in CRC still exist, and also added equity and climate as priorities. To address the physical and contextual changes that have occurred in the program area since 2013, the IBR program developed design options, desired outcomes, and transit investments in coordination with program partners and input from the community.

The design options were analyzed and narrowed down to a recommended Modified Locally Preferred Alternative (LPA). The Modified LPA was approved by the boards, councils, and commissions of each of the eight local partner agencies in the summer of 2022. In July 2022, the Executive Steering Group reached a unanimous recommendation to move the program’s recommended Modified LPA into the federal environmental review process for further study.

Incorporated in Appendix S to the RTP, the IBR Modified LPA refers to an agreed upon set of components that will be further evaluated through the federal environmental review process as required by NEPA to better understand the benefits and impacts. The Modified LPA is not the final design of the replacement bridge, but it is a key milestone, setting the direction for the program as we start to test and evaluate plans for a new multimodal river crossing system. In some instances, multiple design concepts are being studied (e.g., park and ride locations, bridge configuration and roadway alignment) to better understand the range of impacts and better optimize the design.

**Figure W.1: I-5 Interstate Bridge Replacement Program overview**



Elements of the Modified LPA currently being studied includes:

- Replacing the Interstate Bridge over the Columbia River.

- Replacing the North Portland Harbor Bridge over the Columbia Slough connecting Hayden Island to North Portland.
- Constructing three through-lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction across the Columbia River Bridge.
- Connecting existing transit systems by extending light rail transit from Expo Center in Portland to Evergreen Boulevard in Vancouver in a dedicated guideway adjacent to I-5, including new bus on shoulder facilities in the project area, and connecting to C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans.
- Improving seven interchange areas within the program area corridor:
  - Victory Blvd
  - Marine Drive
  - Hayden Island
  - SR 14
  - Mill Plain Blvd.
  - 4<sup>th</sup> Plain Blvd.
  - SR 500
- Active transportation and multimodal facilities that adhere to universal design principles and facilitate safety and comfort for all ages and abilities including local and cross-river connections.
- Variable rate toll on the facility using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance.
- A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
- A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

The federal environmental review process, and corresponding environmental studies, will determine how the IBR program will move forward and what necessary work is needed to avoid, minimize, or mitigate negative effects to the physical and built environment. The IBR program will disclose the findings of the environmental evaluation in a Draft SEIS, which is anticipated to be published in late 2023 for public review and comment. After the public comment period closes, the Modified LPA will be refined in response to public input and other design considerations.

Refinements will result in a combined Final SEIS and Amended Record of Decision issued by FHWA and FTA, anticipated in late 2024. At this stage, the IBR program will be able to apply for permits, update cost estimates, and further design. Construction is anticipated to begin as early as late 2025.

In December 2022, the IBR program released a cost estimate that reflects the Modified LPA components and includes updated market assumptions and program specific risk potential and cost savings opportunities. The current cost estimate ranges from \$5 - \$7.5 billion, with a most likely cost of \$6 billion. The IBR program assumes a combination of a variety of funding sources, including state, federal and toll revenue.

**Table W.2: Anticipated IBR Program funding sources**

Source	Amount in Millions of Dollars
Existing State Funding	\$100 M
Connecting WA Funding—Mill Plain Interchange	\$98 M
Move Ahead WA Funding	\$1,000 M
Anticipated Oregon Funding	\$1,000 M
Toll Funding	\$1,250 – 1,600 M <sup>1</sup>
Federal Grants	\$860 – 1,600 M <sup>2</sup>
FTA New Starts CIG Funding	\$900 – 1,100 M
<b>Anticipated Total</b>	<b>\$5,208 – 6,498 M</b>

<sup>1</sup> This range is consistent with CRC toll funding estimates. A Level 2 toll traffic and revenue study for IBR is underway and will be reviewed by both states. This range is a placeholder until spring 2023.

<sup>2</sup> Federal grant funding is unknown but being actively pursued. The top of this range is optimistic. The range will be refined as more information becomes available. Includes \$1M FHWA BIP grant already received.

## Sunrise Project and Sunrise Community Visioning Project

The Sunrise Corridor is an essential freight route from I-5 and I-205 to U.S. 26 and central and eastern Oregon. It provides access to the Clackamas Industrial Area, home to one of the state’s busiest and most critical freight distribution centers and the City of Happy Valley Rock Creek Employment Center with over 200 acres of employment and industrial land. The OR 212/224 corridor is currently failing and is not capable of handling the expected increase in traffic resulting from significant community development and industrial expansion in the corridor.

In July 2009, the project’s Policy Review Committee (PRC) selected the Preferred Alternative for the Sunrise Project. The Preferred Alternative is Alternative 2 as studied in the Supplemental Draft Environmental Impact Statement with Design Options C-2 and D-3 and a portion of Design Option A-2 (Tolbert Overcrossing). A detailed description and map of the Sunrise Project original Preferred Alternative is included in Appendix Q.

FHWA, ODOT and Clackamas County completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project and on February 22, 2011, the FHWA signed a Record of Decision (ROD) that approves the Sunrise Corridor Preferred Alternative.

The Sunrise Jobs and Transportation Act (JTA) Project constructed a new 2.5-mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project). The Oregon Legislature approved \$100 million in JTA funding for this project, which was built to address congestion and safety problems in the OR 212/224 corridor and improve local roadway connections to the Lawnfield Industrial District. Construction for the JTA phase of the Sunrise Project was completed in June 2016 and opened for use on July 1, 2016.

During development of Metro's 2020 Funding measure the Sunrise Project underwent extensive redesign based on public input and feedback from the taskforce. The effort culminated in a "right sized" cross section including 2 lanes in either direction and a suite of pedestrian and bicycle improvements on existing Highway 212.

In 2021, the Oregon State Legislature allocated \$4 Million dollars for the [Sunrise Gateway Community Corridor Visioning Project](#) to create a vision for the corridor through meaningful partnerships with the people who live, work and own businesses in the area. This project will analyze transportation and land use scenarios that also consider economic opportunities, community health, equity, other infrastructure, open space, and housing for the Sunrise Gateway Corridor along Highway 212 from 122nd Avenue to 172nd Avenue. The Project will employ meaningful community engagement to create a vision that will identify challenges and opportunities to increase the safety and viability of the corridor for years to come.

One of the products of this visioning project will be an updated LPA for the Sunrise Corridor based upon the updated cross section developed during Metro's 2020 funding measure. The project will be guided by the PEL framework and will lead into the update to the NEPA approval from the 2011 FEIS. Future phases of the Sunrise Project include the design and construction of improvements between SE 122nd Avenue and SE 172nd Avenue.

## **Southwest Corridor Transit Project**

The [Southwest Corridor Plan](#) is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The work was guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin; Washington County; and TriMet, ODOT and Metro. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional, and state policies and investments in the corridor. In August 2011, the Metro Council adopted Resolution No. 11-4278 that appointed the Southwest Corridor Steering Committee, and a charter defining how the partners will work together was adopted by the Steering Committee in December 2011.

In October 2013, the Metro Council adopted Resolution No. 13-4468A, endorsing the Southwest Corridor Shared Investment Strategy and directing staff to coordinate and collaborate with project partners on refinement and analysis of high capacity transit (HCT) alternatives and local connections in the Southwest Corridor, along with associated roadway, active transportation and parks/natural resource projects that support the land use vision for the corridor. This resolution

also directed staff to work with project partners to involve stakeholders at key points in the process and seek input from the public.

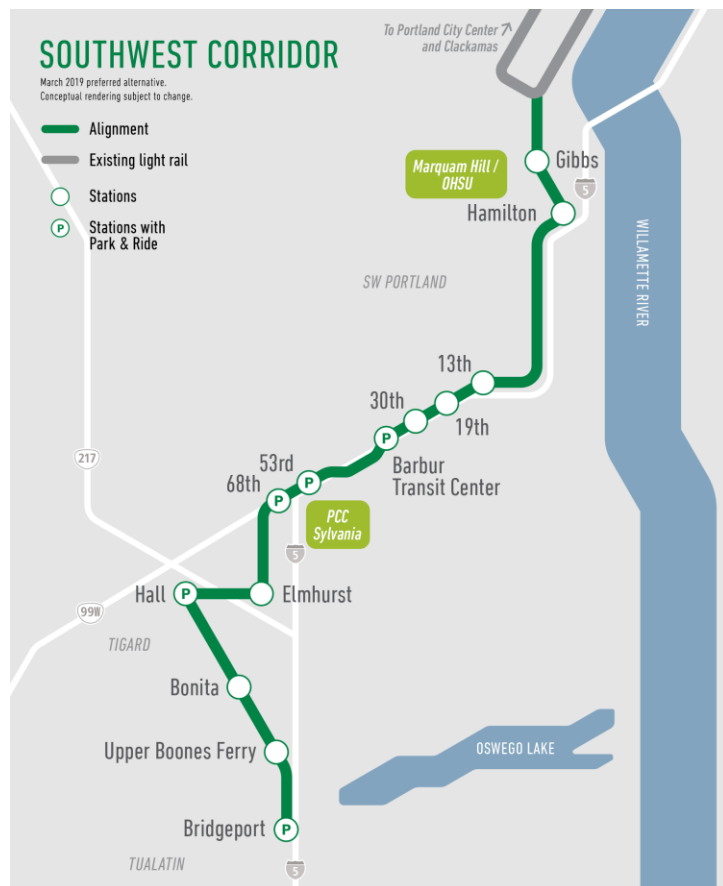
In June 2014, the Metro Council adopted Resolution No. 14-4540, which included direction to staff to study the Southwest Corridor Transit Design Options under NEPA in collaboration with the Southwest Corridor Plan project partners and with the involvement of stakeholders and public, pending Steering Committee direction on the results of the focused refinement analysis

The Southwest Corridor Light Rail Project emerged as the preferred high capacity transit investment of the Southwest Corridor Shared Investment Strategy. The project is a proposed 11-mile MAX light rail extension serving SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations. In compliance with NEPA, and at the direction of the Metro Council, an Environmental Impact Statement (EIS) was prepared by Metro, TriMet and FTA.

The Draft EIS, released in summer 2018, assessed the project alternatives remaining from over three years of analysis refinement and suggested ways to avoid, minimize or mitigate significant adverse impacts. The information disclosed in the Draft EIS, and public and agency comments on the Draft EIS, informed the Southwest Corridor Steering Committee in its recommendation of a LPA. In

November 2018, the Metro Council adopted Resolution No. 18-4915 approving the Southwest Corridor LPA. The LPA is included in the RTP in Appendix N.

The Final EIS was completed in January 2022 and the project received a Record of Decision in April 2022. TriMet entered into FTA New Starts Project Development in late 2018. Major Project Development activities took place in 2019 and 2020. Unfortunately, the project development activities, except NEPA, were put on pause in late 2020 when the regional transportation funding measure did not pass. The project officially withdrew from New Starts project Development in July 2022. Project leaders will reconvene in 2023 to discuss updated cost and ridership



**Figure W.2: Southwest Corridor Locally Preferred Alternative Route Map**

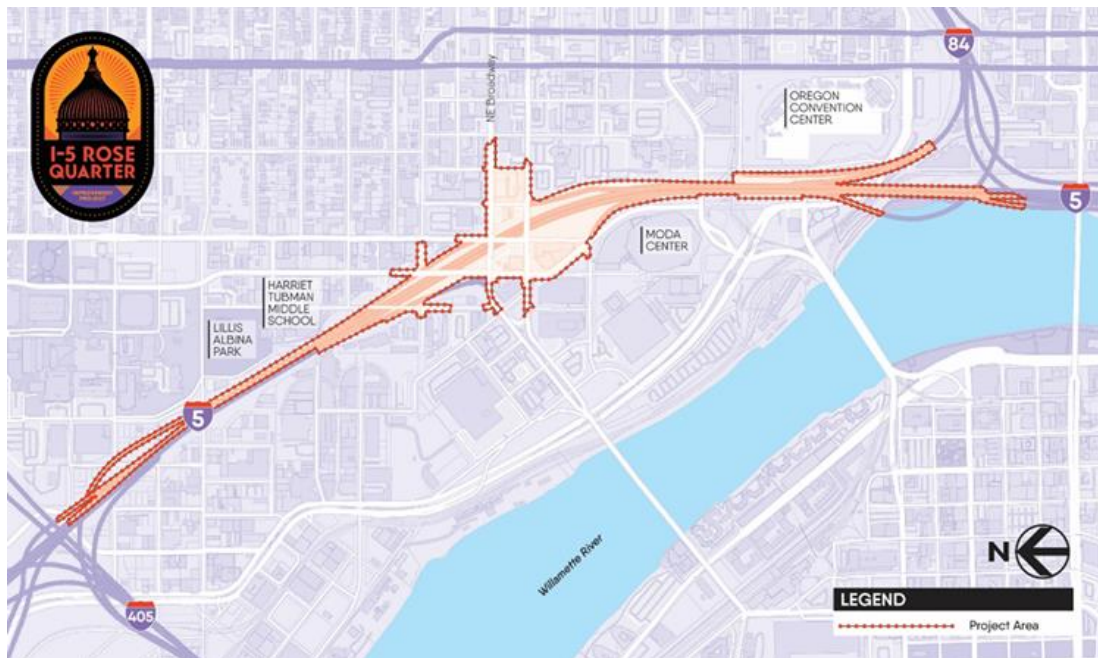


projections and begin conversations about possible paths forward for the project, which remains a regional priority.

### I-5 Rose Quarter Improvement Project

The purpose of the I-5 Rose Quarter Improvement 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, shown in Figure W.3. 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. Additional project benefits include improving safety and mobility on local streets, creating new space and new infrastructure to support community development with the construction of a highway cover over a portion of I-5 and developing a diverse and skilled workforce.

**Figure W.3: I-5 Rose Quarter Improvement Project Location**



This 1.8-mile stretch of highway is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck. The project addresses the critical need to keep Oregon's people and economy moving.

Shown in Figure W.4, key elements of the project design include:

- New ramp-to-ramp connections (auxiliary lanes) in each direction of I-5 between I-84 and I-405 to reduce vehicle weaving, create safer merging and improve connections between interchanges.

- Wider shoulders in each direction of I-5 between I-84 and I-405, providing space for stalled vehicles to move out of traffic and for emergency vehicles to respond to emergencies more quickly (this includes adding 12-foot-wide outside shoulders SB from Broadway off-ramp to the I-84 off-ramp and NB from I-84 on-ramp to I-405 off-ramp and adding 8 foot-wide inside shoulders in both directions, except under the highway cover where shoulders would be 5 feet wide).
- A highway cover over I-5 that reconnects local streets and creates new community spaces on top for future development and economic opportunities.
- A new east-west roadway crossing over I-5 that reconnects Hancock Street across the highway, adding another crossing north of Broadway/Weidler.
- Enhanced bicycle and pedestrian facilities on Broadway and Weidler to facilitate the City of Portland’s Green Loop, a planned 6-mile bike and pedestrian path that allows people to travel safely through the heart of the city.
- Multimodal local street improvements including wider paths, curb ramps that are accessible in accordance with the Americans with Disabilities Act (ADA) and better lighting for people walking, biking and rolling.
- Relocation of the I-5 southbound off-ramp to maximize space for new developable land on the highway cover.

**Figure W.4: I-5 Rose Quarter Improvement Project Features**



Please note that this graphic is conceptual, and the project design and cover shape may change as design progresses.

Source: ODOT

In accordance with the National Environmental Policy Act, ODOT prepared and published an Environmental Assessment (EA) in 2019, and a Supplemental EA in 2022. Both times, the process included an opportunity for the public to review the findings and comment on the analysis. The Federal Highway Administration (FHWA) reviews all findings and public comments before



making an environmental decision on a project. In response to public comment received on the 2022 Supplemental EA, project design refinements and updated technical analysis are underway and will be reflected in a Revised Supplemental EA that will accompany the environmental decision by the FHWA, expected in early 2024. Final design and construction will begin following completion of the environmental decision document.

The project team will continue refining the design based on community input, including based on the public comments received during the 2022 Supplemental Environmental Assessment phase, and working with the City of Portland on a Community Framework Agreement to define the future development scenarios for the new highway cover land.

More information is available at [www.i5rosequarter.org](http://www.i5rosequarter.org).

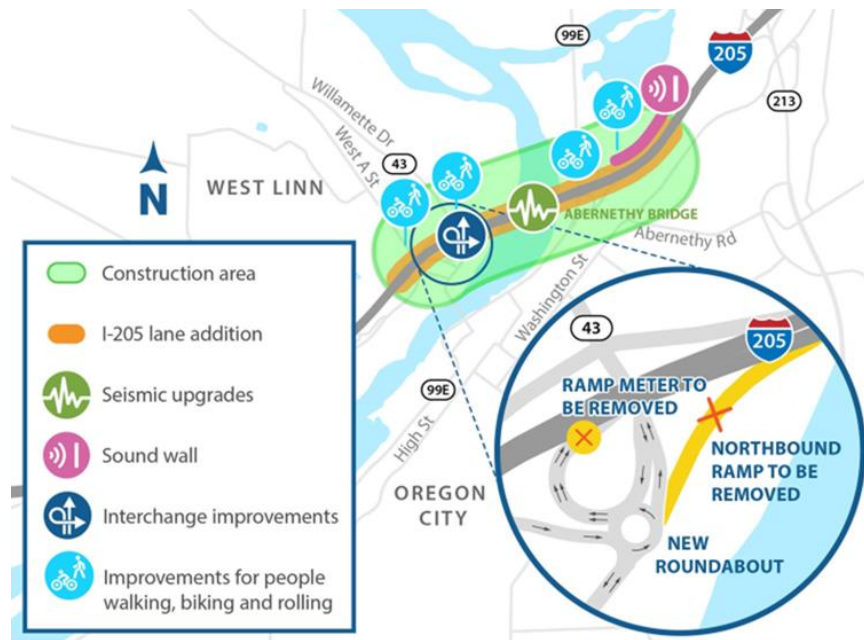
### **I-205 Abernethy Bridge and Phase 1A Construction**

Shown in Figure W.5, Phase 1A of the I-205 Improvements project will upgrade the Abernethy Bridge to withstand a major earthquake and will be the first earthquake-ready interstate structure across the Willamette River in the Portland metropolitan area.

In addition to the seismic upgrades, the project will add auxiliary lanes across the Abernethy Bridge in each direction. This phase of the project will also include interchange improvements to the interchanges directly north and south of the Abernethy Bridge at OR 43 and OR 99E, respectively. The interchange improvements will make travel safer, resulting in fewer crashes and better travel-time predictability. These improvements include removal of the current I-205 northbound on-ramp from OR 43. This will be replaced with a roundabout to access I-205 northbound. This will reduce crashes and conflicts with movements to and from OR 43. The project will also realign and widen the OR 99E on and off ramps providing added capacity.

The project also includes construction of a sound wall near the southbound lanes of I-205 at Exit 9 and new pedestrian and bicycle facilities around OR 43 and OR 99E to increase comfort for people walking and biking in these areas. Construction began in June 2022 and is expected to end in fall 2025. Financing for this project was possible with financing tools authorized in HB 3055 during the 2021 legislative session. Tolling is being evaluated as a way to pay back short-term financing and contribute funds expended during construction. See the next section for more information.

**Figure W.5: I-205 Abernethy Bridge and Phase 1A Project Area Map**



Source: ODOT

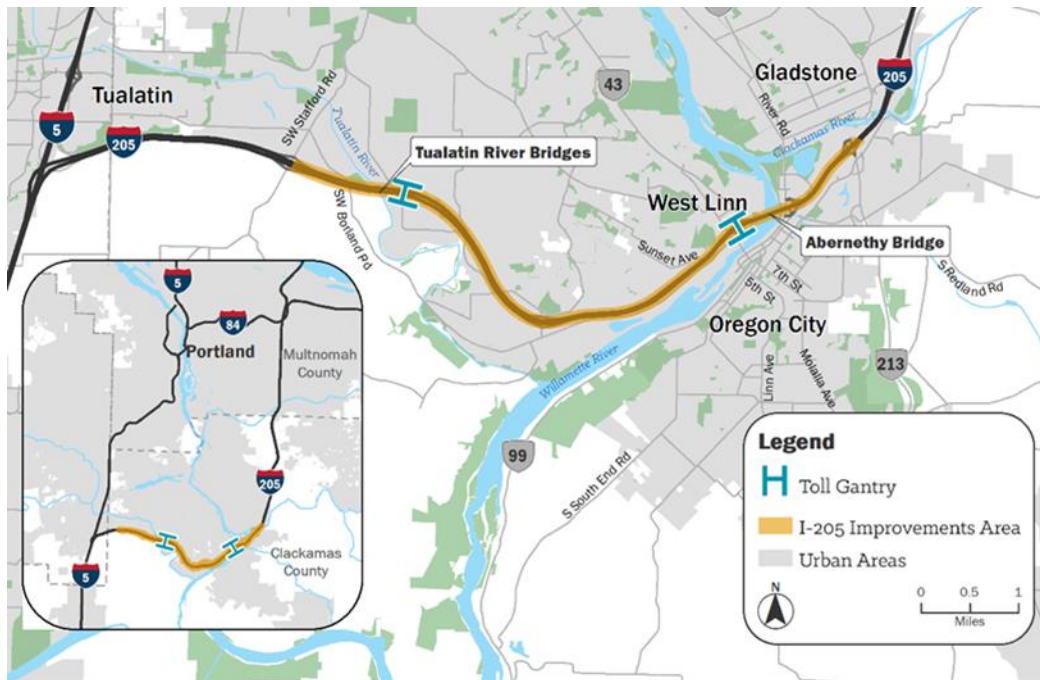
### **I-205 Toll Project and I-205 Corridor Improvements**

The proposed I-205 Toll Project<sup>2</sup> would implement variable-rate tolls on the Interstate-205 (I-205) Abernethy Bridge to raise revenue for construction of the Abernethy Bridge. The I-205 Toll Project will implement tolling on the Abernethy Bridge to raise revenue for Phase 1A construction, which began in 2022.

Planned I-205 improvements that are part of a future project on the I-205 corridor will include widening a seven-mile portion of I-205 to construct a third travel lane in each direction between the Stafford Road interchange and the OR 43 interchange; constructing a northbound auxiliary lane between OR 99E and OR 213; replacing or reconstructing eight bridges between Stafford Road and OR 213 to withstand a major seismic event, and installing Traveler Information Signs (Active Traffic Management improvements). Most of the traveler information signs were installed in 2019. The I-205 Toll Project and I-205 corridor improvements locations are shown on Figure W.6.

<sup>2</sup> As the I-205 Toll Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.

**Figure W.6: I-205 Toll Project and I-205 Improvements Area Map**



As directed by Oregon House Bill 2017 and the Oregon Transportation Commission, the Oregon Department of Transportation (ODOT) prepared the Portland Metro Area Value Pricing Feasibility Analysis, which determined that congestion pricing could be used to help improve travel on I-5 and I-205 during peak times and raise revenue for congestion-relief projects. In December 2018, the Oregon Transportation Commission submitted a proposal to the Federal Highway Administration (FHWA) seeking approval to continue the process of implementing tolls on I-5 and I-205. The I-205 Toll Project is being evaluated under the National Environmental Policy Act (NEPA) process and is allowed under the federal tolling authorization program codified in 23 U.S. Code Section 129.

The planned I-205 improvements are included in a future project, identified as the “I-205 South Corridor Widening and Seismic Improvements Project” in the 2018 Metro RTP (also referred to in environmental documentation and public information materials as the I-205: Stafford Road to OR 213 Improvements Project or, simply, the I-205 Improvements Project).

In 2021, Oregon House Bill 3055 provided financing options that allowed the first phase of the I-205 Improvements Project to begin construction. This first phase, referred to as the I-205: Phase 1A Project (Phase 1A), includes reconstruction of the Abernethy Bridge with added auxiliary lanes and improvements to the adjacent interchanges at OR 43 and OR 99E. ODOT determined that toll revenue would be needed to complete the remaining construction phases of the I-205 Improvements Project and could be used to contribute funding to Phase 1A. As such, the planned improvements (besides Phase 1A) were removed from the I-205 Improvements Project and accompanying 2018 NEPA Documented Categorical Exclusion and included in the I-205 Toll Project.

ODOT, in partnership with FHWA, prepared an Environmental Assessment (EA) to evaluate the effects of the I-205 Toll Project on the human and natural environment in accordance with NEPA. The EA was released for public and agency comment from February 21 to April 21, 2023.

In recognition of financial realities and project changes that delay the implementation of the Tualatin River Bridge toll and construction of the third lane and accompanying improvements, ODOT will implement Abernethy and Tualatin River Bridge tolling in phases. The first project, tolling the Abernethy Bridge to raise revenue for Phase 1A construction, will be evaluated in a Supplemental Environmental Assessment (SEA) to be published in 2024. Following the comment period for the SEA, FHWA will issue a NEPA decision that could be a Finding of No Significant Impact (FONSI). If a FONSI is issued, toll implementation on the Abernethy Bridge is expected to begin in 2026. A future project will include a variable-rate toll on the Tualatin River Bridge and the planned improvements as described above, subject to a separate environmental review process in accordance with NEPA.

As Oregon's toll authority, the Oregon Transportation Commission will set toll rates, policies (including discounts and exemptions), and price escalation. As part of the Oregon Toll Program development, ODOT and the OTC have committed to providing a low-income toll program when tolling begins. If tolling is approved, the Oregon Transportation Commission will ultimately set toll rates at levels sufficient to meet all financial commitments, fund Project construction and maintenance, and manage congestion. The Oregon Transportation Commission is expected to finalize toll rates about 6 months prior to toll implementation.

More information is available at <https://www.i205corridor.org/library>.

## **I-5 & I-205 Regional Mobility Pricing Project**

The Regional Mobility Pricing Project (RMPP)<sup>3</sup> will apply congestion pricing on all lanes of Interstate-5 (I-5) and Interstate-205 (I-205) to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments. The pricing varies by time of day according to a set schedule, which can be updated periodically by the Oregon Transportation Commission. Higher fees will be charged during peak travel periods (such as morning and evening peak hours) and lower fees during off-peak hours. Congestion pricing is intended to encourage motorists to plan travel in advance and allows traffic to flow more freely during peak times. The project is being developed with an all-electronic fee collection system.

The Regional Mobility Pricing Project would apply congestion pricing within the following extents, as determined by legislation, with the exact locations to be determined during the federal NEPA process:

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<sup>3</sup> As the I-5 & I-205 Regional Mobility Pricing Project develops and future phases and cost adjustments are amended into the MTIP, reports shall be submitted documenting consistency on compliance with the Chapter 3 Pricing Policies.

- I-5 from the Hayden Island Drive interchange to, and including, the Boone Bridge over the Willamette River in Wilsonville.
- I-205 from the Glenn Jackson Bridge to OR 213 in Oregon City and I-205 between Stafford Road and I-5.

These extents are shown in Figure W.7. The exact locations where congestion pricing will be applied within the project limits will be determined during the federal National Environmental Policy Act (NEPA) process.

**Figure W.7: Regional Mobility Pricing Project extents**



Following Oregon House Bill 2017, the Oregon Transportation Commission, and the Oregon Department of Transportation (ODOT) prepared the Portland Metro Area Value Pricing Feasibility Analysis, which determined that congestion pricing could be used to help improve travel times on I-5 and I-205 during peak times and raise revenue for congestion-relief projects. In December 2018, the Oregon Transportation Commission submitted a proposal to the Federal Highway Administration (FHWA) seeking approval to continue the process of implementing tolls on I-5 and I-205.

The Regional Mobility Pricing Project Planning and Environmental Linkages phase concluded in September 2022 and ODOT, with FHWA, initiated the environmental review phase under NEPA in November 2022. ODOT, in partnership with FHWA, is currently preparing an Environmental Assessment (EA) to evaluate the effects of the project on the human and natural environment in accordance with NEPA. The Regional Mobility Pricing Project responds to six key problems identified in the draft need statement: daily traffic congestion is negatively affecting the quality of life in the growing Portland region; traffic congestion adversely affects the Portland metropolitan area economy; state and federal transportation revenue sources are increasingly insufficient to



fund transportation system needs; our regional transportation system must reduce greenhouse gas emissions by managing travel demand and congestion; a lack of comprehensive multimodal travel options in the Portland metropolitan region contributes to congestion and limits mobility; and the Portland metropolitan area's transportation networks have resulted in inequitable outcomes for historically and currently excluded and underserved communities.

Once the EA is complete, the document will be released for public and agency comment. Following the comment period, ODOT may prepare a Revised EA that could include FHWA's and ODOT's responses to comments, additional environmental analysis as needed, and refinement and finalization of environmental commitments to avoid, minimize, and mitigate impacts. FHWA will issue a NEPA decision that could be a Finding of No significant Impact (FONSI). If a FONSI is issued, ODOT will need to complete a Cooperative Agreement with U.S. Department of Transportation/FHWA for congestion pricing implementation under the Value Pricing Pilot Program<sup>4</sup> or recently created Congestion Relief Program.

As Oregon's toll authority, the Oregon Transportation Commission will set toll rates, policies (including discounts and exemptions), and price escalation. As part of the Oregon Toll Program development, ODOT has committed to providing a low-income toll program when tolling begins. More details about the low-income program are expected in 2023, following recommendations from ODOT's Statewide Toll Rulemaking Advisory Committee. The Oregon Transportation Commission is expected to finalize toll rates about six months prior to toll implementation.

More information is available at <https://www.oregon.gov/odot/tolling/pages/i-5-tolling>.

## **I-5 Boone Bridge Replacement**

The Boone Bridge on I-5 represents a crucial link on one of Oregon's critical seismic lifeline routes that connects the Portland metro area to the Mid-Willamette Valley and areas to the north and south. The Boone Bridge, which is over 60 years old and has been widened and modified over time, will require significant upgrades to withstand a major Cascadia Subduction Zone quake and enable I-5 to continue to serve as a primary West Coast route for passenger and freight movement stretching from Canada to Mexico. Lifeline routes will play a critical role in getting supplies and services to the region in the event of a significant seismic event or other catastrophe.

It is the only crossing of the Willamette River within 15 miles of the Wilsonville town center. This section of I-5 also experiences significant bottlenecks leading to safety concerns and poor travel time reliability. Inefficient merging and weaving caused by short merging areas results in congestion and crashes that reduce travel speeds and travel-time reliability. Without improvement, this bottleneck will continue to deteriorate, leading to slower travel, more costly

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<sup>4</sup> The U.S. Department of Transportation Federal Highway Administration [Value Pricing Pilot Program](#) is intended to demonstrate whether and to what extent roadway congestion may be reduced through application of congestion pricing strategies, and the magnitude of the impact of such strategies on driver behavior, traffic volumes, transit ridership, air quality and availability of funds for transportation programs. The Program provides tolling authority to State, regional or local governments to implement congestion pricing applications and report on their effects.

freight movement, and higher safety risks for those who use I-5 and the surrounding transportation network. The project area also includes two of the top 10% Safety Priority Index System (SPIS) locations (e.g., 2019 location on I-5 south of the bridge and a 2019 location near the Wilsonville Road interchange). The 2018 I-5 Wilsonville Facility Plan and Regional Transportation Plan identified solutions to address these issues.

The 2023 RTP includes plans to replace Boone Bridge with a seismically resilient structure, preserve the current NB auxiliary lane and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551). The auxiliary lanes address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. The project will also provide a standard 26 foot wide median and widen the outside shoulders to the current 12-foot standard width. The wider shoulders will provide opportunities for programs such as Bus on Shoulder. The Boone Bridge is at the edge of designated Urban Growth Boundary and small portion of the project falls outside the boundary at the south end of the project.

The first phase of the project is Planning and Environmental Linkages (PEL) which will include conceptual design, public involvement, transportation planning and analysis (i.e., travel patterns, demand), preliminary traffic engineering analysis, and land use analysis and other related consulting and technical advising services. It will conduct planning-level analysis and coordination that prepare materials to support the federally required National Environmental Policy Act (NEPA) process, anticipated to begin in 2025. Further analysis will be completed to refine project costs, advance project design, determine bicycle, pedestrian, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, coordinate with Regional Mobility Pricing Project analysis, determine the NEPA class of action, and prepare the purpose and need statement.

More information is available at <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=i5-Boone-Bridge-Study>.

## **Earthquake Ready Burnside Bridge Project**

The Earthquake Ready Burnside Bridge Project will replace the existing 97-year old movable bridge in downtown Portland, Oregon with a new, seismically resilient bridge, providing Burnside Street, a regionally designated lifeline route, with a crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major earthquake. A seismically resilient Burnside Bridge will support the region's ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery. The project is anticipated to infuse \$545 million into the state and local economy and create a combination of short and long-term family-wage jobs, equivalent to approximately 6,200 job-years within Oregon.

Multnomah County initiated the federal environmental review process in 2019. The County, in partnership with the Federal Highway Administration (FHWA), issued a Draft Environmental

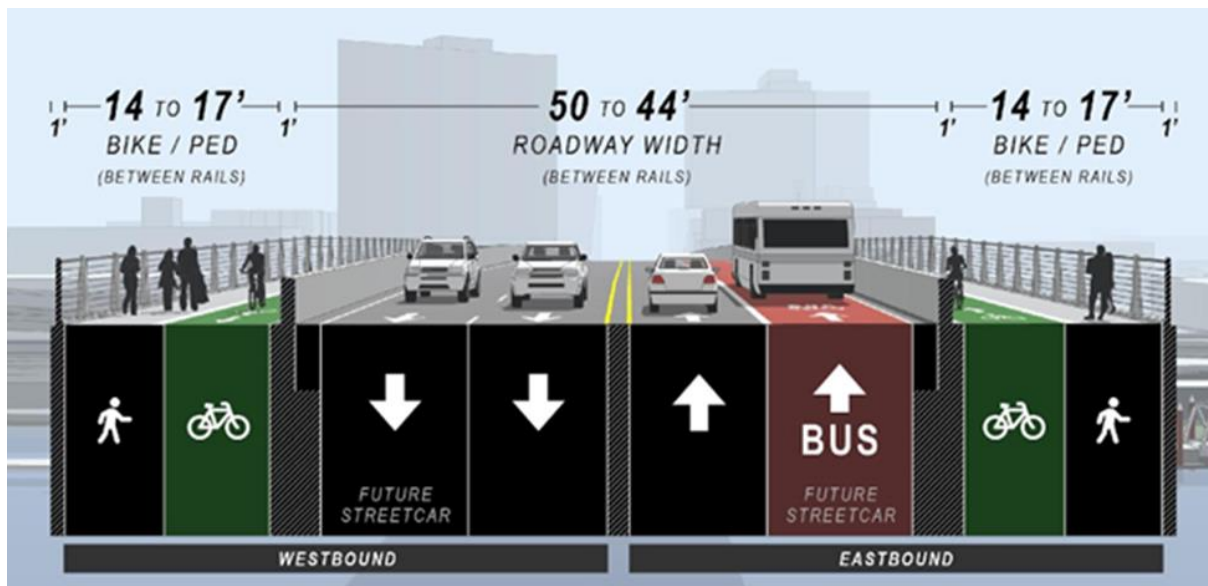


Impact Statement (DEIS) in February 2021 that evaluated four build alternatives and identified one of those alternatives, the Long-span Replacement Alternative, as the project’s recommended Preferred Alternative.

Following the issuance of the DEIS, additional cost and funding analysis identified a substantial risk that the construction costs would be too high to reasonably be able to fund, which led the County to evaluate ways to reduce construction costs while still meeting the Project’s purpose and need. Cost reductions were proposed as refinements to the Preferred Alternative in a Supplemental Draft Environmental Impact Statement. They included the reduction of vehicle lanes from five to four, selection of a girder style structure for west approach, selection of a bascule style movable span over the navigation channel, and a range of either a cable stay or tied arch option for east approach long span.

The County Board of Commissioners adopted the refined Preferred Alternative in March 2022 and the SDEIS was published in April 2022. In January and February of 2023, TPAC and JPACT, respectively, recommended the approval of the Preferred Alternative. In March 2023, Metro Council approved the Preferred Alternative (See Appendix O to the RTP). A combined Final Environmental Impact Statement and federal Record of Decision is anticipated in December 2023.

**Figure W.8: Earthquake Ready Burnside Bridge Proposed Typical Cross Section**



The Earthquake Ready Burnside Bridge, downtown Portland’s first seismically resilient bridge, will include bike and pedestrian lanes separated from vehicular traffic by a crash-worthy barrier, an eastbound transit lane with the option to implement a westbound transit lane in the future, and the ability to accommodate a streetcar line identified in existing City of Portland planning documents.

The Project is estimated to cost \$895M including design, right-of-way, and construction. Currently, \$300M in local funds has been identified through the County’s Vehicle Registration Fee.

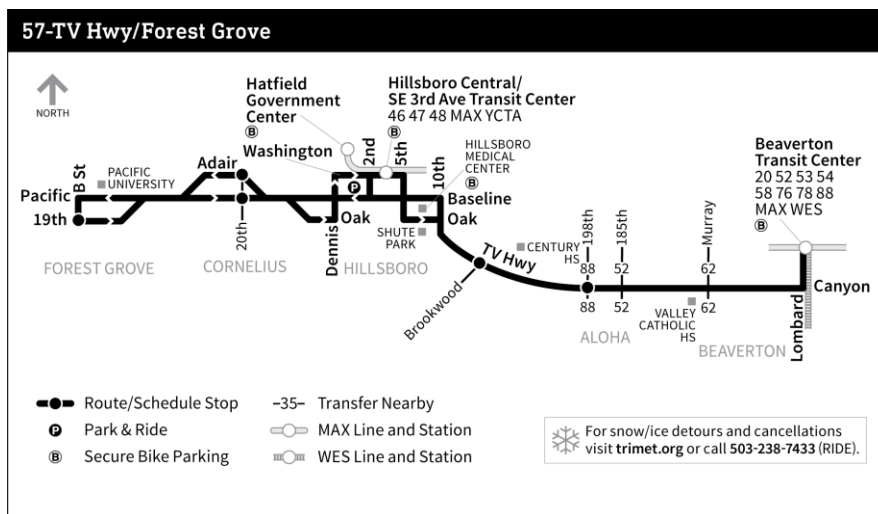
The Project is currently funded through the Design Phase. Once additional funding is secured, construction could start as early as 2025 and be completed by 2030.

Additional project information is available at: [www.burnsidebridge.org](http://www.burnsidebridge.org)

## Tualatin Valley Highway Transit and Development Project

The Tualatin Valley (TV) Highway Transit and Development project is studying the feasibility of converting the existing TriMet Line 57 bus to a bus rapid transit (BRT) line through major federal investment. The route map for Line 57 is shown in Figure W.9.

Figure W.9: TriMet Line 57 Route Map



Metro supported the creation of a community-led [equitable development strategy \(EDS\)](#) alongside the transit study to support community stability in the face of a major transportation investment in the corridor. The goal of the transit study is to identify a locally preferred alternative (LPA) that would enable partners to apply for federal funding of transit improvements. A BRT project would improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment would also improve corridor safety with station access infrastructure for pedestrians and provide a more dignified and attractive transit rider experience through improvements to stations such as shelters and lighting. The BRT project may be nested within or completed in tandem with a roadway project that more directly addresses the significant safety needs along this high-crash corridor, especially those of people walking, biking, and accessing transit.

The project Steering Committee, consisting of representatives from the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; Washington County; ODOT, TriMet and Metro; and four community representatives, is moving toward agreement on an LPA anticipated in late 2023. The LPA will cover the entire length of the corridor (Beaverton Transit Center to 19th and B Street in Forest Grove) and may include a minimum operable segment that defines an initial federal capital investment in a portion of the corridor.

The EDS was completed in June 2023 and approved by the [TV Highway Equity Coalition](#) (TEC), the body who guided its development. Strategies from the EDS are being advanced by government and nonprofit partners throughout the corridor and are independent of the implementation stage of the transit study.

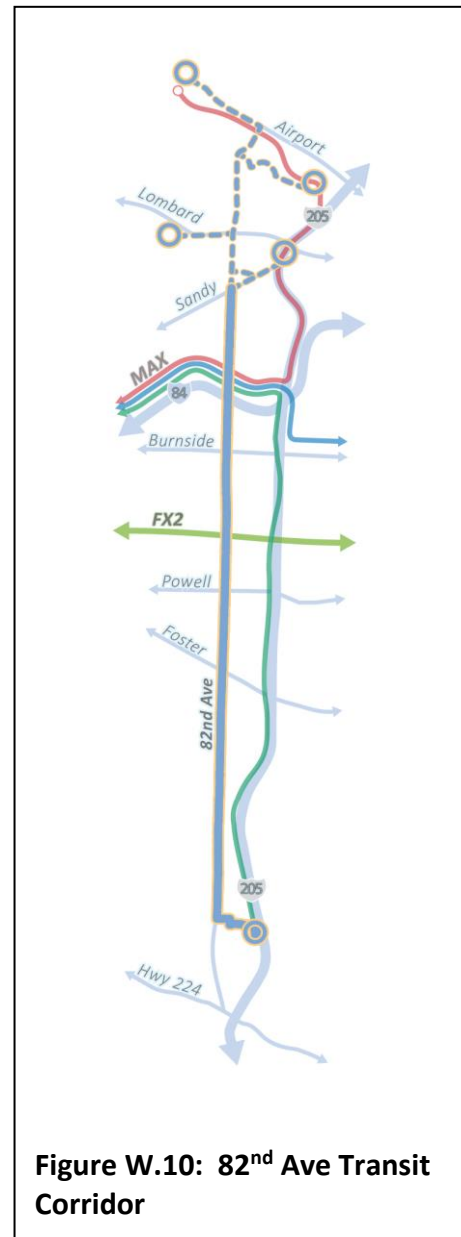
Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-transit-project>.

## 82nd Avenue Transit Project

Metro, TriMet, the City of Portland, Clackamas County, ODOT, Multnomah County, and the Port of Portland as well as community members are collaborating to develop a rapid bus transit project in the 82nd Avenue corridor between Clackamas Town Center and a northern terminus yet-to-be-determined. In addition, Metro is working to support a community-led equitable development strategy (EDS) that will address community priorities outside of, but often-related to the transit project investment.

The 82nd Avenue corridor is a major route for the region connecting key destinations and communities in Clackamas County and Portland, Oregon and supporting the movement of people and goods in a diverse and growing area. The corridor serves many people who are part of BIPOC, limited English proficiency, and low-income communities, zero car households, or living with a disability. 82nd Avenue was once the primary north-south highway for the area before Interstate 205 was opened in 1983. Since then, the primary function of 82nd Avenue as a regional throughway has diminished, but its importance as a transit and pedestrian corridor has grown. The roadway continues to carry substantial amount of freight, auto, and bus traffic.

TriMet's Line 72 Killingsworth/82 serves the 82nd Avenue corridor and is the highest ridership bus line in TriMet's system, and exceeds ridership on the Orange and Yellow Max light rail lines. However, unlike light rail transit, the bus runs in mixed traffic and is often delayed. Line 72 is a frequent service route connecting riders to major destinations, high-capacity transit lines (the new Division FX2 and the MAX Green, Blue, and Red Lines), and over 20 bus routes just in the corridor.



**Figure W.10: 82<sup>nd</sup> Ave Transit Corridor**

It is a workhorse with high ridership all day and weekends and saw relatively high retention of riders during the pandemic.

The need for a major transit improvement has been identified in multiple plans including the 2010 High Capacity Transit (HCT) System Plan, the 2018 Regional Transportation Plan (RTP), and the 2018 Regional Transit Strategy. In 2019, Metro's Transportation Funding Task Force selected 82nd Avenue as a Tier 1 priority to include a bus rapid transit project investment. The steering committee has called for the project to address transit speed and reliability, safety, needs of transit-dependent communities in the corridor, and to reduce pollution and greenhouse gas emissions, while designing for a constrained physical environment.

The 82nd Avenue Transit Project would improve transit in the corridor by adding: new buses with greater capacity, improved pedestrian facilities and access, better lighting, transit signal priority and physical bus priority in the roadway to move the bus through congestion, and better stations with shelters, seating, lighting, and real time bus arrival information. The work will be integrated with the streetscape improvements both planned and underway.

The need is urgent with an unprecedented opportunity for an 82nd Avenue bus rapid transit project to leverage and complement a \$185 million investment that the City of Portland, the State of Oregon, and regional partners are making as part of the 82nd Avenue jurisdictional transfer. These investments provide the opportunity to reimagine the corridor to improve safety and pedestrian facilities in conjunction with high-quality, frequent, reliable Bus Rapid Transit service. The City of Portland and ODOT are already making near-term safety, paving, and maintenance fixes that will improve access to transit. A second phase of that work is underway through the City's Building a Better 82nd Avenue program to identify additional improvements within Portland for the corridor. These improvements would complement/support the transit investment and could be delivered with the transit project. The project will be further bolstered by receiving a \$630,000 planning grant from the FTA's Areas of Persistent Poverty program.

The people who live along 82nd Avenue are more likely to rely on transit than the general population with a high number of equity communities in greater representation than the region as a whole. These include people that are low-income, BIPOC, have limited English proficiency, live with a disability, or live in zero car households or in affordable housing. In addition, 82nd Avenue is high injury corridor with inadequate pedestrian facilities, lighting, and limited signalized crosswalks and few transit shelters.

The project anticipates having an approved locally preferred alternative demonstrating regional consensus around the transit mode, general station locations, and alignment in winter of 2023/24. The NEPA phase of the project would begin post approval of the LPA and after early corridor design is underway.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/82nd-avenue-transit-project>.

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