



Metro is in receipt of the 2024-27 MTIP February #1 (Rose Quarter) 2025 Formal Amendment for Resolution 25-5463

Amendment Purpose Statement for Resolution 25-5463 (Amendment Number FB25-05-FEB1)

**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**

Public Notification Comment Opportunities for the February #1 (Rose Quarter) 2025 Formal MTIP Amendment for Resolution 25-5463

The public review period for this project amendment is [2/4/2025](#) and concludes on [3/7/2025](#), at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Added Notes

The February #1 2025 MTIP Formal Amendment contains three related Rose Quarter Improvement projects that are adding a total of \$250 million of Oregon Transportation Commission (OTC) funding in support of the project activities. The formal amendment is under FB25-05-FEB1. The assigned Metro resolution number is 25-5463. The amendment includes Keys 19071, 23672, and 23782. A summary of the changes to the three projects is included in Exhibit A that follows after the MTIP formal amendment matrix.

Submission of public comments for the January formal amendment bundles may occur by attending one of the two Metro approval committees required for the formal amendment to complete:

- (1) Transportation Policy Alternatives Committee (TPAC).
- (2) At the Joint Policy Advisory Committee on Transportation (JPACT).

Public comments can occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda. Finally, written comments may be emailed or submitted in letter form via email or mailed directly to Metro.

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required Metro process and approval steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more categories:

1. Significantly adds, revises, reduces, or changes the project scope of improvement activities.
2. Requires a significant change to the project limits (greater than 1 mile).
3. Involves a significant cost change (increase or decrease normally 20% or 30% greater).
4. Adds or cancels a project from the MTIP.

Additional guidance about the thresholds for completing administrative changes versus formal/full amendments is covered in the MTIP Amendment Matrix in Chapter 8, Administering the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). A summary of the project change thresholds that trigger the need to complete a MTIP formal amendment is listed below, A summary of the project changes follows on the next pages.

Metro Formal Amendment Matrix for the MTIP As of November, 2024	
Number	Item
1	JPACT & METRO Council Authorized Discretion: JPACT or Council may require any project amendment to complete a formal amendment
2	Adding or Canceling Projects: Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects
3	Project Locations and /or Milepost Limits Changes: Limit changes that exceed 1 mile. Consideration required for 0.5 miles up to a mile as well where NEPA, air quality, and/or transportation modeling impacts may be involved.
4	Major Project Scope or Work Element Adjustments: Changes including scope, work element changes that impact the NEPA environmental document, air quality analysis, transportation modeling network, or result in the project no longer being consistent with the approved RTP. A completed Performance Assessment Evaluation also may be required as part of the formal amendment for capacity enhancing projects that exceed \$100 million dollars.

5	<p>Changes in Fiscal Constraint due to Cost Changes by the Following Criteria:</p> <ul style="list-style-type: none"> • Projects under \$1M – cost increases over 50% • Projects between \$1 million to \$5 million – cost increases over 30% • Projects over \$5 million – cost increases over 20% <p>JPACT/Metro Council also authorizes MTIP staff with discretionary authority to exceed the above threshold limits under certain circumstances by up to another 10% when the cost increase is primarily due to an inflationary cost update where no scope or limit changes are also occurring enabling the cost change to occur as an administrative modification.</p>
6	<p>Adding Permanent Emergency Relief Projects: For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.</p>
7	<p>Adding a Federally Funded Planning Project: Adding a federally funded planning project where only funding is added to the planning phase requires the completion of a formal amendment to the MTIP.</p>
8	<p>Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP: Applies to other federally funded project (e.g. RTP, OCP, etc.) projects not located on of the Metro modeling networks where FHWA requires an approval step verification from the MTIP.</p>

Notes:

- The above items represent the project change “thresholds” that trigger a formal/full amendment to the MTIP.
- In addition to the above change thresholds, the Metro approval process requires:
 - An amendment approval recommendation from Metro’s Transportation Policy Alternatives Committee (TPAC) to Metro’s Joint Policy Advisory Committee on Transportation (JPACT).
 - Approval by JPACT and an approval recommendation to Metro Council.
 - Approval by Metro Council.
- A final review and corresponding approvals also are required by:
 - The Oregon Department of Transportation (ODOT).
 - Federal Transit Administration (FTA).
 - Federal Highways Administration (FHWA).
- Projects with changes that are considered less than the stated thresholds for formal amendment normally can occur through an administrative modification. This does not require TPAC, JPACT, or Council approval steps. The changes also do not require ODOT, FTA, or FHWA approvals.
- Project changes that complete an administrative modification are normally reported to TPAC through a monthly Submitted Amendments Report in the TPAC Comments from the Chair agenda section.

Exhibit A
February #1, 2025, Rose Quarter Formal/Full MTIP Amendment Summary
Formal Amendment #: FB25-05-FEB1

The February 2025 Rose Quarter 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

February #1 2025 Rose Quarter 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
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

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

(#1) ODOT Key # 19071 MTIP ID 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.	<u>ADD FUNDS:</u> 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%.
(#2) ODOT Key # 23672 MTIP ID 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	<u>ADD FUNDS:</u> 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.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#3) ODOT Key # 23682 MTIP ID 71443	ODOT	I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A	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	ADD FUNDS/SCOPE: 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	
February 2025 (FB25-05-FEB1) Rose Quarter Improvement Project Formal Amendment estimated processing and approval timing	
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							
ODOT Key #	19071	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	70784	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		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:	I-5 Rose Quarter Improvement Project						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

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
Federal Funds									
NHPP Exempt	M002 MOE2	2016		\$ 3,805,500					\$ 3,805,500
AC-HB2017	ACP0	2016		\$ 82,998,000					\$ -
AC-HB2017	ACP0	2016		\$ 119,886,000					\$ 119,886,000
ADVCON (RQ)	ACP0	2016		\$ 9,222,000					\$ 9,222,000
AC-NAE23	ACP0	2016		\$ 30,000,000					\$ -
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
AC-HB2017	ACP0	2020			\$ 10,072,002				\$ -
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
AC-NAE23	ACP0	2025				\$ 7,500,000			\$ -
NAE23	NE01	2025				\$ 7,500,000			\$ 7,500,000
ADVCON (RQ)	ACP0	2025				\$ 922,200			\$ 922,200
AC-NAE23	ACP0	2025						\$ 250,000	\$ -
AC-NAE23	ACP0	2026						\$ 250,000	\$ 250,000
ADVCON (RQ)	ACP0	2026						\$ 461,100	\$ 461,100
Federal Totals:			\$ -	\$ 179,757,900	\$ 41,066,400	\$ 8,422,200	\$ -	\$ 711,100	\$ 229,957,600

Federal fund code notes:

1. 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.
2. 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.
3. NHPP Exempt = Federal National Highway Performance Program funding that are not subject (or Exempt) from various federal-aid restrictions
4. NHPP = Federal National Highway Performance Program funds that are s subject to the usual federal-aid obligation limitations
5. NHFP = Federal National Highway Freight Program funds
6. 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
State (ACHB2017)	Match	2016		\$ 7,002,000					\$ -
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
NHPP (State)	Y001	2016		\$ 40,000,000					\$ -
State (Z460)	Match	2016		\$ 1,265,452					\$ 1,265,452
State (ACHB2017)	Match	2020			\$ 927,998				\$ -
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:			\$ -	\$ 187,391,997	\$ 41,000,000	\$ 7,500,000	\$ -	\$ 250,000	\$ 236,141,997
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		
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 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 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 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 (Since 2016)	Last Amendment	Formal	Date of Last Amendment	July 2024	Last MTIP Amend Num	JL24-11-JUL2
Last Amendment Action	<p>ADD PHASES and FUNDING: The formal amendment adds \$30 million from the new USDOT RCN/NAE23 grant award to ODOT to PE swaps out NAE23 funds in the ROW phase and adds a Utility Relocation (UR) phase plus adds an Other phase to the project</p>						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	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.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

RTP Project Description:	<p>ID 10867: 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</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
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Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.

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
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

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
PE Totals			100.00%	197,391,997.18		179,757,899.80		13,634,097.38		4,000,000.00
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
	RW Totals			100.00%	41,000,000.00		37,810,200.00		3,189,800.00	
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
	UR Totals			100.00%	8,500,000.00		8,422,200.00		77,800.00	
OT	ACPO	ADVANCE CONSTRUCT PR	100.00%	750,000.00	0.00%	711,100.00	0.00%	38,900.00	0.00%	0.00
	OT Totals			100.00%	750,000.00		711,100.00		38,900.00	
Grand Totals					247,641,997.18		226,701,399.80		16,940,597.38	4,000,000.00

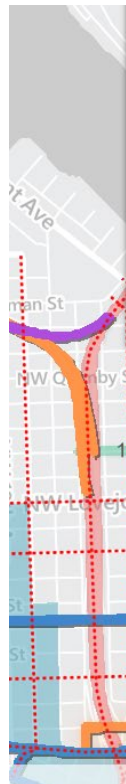
Modeling Network , NHS, and Performance Measure Designations

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.**

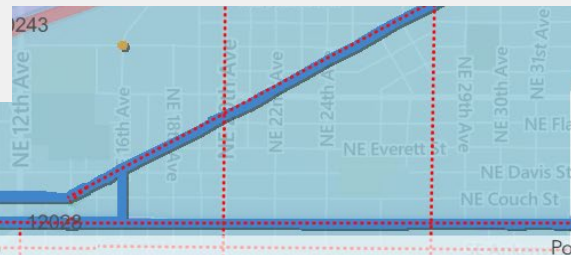
This project **is** located on the **regional emergency transportation/state seismic lifeline route.**

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

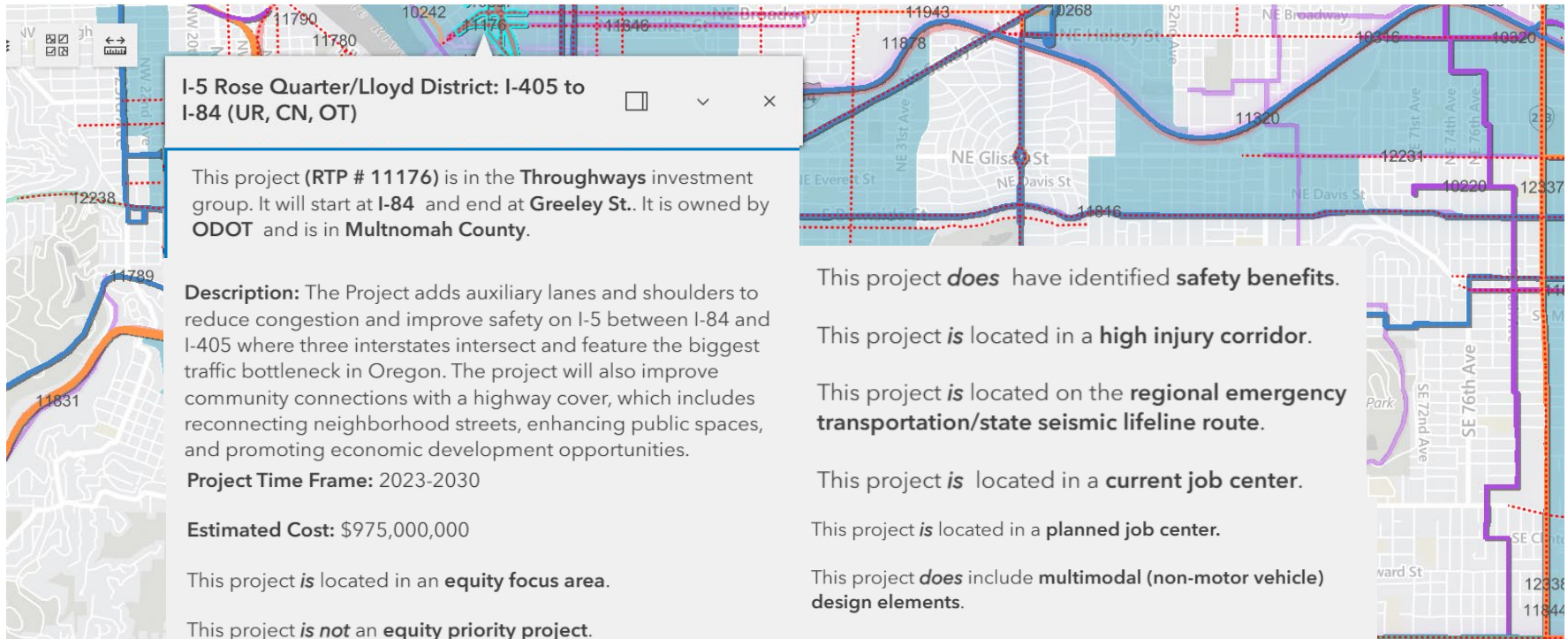
This project **is** located in a **planned job center.**

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**.

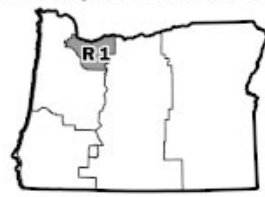
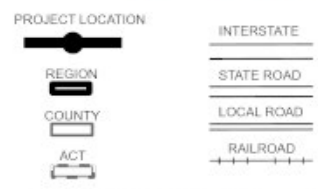
This project **does not** address a **multimodal gap** in the transportation system.

K23682

Agenda Item G, Attachment 01

I-5 ROSE QUARTER: PHASE 1A

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

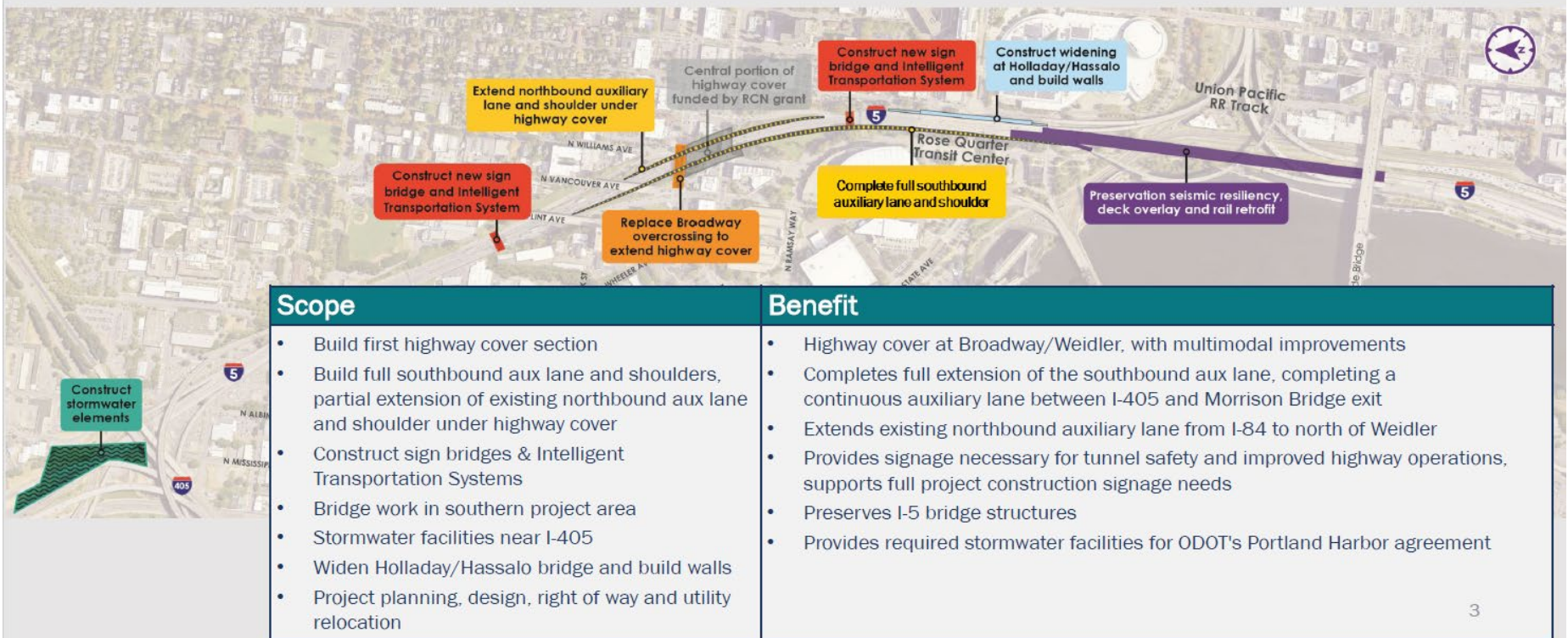


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http://www.oregon.gov/odot/odot_gis_cms_help_and_guidance/OTC_Maps



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							
ODOT Key #	23672	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	71444	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		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:	I-5 Rose Quarter: Broadway to Weidler Phase 1						
Lead Agency:	ODOT		Applicant:	ODOT		Administrator:	ODOT
Certified Agency Delivery:	No		Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes

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
Federal Funds									
AC-NAE23	ACPO	2025					\$ 382,250,000		\$ 382,250,000
ADVCON	ACPO	2025					\$ 163,690,500		\$ 163,690,500
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 545,940,500	\$ -	\$ 545,940,500
Federal fund code notes:									
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.									
State Funds									
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
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 13,809,500	\$ -	\$ 13,809,500
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 382,250,000	\$ -	\$ 382,250,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 559,750,000	\$ -	\$ 559,750,000
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 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		
	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: 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?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	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.
RTP Constrained Project ID and Name:	RTP IDs: ID 10867: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW) ID 11176: I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)

RTP Project Description:	<p>ID 10867: 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</p> <p>ID 11176: The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.</p>
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Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
5.	Does the project require a special performance assessment evaluation (PAE) as part of the MTIP amendment? Yes. The project is capacity enhancing and exceeds \$100 million in total project cost. A PAE has been complete as part of this amendment.

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
	CN Totals		100.00%	559,750,000.00		545,940,500.00		13,809,500.00		0.00
Grand Totals						545,940,500.00		13,809,500.00		0.00

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
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

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
TOTAL		\$382,250,000	\$559,750,000

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**.

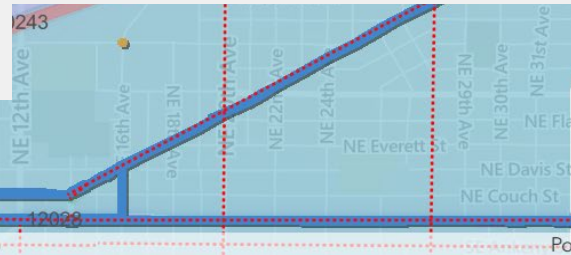
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

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

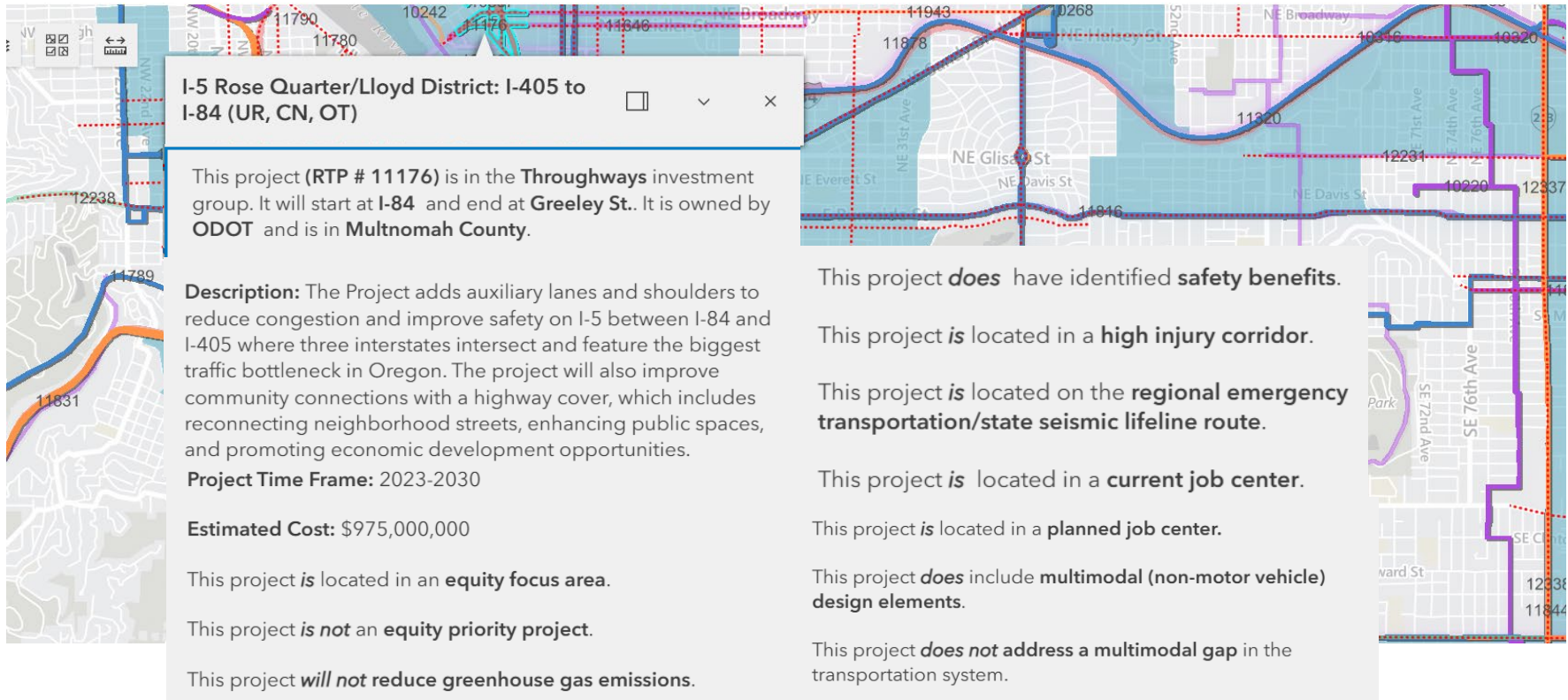
This project **is** located in a **planned job center**.

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

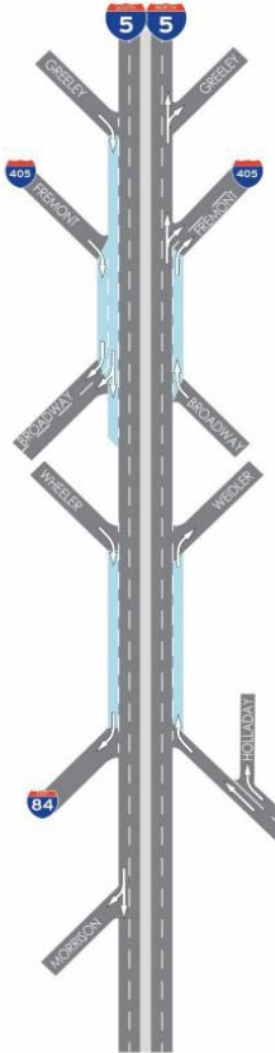
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- 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.

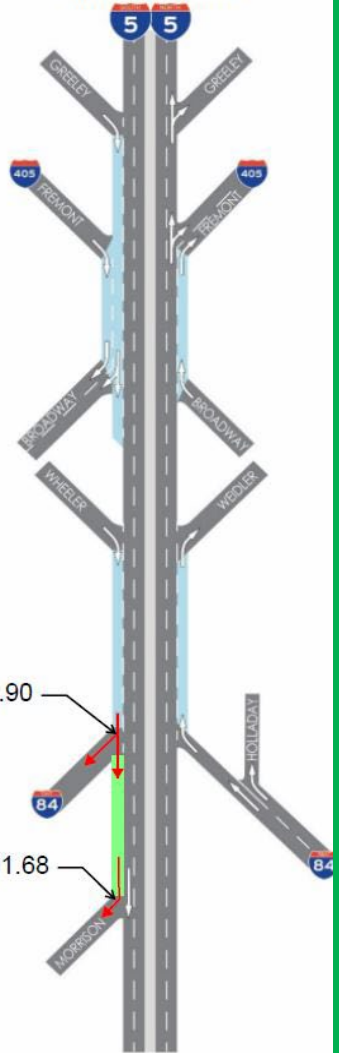
Construction is proposed to begin by 2027.

Key 23672 Proposed I-5 System Upgrades

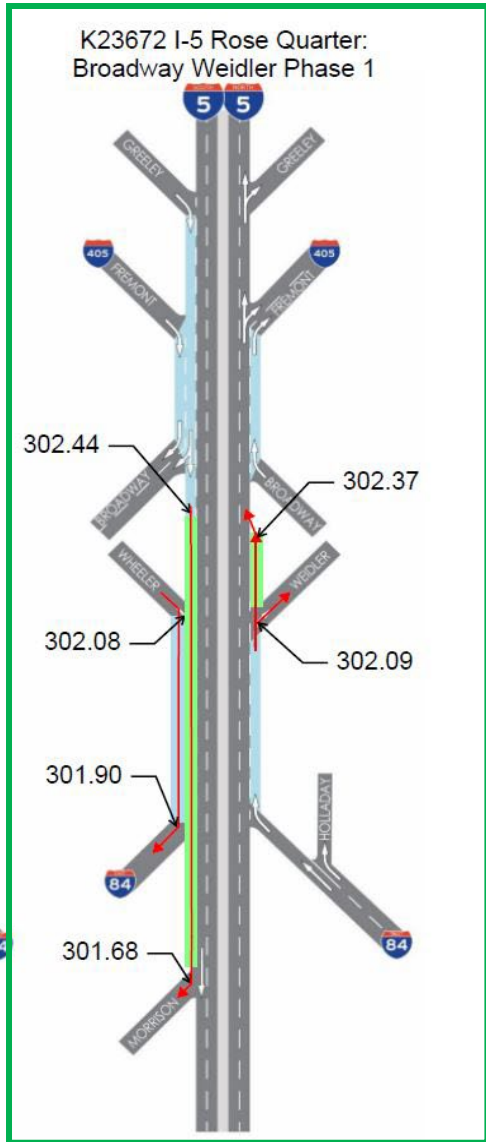
Existing Conditions



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							
ODOT Key #	23682	RFFA ID:	N/A	RTP ID:	10867 11176	RTP Approval Date:	11/30/2023
MTIP ID:	71443	CDS ID:	N/A	Bridge #:	S8588E N8588E	FTA Flex & Conversion Code	No
MTIP Amendment ID:		FB25-05-FEB1		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.

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

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
Federal Funds									
AC-HB2017	ACPO	2025					\$ 4,611,000		\$ 4,611,000
ADVCON	ACPO	2025					\$ 55,332,000		\$ 55,332,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 59,943,000	\$ -	\$ 59,943,000
Federal fund code notes:									
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.									
State Funds									
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
State (RCADVCON)	Match	2025					\$ 4,668,000		\$ 4,668,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,057,000	\$ -	\$ 5,057,000
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ 65,000,000	\$ -	\$ 65,000,000
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 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	301.40 301.20	303.20 303.40	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>ADD NEW PROJECT: Add new child project to the 2024-27 MTIP in support of the Rose Quarter Improvement Project in Key 19071. Funding is from canceled project Key 21219.</p>						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Yes. The project is a capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	No. The project is not exempt from a air conformity and transportation modeling analysis
Exemption Reference:	Not applicable.
Was an air analysis required as part of RTP inclusion?	Yes. The project completed a conformity assessment as part of the 2023 RTP Update
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Yes. The project completed required transportation modeling analysis as part of the 2023 RTP Update.
Additional Completed Reviews:	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.
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Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? No. Not applicable.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	<p>Applicable RTP Goals:</p> <p><u>Goal # 1 - Mobility Options:</u> Objective 1.1 Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><u>Goal #2 - Safe System:</u> Objective 2.1 - Vision Zero: fatal and severe injury crashes for all modes of travel by 2035.</p> <p><u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p>
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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.**
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<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
	CN Totals		100.00%	65,000,000.00		59,943,000.00		5,057,000.00		0.00
	Grand Totals			65,000,000.00		59,943,000.00		5,057,000.00		0.00

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
Total Project Cost	\$1.5 B - \$1.9B
Funding Gap	\$642M - \$1.042B

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
TOTAL		\$5,000,000	\$65,000,000

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. |

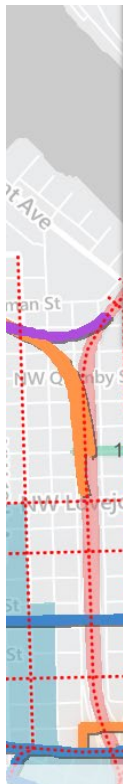
Modeling Network , NHS, and Performance Measure Designations

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.**

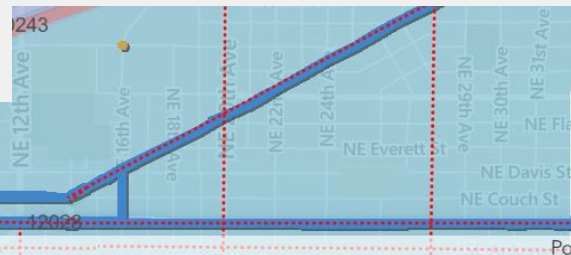
This project **is** located on the **regional emergency transportation/state seismic lifeline route.**

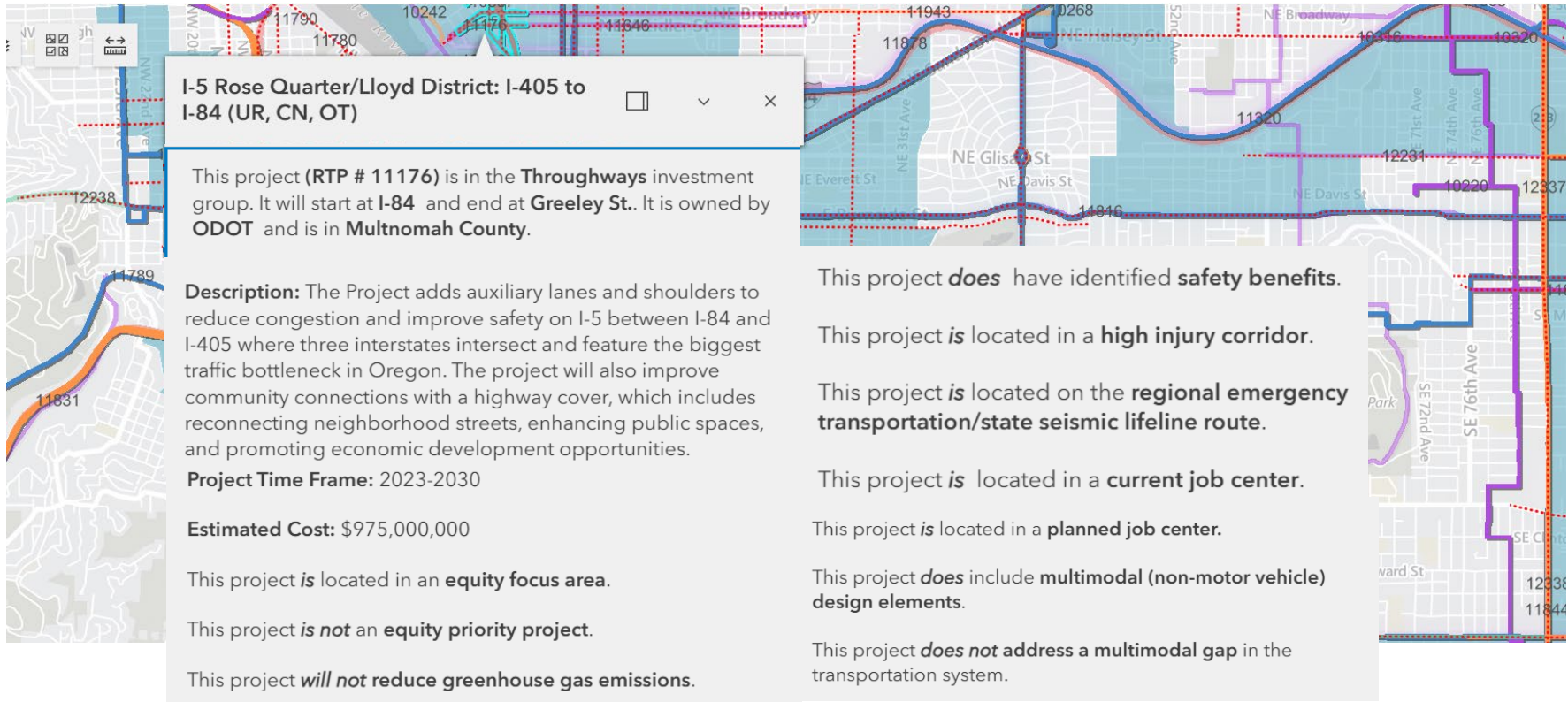
This project **is** located in a **current job center.**

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

