

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, March 7, 2025
Time: 9:00 a.m. to 12:00 p.m.
Place: HYBRID: Metro Regional Center 600 NE Grand Ave. | [Connect with Zoom](#)
Passcode: 136646 | Phone: 877-853-5257 (Toll Free)

- 8:30 a.m. Mingling and snacks
- 9:00 a.m. 1. Call meeting to order, declaration of quorum and introductions Chair Kloster
- 9:10 a.m. 2. * Comments from the Chair and Committee Members
- Committee member updates around the Region (Chair Kloster & all)
 - Monthly MTIP Amendments Update (Ken Lobeck)
 - Fatal crashes update (Anthony Cabadas)
 - Transit Minute (Ally Holmqvist)
 - Regional Barometer retirement (Tom Kloster)
 - Regional Barometer <https://regionalbarometer.oregonmetro.gov/>
 - Regional Barometer User Survey: <https://survey123.arcgis.com/share/66b60d82d43e42fd8a4c92518faa627a>
 - 3/10 Special TPAC Workshop (John Mermin)
- 9:20 a.m. 3. Public communications on agenda items
4. **ACTION ITEMS**
- 9:30 a.m. 4.1 * Approval of TPAC minutes for February 7, 2024 Chair Kloster
- 9:32 a.m. 4.2 * Resolution 25-5473 For the Purpose of Adding A New ODOT Public Transportation Awarded Project Into The 2024-27 MTIP For TriMet Supporting Elderly And Disabled Persons Transit Needs – **RECOMMENDATION TO IPACT** Ken Lobeck, Metro
- 9:40 a.m. 4.3 * Resolution 25-5463, For the Purpose of Amending Three Related Rose Quarter Improvement Projects to the 2024-27 MTIP to Add \$250 Million Dollars of Approved Funding to the Projects – **RECOMMENDATION TO IPACT** Ken Lobeck, Metro
- 9:55 a.m. 4.4 * 2028-30 Regional Flexible Fund Step 1A.1 New Project Bond -Project Proposal and Updated Approach for Getting to a Preferred Bond Scenario - **RECOMMENDATION TO IPACT** Grace Cho, Metro
- 10:40 a.m. **MEETING BREAK – 15 minutes**
5. **INFORMATION/DISCUSSION ITEMS**
- 10:55 a.m. 5.1 * 2028-30 Regional Flexible Fund Step 2 – Outcomes Evaluation and Risk Assessment Draft Results and Next Steps Grace Cho, Metro
Camila Dartnell,
Russ Doubleday,
Kittleson & Assoc.
- 11:35 a.m. 5.2 * Discuss Draft FY 2025-26 Unified Planning Work Program (UPWP) John Mermin,
Metro
- 12:00 p.m. ADJOURN Chair Kloster

*Material included in meeting notice packet

**Material presented at meeting

All materials will be available electronically post each meeting

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to [Jessica Martin, 503-797-1918, jessica.martin@oregonmetro.gov](mailto:jessica.martin@oregonmetro.gov)

2025 TPAC Work Program

As of 02/28/2025

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

All meetings are scheduled from 9am – noon

*Scheduled to avoid holiday conflicts

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| <p>TPAC Special Workshop – March 10 (2-4pm) Zoom</p> <ul style="list-style-type: none"> Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Chang, RDPO) | |
| <p>TPAC meeting April 4</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Anthony Cabadas) Transit Minute (Ally Holmqvist) 2028-30 Regional Flexible Fund – Public Comment (Grace Cho) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) Draft FY 2025-26 UPWP <u>Recommendation to JPACT</u> (John Mermin, Metro, 20 minutes) Community Connector Transit Study: Policy Framework (Ally Holmqvist, 30 min) TIP Performance Evaluation (Blake Perez, 20mins) TV Highway Transit Project (Kate Hawkins 20mins) | <p>TPAC Workshop meeting April 9</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> Regional Transportation Demand Management Strategy Update (Noel Mickelberry, Grace Stainback, 60 min) |
| <p>TPAC meeting May 2</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> Committee member updates around the Region (Chair Kloster & all) Monthly MTIP Amendments Update (Ken Lobeck) Fatal crashes update (Anthony Cabadas) Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) 2028-30 Regional Flexible Fund Step 1A.1 & Step 2 Public Comment – Initial Comment Summary (Grace Cho, 15 min) EPA Climate Pollution Reduction Grant: carbon reduction strategies (Eliot Rose, Metro, 30 min.) 82nd Avenue Transit Project LPA <u>Recommendation to JPACT</u> (Melissa, 25 min) Montgomery Park Streetcar LPA (Alex Oreschak, 25-30 min) <u>INFORMATION</u> | |

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| <p>TPAC meeting June 6</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 Regional Flexible Fund Step 1A.1 – Public Comment Considerations and Proposal/Preferred Scenario Deliberations (Grace Cho, 60 min) • 2028-30 Regional Flexible Fund Step 2 – Initial Staff Recommendation (Grace Cho, 60 min) • TV Highway LPA Recommendation (Kate Hawkins 30 mins) | <p>TPAC Workshop meeting June 11</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes Phase 2: tiering methodology (John Mermin, Metro/ Carol Chang, RDPO; 90 min) |
| <p>*TPAC meeting July 11</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2028-30 Regional Flexible Fund – Step 1A.1 & Step 2 Allocation <u>Recommendation to JPACT</u> (Grace Cho, 40 min) • MTIP Update and Milestone Timeline (Blake Perez, 15 min.) • Community Connector Transit Study: Network Vision (Ally Holmqvist, 30 min) • EPA Climate Pollution Reduction Grant: draft Comprehensive Climate Action Plan (Eliot Rose, Metro, 30 min) • Montgomery Park Streetcar LPA (Alex Oreschak, 25-30 min) INFORMATION | |

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| <p>TPAC meeting August 1</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) | <p>TPAC Workshop meeting August 13</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • |
| <p>TPAC meeting September 5</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 82nd Avenue Transit Project (Melissa Ashbaugh, Metro; 30 min) | |
| <p>TPAC meeting October 3</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Community Connector Transit Study: Priorities (Ally Holmqvist, 30 min) | <p>TPAC Workshop meeting October 8</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • |
| <p>TPAC meeting November 7</p> <p><u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Regional Transportation Demand Management Strategy Approval (Noel Mickelberry, Grace Stainback, 45 min) | |

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| <p>TPAC meeting December 5 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Anthony Cabadas) • Transit Minute (Ally Holmqvist) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • MTIP Formal Amendment 25-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Safe Streets for All Update (Lake McTighe, 45 min) | <p>TPAC Workshop meeting December 10 <u>Comments from the Chair:</u></p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) <p><u>Agenda Items:</u></p> <ul style="list-style-type: none"> • |
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Parking Lot: Future Topics/Periodic Updates

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|---|--|
| • Climate Action updates | • I-5 Interstate Bridge Replacement program update |
| • TV Highway Corridor plan updates | • Ride Connection Program Report (Julie Wilcke) |
| • High Speed Rails updates (Ally Holmqvist) | • Get There Oregon Program Update (Marne Duke) |
| • 2025 TPAC Work Program Review | • RTO Updates |

Agenda and schedule information E-mail: jessica.martin@oregonmetro.gov.
 To check on closure or cancellations during inclement weather please call 503-797-1700.



Memo

Date: February 26, 2025
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: March 2025 Report

BACKGROUND

The following pages contain the list of projects **during February 2025** submitted to complete a formal/full amendment, or administrative modification to the 2024-27 MTIP. A summary of the differences between formal/full amendments and administrative modifications is stated below.

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes is already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

Mid-Year Project Phase Slip Amendment:

The March 2025 MTIP Amendments Monthly Update includes the list of project phases slips as part of the FFY 2025 Mid-Year Project Phase Slips Amendment. Starting last November, the ODOT Local Agency Liaisons (LAL), Region1 STIP Coordinator, Region 1 Funding Manager, ODOT Local Delivery Section Manager, and myself reviewed and evaluated every project with a phase programmed in FFY 2025. The review was to determine the confidence level that the phase will or will not obligate before the end of FFY 2025. If the review determined that the phase will not obligate before the end of FFY2025, it was slipped to FFY 2026. This action is required precursor to develop Metro's annual CMAQ, STBG, and TA obligation targets.

The project phase slip review and action include all programmed projects in the MTIP and STIP. All ODOT managed and funded projects are reviewed as well. ODOT Project Leads and Project Managers also had to justify the slip reason for these projects. The ODOT project phase slips were then reviewed and approved by the ODOT Region 1 Manager.

The slip action for Metro funded project is considered a “no-harm, no-foul” action for the development of Metro’s annual obligation targets. In other words, we can slip the project phase this one time without penalties against our obligation targets. Once the project slips are completed, we have the outline for Metro’s FFY 2025 Obligation Targets and can monitor obligation compliance from this point on. The overall obligation for the Metro funded projects is to obligate at least 80% of the remaining FFY 2025 CMAQ, STBG, and TA programmed project phases. If we obligate at least 80% or (higher), then Metro has met our annual obligation compliance requirement. We then qualify to receive possible later Redistribution funds if the ODOT is eligible to receive the funds.

The FFY 2025 Obligation Targets summary is provided below. The targets include only Metro allocated Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) federal funds. After completing the project phase slips, Metro’s revised FFY 2025 100% obligation target is \$50,178,622. The minimum 80% compliance requirement means that we must obligate at least \$40,942,898 to be eligible for later Redistribution funds. The push to obligate our projects continues. The clock is on. As of the end of February 2025, the obligation compliance rate is just short of 20%. Again, we need to be above 80% by September 30, 2025.

| FFY 2025 Metro Obligation Targets Summary | | | | | | |
|--|----------------|-------------------------------------|------------------------------------|------------------------|-------------------|-------------------------------------|
| Fund Name | Fund Type Code | Total Possible FFY 2025 Obligations | Revised Projected 100% Obligations | Percent of 100% Target | Known Obligations | Obligation % of Revised 100% Target |
| Congestion Mitigation Air Quality Improvement Funds: | CMAQ | \$ 17,850,000 | \$ 17,845,514 | 99.97% | \$ 1,923,600 | 10.78% |
| Surface Transportation Block Grant - Urban (Metro): | STBG-U | \$ 43,919,389 | \$ 32,333,108 | 73.62% | \$ 7,832,879 | 24.23% |
| Transportation Alternatives - Urban (Metro) | TA-U | \$ 131,786 | \$ - | 0.00% | N/A | N/A |
| Summary Totals of CMAQ, STBG-U and TA-U : | | \$ 61,901,175 | \$ 50,178,622 | 81.06% | \$ 9,756,479 | 19.44% |

MTIP FORMAL/FULL Amendments

Notes:

1. The I-5 Rose Quarter Improvement Project formal amendment bundle will complete a two-touch approval requirement. During February, the amendment completed its required notification and overview step to TPAC and JPACT. The TPAC approval recommendation and approvals from JPACT and Council will occur in March/April 2025. The amendment status will be included in next month’s report.
2. Due to the Executive Order, FTA has imposed an approval “pause” on any formal amendments requiring FTA’s approval. We believe this is temporary and will be lifted hopefully by May. In the meantime, Metro and ODOT will continue to process formal amendments that include a transit component and require FTA approval until directed otherwise.
3. For all formal/full MTIP/STIP amendments, FHWA provides the final approval allowing the new, canceled, or updated project to be incorporated into the approved MTIP and STIP. As of February 21, 2025, FHWA now requires a two-step approval process for all formal/full amendments. All formal amendments will require approval from the state FHWA office division office and a final approval from Headquarters FHWA in Washington DC. This added approval step will add a significant amount of time to receive final approvals for submitted amendments.

February #2 Regular Formal Amendment Bundle: FB25-06-FEB2

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5465

February #2 2025 Regular Formal Amendment Bundle Contents

Amendment Type: Formal/Full
Amendment #: FB25-06-FEB2
Total Number of Projects: 4

| Key Number & MTIP ID | Lead Agency | Project Name | Project Description | Amendment Action |
|--|-------------|---|---|--|
| Category: Adding New Projects to the 2024-2027 MTIP: | | | | |
| (#1) ODOT Key # 23834 MTIP ID TBD <i>New Project</i> | Metro | Regional Rail Futures Study | Key 23834 is a new approved Oregon Legislature SB5701 funded study to evaluate the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes | <u>ADD NEW PROJECT:</u> The formal amendment is adding the project to the 2024-27 for historical purposes. Inclusion in Metro’s Unified Planning Work Program (UPW) also will occur. |
| (#2) ODOT Key # TBD - New MTIP ID TBD – New | Metro | Reconnecting 82nd Ave Community Planning Study | On 82nd Ave in Portland from approximately PDX airport and then south to Clackamas Town Center, complete a planning study to develop and deliver equitable outcomes through zero-emission, | <u>ADD NEW PROJECT:</u> The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion |

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| <i>New Project</i> | | | bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision. | in Metro's Unified Planning Work Program (UPW) also will occur. |
| (#3) ODOT Key # TBD - New MTIP ID TBD – New <i>New Project</i> | Metro | TV Highway Community Connections Planning Study | On OR8/Tualatin Valley Highway from Beaverton west to Forest Grove, complete a planning to develop and deliver equitable outcomes through zero-emission, bus-rapid transit that connects disadvantaged communities to jobs, education, economic opportunity, public space, and parks, while further advancing the community's vision | ADD NEW PROJECT: The formal amendment is adding the new 2024 Reconnecting Communities Pilot (RCP) awarded planning project to the 2024-27 for historical purposes. Inclusion in Metro's Unified Planning Work Program (UPW) also will occur |

Category: Projects Cancellationsto the 2024-2027 MTIP:

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|--|------|---|--|--|
| (#3) ODOT Key # 23090 MTIP ID 71370 | ODOT | US30B: (NE Lombard St) NE Lombard PI - NE 11th | Design and right-of-way to improve the rail crossing on NE11th Ave and close the crossing at NE Lombard Place while retaining business access. Install new railroad signals and gates and improve the signalized intersection at NE Lombard St and 11th Ave. | CANCEL PHASE/PROJECT: The formal amendment cancels the Preliminary Engineering phase which effectively cancel the project. Presently, a lack of identified construction phase funding, and the (unfunded) expense of ongoing maintenance fees greatly hinder the ability of the agency to successfully finish the project. ODOT has decided to cancel the project as a result. |
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| Proposed Amendment Review and Approval Steps | |
|--|--|
| Date | Action |
| February #2 2025 (FB25-06-FEB2) Regular Formal Amendment estimated processing and approval timing | |
| Wednesday February 5, 2025 | Completed: Post amendment & begin 30+ day notification/comment period. |
| Friday, February 7, 2025 | Approval recommendation provided: January 2024 TPAC Meeting. |
| Thursday, February 20, 2025 | Approved: January 2024 JPACT meeting. |
| Thursday, March 6, 2025 | Open: End the 30-day public comment period: |
| Thursday, March 13, 2025 | Scheduled: Metro Council meeting. Request final Metro approval for the February FFY 2025 MTIP Formal Amendment bundle under amendment FB25-06-FEB2. |
| Wednesday, March 19, 2025 | Pending: Submit final Metro approved FFY 2025 January Formal amendment bundle to ODOT and FHWA to complete final approval steps. |
| May or June 2025? | Pending: Final approval from FHWA estimated will occur. |

**February #3 Formal Amendment Bundle: FB25-0-FEB3
Redistribution Funding Awards**

| Recommended FFY 2025 Redistribution Funding Project Awards at the 80.6% Level | | | | |
|--|-------|--------------------------|------------------|-------------------------------|
| Lead Agency | Key | Project Name | Original Request | Redistribution Award at 80.6% |
| Clackamas County | 22131 | Courtney Ave | \$2,421,841 | \$1,952,003 |
| Gresham | 20808 | Cleveland Ave | \$2,166,504 | \$1,746,202 |
| Milwaukie | 22141 | Washington/Monroe | \$1,805,526 | \$1,455,253 |
| Portland | 18837 | Columbia Blvd | \$ 471,027 | \$379,647 |
| Portland | 20814 | Jade and Montavilla | \$2,494,095 | \$2,010,240 |
| Portland | 22134 | NE 122 nd Ave | \$ 821,084 | \$661,793 |
| Portland | 22135 | NE MLK Blvd | \$412,758 | \$332,682 |
| Tigard | 23253 | Fanno Creek Trail | \$500,000 | \$403,000 |
| THPRD | 19357 | Beaverton Creek Trail | \$1,321,000 | \$1,064,726 |
| Total: | | | | \$10,005,546 |

| Proposed Amendment Review and Approval Steps | |
|--|--|
| Date | Action |
| February #3 2025 (FB25-07-FEB3) Formal Amendment estimated processing and approval timing | |
| Wednesday, January 15, 2025 | Completed: Post amendment & begin 30+ day notification/comment period. |
| Friday, February 7, 2025 | Approval recommendation provided: January 2024 TPAC Meeting. |
| Thursday, February 20, 2025 | Approved: January 2024 JPACT meeting. |
| Thursday, February 13, 2025 | Completed: End the 30-day public comment period: |
| Thursday, March 13, 2025 | Scheduled: Metro Council meeting. Request final Metro approval for the February FFY 2025 MTIP Formal Amendment bundle under amendment FB25-07-FEB3. |
| Wednesday, March 19, 2025 | Pending: Submit final Metro approved FFY 2025 January Formal amendment bundle to ODOT and FHWA to complete final approval steps. |
| May or June 2025? | Pending: Final approval from FHWA estimated will occur. |

FEBRUARY 2024 ADMINISTRATIVE MODIFICATIONS

February Admin Mod #1, AM25-07-FEB1

| Key | Lead Agency | Name | Change |
|-------|-------------|---|---|
| 18758 | ODOT | OR8: Canyon Rd Pedestrian Enhancements | PHASE FUND SWAP: Shift \$150k total from construction to PE. No backfill required. Updated cost estimated provided. |
| 21611 | ODOT | Portland Metro and Surrounding Area Operations | COMBINE PROJECT: Combine Key 21611 into Key 22866 |
| 22866 | ODOT | Portland Metro and Surrounding Areas Signal Upgrades | COMBINE PROJECT: Combine Key 21611 into Key 22866 |
| 22432 | ODOT | US30BY Curb Ramps Phase 2 | ADD PHASE: Add UR phase and update project name. Slip Cons to 2026. |
| 23026 | ODOT PTD | Oregon Transportation Network - TriMet FFY26 | COMBINE PROJECT: Combine 23026 into Key 23727 for obligation efficiencies |
| 23727 | ODOT PTD | Oregon Transportation Network - TriMet FFY25 | COMBINE PROJECT: |

| | | | |
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| | | Oregon Transportation Network - TriMet FFY25-26 | Combine 23026 into Key 23727 for obligation efficiencies |
| 22128 | Washington County | Aloha Access Improvements: SW 174th Ave-SW 187th Ave | PHASE FUND SWAP: Swap CDS in Cons for STBG in PE to advance obligation |

February Admin Mod #2, AM25-08-FEB2

| Key | Lead Agency | Name | Change |
|-------|----------------|--|---|
| 21598 | ODOT | OR224: SE 17th Ave - SE Rusk Road | COST DECREASE: Reduce Cons and Other for lower bid results |
| 21601 | ODOT | Portland Metro & Surrounding Areas ITS & VMS Upgrades | COST DECREASE: Reduce construction phase amount due to lower bids |
| 23612 | ODOT | Portland Metro Area 2024-2027 ADA Curb Ramps, Phase 1 | COST DECREASE: Convert Cons AC to State GARVEE and decrease Cons |
| 23251 | Portland Parks | North Portland Greenway: Columbia Blvd to Cathedral Park | CANCEL PHASE: Cancel Planning phase and shift funding to PE |

February Admin Mod #3, AM25-09-FEB3

| Key | Lead Agency | Name | Change |
|-------|-------------------|--|--|
| 22128 | Washington County | Aloha Access Improvements: SW 174th Ave-SW 187th Ave | PHASE FUND SWAP: De-obligate remaining unexpended TA-U funds on the Planning phase and move to PE. and swap CDS from Cons to PE. Move CDS to PE and swap with STBG for Cons. No change in total project cost or scope. |

**February Admin Mod #4, AM25-10-FEB4
(FFY 2025 Mid-Year Project Phase Slip Amendment)**

See project listing after February Admin Mod #5
Project list starts on next page

February Admin Mod #5, AM25-11-FEB5

| Key | Lead Agency | Name | Change |
|-------|-------------|---|---|
| 21601 | ODOT | Portland Metro & Surrounding Areas ITS & VMS Upgrades | COST CHANGE: The main cost decrease for the project based on lower construction bids was completed as part of the AM25-08-FEB2 admin mod bundle. Subsequent to this admin mod, the project's construction phase was updated, and an additional minor cost decrease update is present. This admin mod updates the cost decrease per the latest project review. |

FFY 2025 Mid-Year Project Phase Slips

As of February 20, 2025

| ID | Project Name | Current Obligation Year | Initial STIP Year | STIP FP - Fed \$ | Phase Total Estimated Cost | Slip Reasons for PL | Obligation Status Comments (Project Delivery) | Request to Slip, or Advance? | REQUESTED Year | ODOT or Metro Funded | Metro Concur | MTIP Action |
|----------|---|-------------------------|-------------------|------------------|----------------------------|---|---|------------------------------|----------------|----------------------|--------------|---|
| 20472-RW | OR99E: Clackamas River (McLoughlin) Bridge | 2025 | 2024 | \$46,660 | \$52,000 | Cons funding/ delivery not defined | Slip RW to 2026 | Slip | 2026 | ODOT | Yes | Slip ROW phase with \$46,660 of federal NHPP plus match from 2025 to 2026 |
| 20874-OT | SMART Bus Purchase/PM/Amenities and Technology 2021 | 2024 | 2021 | \$428,120 | \$535,150 | TrAMS grant was not approved until FFY 2025 | Slip based on actual TrAMS approval year | Slip | 2025 | SMART 5307 | Yes | Slip Other phase with \$428,120 of FTA 5307 plus match from FFY 2024 to FFY 2025 to reflect actual TrAMS grant approval year. |
| 21598-UR | OR224: SE 17th Ave - SE Rusk Road | 2025 | 2025 | \$84,346 | \$94,000 | N/A | CANCEL after award- will be awarded in January 2025 | Cancel phase | Cancel | ODOT | Yes | No action now. Cancel UR phase separately via february 2025 #2 admin mod |
| 22647-OT | OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St | 2025 | 2025 | \$685,537 | \$764,000 | N/A | CANCEL | Cancel phase | Cancel | ODOT | Yes | Cancel Other phas and shift funds bak to Construction |
| 23090-PE | US30B: (NE Lombard St) NE Lombard PI - NE 11th Ave | 2025 | 2025 | \$1,882,000 | \$1,882,000 | Stakeholder issues | CANCEL - Rail agreed since no CN is planned or funded | Cancel phase | Cancel | ODOT | Yes | No action here. PE cancelation completed as part of February #2 Regular Formal MTIP Amendment |
| 20488-RW | North Dakota Street: Fanno Creek Bridge | 2025 | 2019 | \$385,839 | \$430,000 | Insufficient funds | | Slip | 2026 | ODOT | Yes | Slip ROW phase with \$385,839 of State STBG plus match to FFY 2026 |
| 21629-RW | SE Division St: 148th Ave - 174th Ave (Portland) | 2025 | 2024 | \$41,499 | \$45,000 | Resourcing | SLIP CN TO 27 | Slip | 2026 and 2027 | ODOT | Yes | Two phase slip: Slip ROW with \$41,499 of HSIP plus match from FFY 2025 to FFY 2026. Slip Construction with \$1,907,545 of HSIP plus match from FFY 2026 to FFY 2027. |
| 21630-RW | SE Stark St: 111th - 151st Ave (Portland) | 2025 | 2025 | \$69,165 | \$75,000 | Resourcing | | Slip | 2026 | ODOT | Yes | Slip ROW with \$69,165 of HSIP plus match from FFY 2025 to FFY 2026. |
| 22075-CN | Columbia Bottomlands mitigation/conservation bank | 2025 | 2022 | \$0 | \$1,550,000 | Consultant contract not in place | | Slip | 2026 | ODOT | Yes | Slip Construction with \$1,550,000 of State funds from FFY 2025 to FFY 2026 |
| 22129-CN | Clackamas County Regional Freight ITS - Phase 2B | 2025 | 2024 | \$840,354 | \$936,537 | Stakeholder issues | | Slip | 2026 | Metro RFFA | Yes | Slip Construction with \$840.355 of STBG-U funds fplus match rom FFY 2025 to FFY 2026 |
| 22131-UR | Courtney Ave Complete Street: River Rd - OR99E | 2025 | 2024 | \$4,486 | \$5,000 | Stakeholder issues | | Slip | 2026 | Metro RFFA CMAQ | Yes | Slip UR phase with \$4,486 of Metro CMAQ plus match from FFY 2025 to FFY 2026. Note: FFY 2025 Obligation Targets include slip identification |

FFY 2025 Mid-Year Project Phase Slips

As of February 20, 2025

| ID | Project Name | Current Obligation Year | Initial STIP Year | STIP FP - Fed \$ | Phase Total Estimated Cost | Slip Reasons for PL | Obligation Status Comments (Project Delivery) | Request to Slip, or Advance? | REQUESTED Year | ODOT or Metro Funded | Metro Concur | MTIP Action |
|----------|---|-------------------------|-------------------|------------------|----------------------------|--|---|------------------------------|----------------|----------------------|--------------|---|
| 22135-RW | NE MLK Blvd Safety & Access to Transit: Cook - Highland | 2025 | 2024 | \$78,065 | \$87,000 | Resourcing | SLIP CN TO 27 | Slip | 2026 and 2027 | Metro RFFA | Yes | Two phase slip: Slip ROW with \$78,065 of STBG-U plus match from FFY 2025 to FFY 2026. Slip Construction with \$1,436,769 plus match and \$1,799,789 of local Other overmatch from FFY 2026 to FFY 2027. Note: ROW slip noted on 2025 obligation targets |
| 22135-UR | NE MLK Blvd Safety & Access to Transit: Cook - Highland | 2025 | 2024 | \$44,865 | \$50,000 | Resourcing | SLIP CN TO 27 | Slip | 2026 | Metro RFFA | Yes | Slip UR with \$44,865 of STBG-U plus match from FFY 2025 to FFY 2026. Note: UR slip noted on FFY 2025 obligation targets, |
| 22138-RW | Stark & Washington Safety: SE 92nd Ave - SE 109th Ave | 2025 | 2024 | \$404,682 | \$800,000 | Resourcing | SLIP CN TO 27 | Slip | 2026 and 2027 | Metro RFFA | Yes | Two phase slip: Slip ROW with \$404,682 of STBG-U plus match and \$349,000 local Other overmatch from FFY 2025 to FFY 2026. Noted: Slip Construction with \$4,177,413 of STBG-U plus match and \$3,886,463 of local Othe rovermatch from FFY 2026 to FFY 2027. ROW slip noted on FFY 2025 obligation Targets. |
| 22138-UR | Stark & Washington Safety: SE 92nd Ave - SE 109th Ave | 2025 | 2024 | \$44,865 | \$100,000 | Resourcing | SLIP CN TO 27 | Slip | 2027 | Metro RFFA | Yes | Slip UR with \$44,865 of STBG-U plus match and \$50,000 of local Other overmatch from FFY 2025 to FFY 2027. Note: UR slip noted on FFY 2025 obligation targets, |
| 22156-PL | Next Corridor Planning (FFY 2024) | 2025 | 2024 | \$269,315 | \$300,139 | UPWP need not yet confirmed | | Slip | 2026 | Metro RFFA STBG | Yes | Slip PL phase with remaining \$269,315 of Metro STBG plus match from FFY 2025 to FFY 2026. Possible funds will be combined later into Key 22839 (SFY 26 UPWP Primary Agreement). Also note: STIP does not reflect April 2024 amendment that transferred \$359,704 of STBG-U to Key 22312 to support the SFY 2025 UPWP Primary Agreement. Obligation Targets reflect slip as well. |
| 22192-OT | SMART Bus Purchase/PM/Amenities and Technology 2022 | 2024 | 2022 | \$576,323 | \$720,404 | TrAMS grant not approved in 2024. Approved in 2025 | Technical Correction | Slip | 2025 | SMART 5307 | Yes | Slip Other phase with \$576,323 of FTA 5307 plus match from FFY 2024 to FFY 2025.to reflect actual TrAMS grant approval year. |

FFY 2025 Mid-Year Project Phase Slips

As of February 20, 2025

| ID | Project Name | Current Obligation Year | Initial STIP Year | STIP FP - Fed \$ | Phase Total Estimated Cost | Slip Reasons for PL | Obligation Status Comments (Project Delivery) | Request to Slip, or Advance? | REQUESTED Year | ODOT or Metro Funded | Metro Concur | MTIP Action |
|----------|---|-------------------------|-------------------|------------------|----------------------------|--|---|------------------------------|----------------|----------------------|--------------|---|
| 22196-OT | SMART Senior and Disabled Program (2024) | 2024 | 2023 | \$26,000 | \$32,500 | TrAMS grant not approved in 2024. Approved in 2025 | Technical Correction | Slip | 2025 | SMART 5310 | Yes | Slip Other phase with \$26,000 of FTA 5310 funds plus match from FFY 2024 to FFY 2025. Technical correction to reflect actual TrAMS grant approval, |
| 22740-CN | I-84: from I-5 to the Idaho border | 2025 | 2024 | \$2,808,000 | \$3,510,000 | | | Slip | 2026 | ODOT | Yes | Slip construction with \$2,808,000 of HIEV (IIJA) plus match from FFY 2025 to FFY 2026 |
| 22825-RW | SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland) | 2025 | 2025 | \$18,000 | \$20,000 | Consultant contract not in place | SLIP CN TO 27 | Slip | 2026 and 2027 | ODOT | Yes | Two phase slip: Slip ROW with \$18,000 of HSIP plus match from FFY 2025 to FFY 2026. Slip Construction with \$1,497,600 of HSIP plus match from FFY 2026 to FFY 2027. |
| 22825-UR | SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland) | 2025 | 2025 | \$2,700 | \$3,000 | Consultant contract not in place | SLIP CN TO 27 | Slip | 2027 | ODOT | Yes | Slip UR with \$2,700,000 of HSIP plus match from FFY 2025 to FFY 2027. |
| 22829-RW | Lake Oswego Signals Visibility Upgrades | 2025 | 2024 | \$4,500 | \$5,000 | Consultant contract not in place | SLIP CN TO 27 | Slip | 2026 and 2027 | ODOT | Yes | Two phase slip: Slip ROW with \$4,500 of HSIP plus match from FFY 2025 to FFY 2026. Slip construction with \$1,083,183 of HSIP plus match from FFY 2026 to FFY 2027. |
| 22829-UR | Lake Oswego Signals Visibility Upgrades | 2025 | 2025 | \$4,500 | \$5,000 | Consultant contract not in place | | Slip | 2027 | ODOT | Yes | Slip UR with \$4,500 of HSIP plus match from FFY 2025 to FFY 2027. |
| 22831-RW | SE Foster Rd: 101st Ave - 136th Ave | 2025 | 2025 | \$10,800 | \$12,000 | Consultant contract not in place | SLIP CN TO 27 | Slip | 2026 and 2027 | ODOT | Yes | Two phase slip: Slip ROW with \$10,800 of HSIP plus match from FFY 2025 to FFY 2026. Slip construction with \$1,102,500 of HSIP plus match from FFY 2026 to FFY 2027. |
| 22831-UR | SE Foster Rd: 101st Ave - 136th Ave | 2025 | 2025 | \$9,000 | \$10,000 | Consultant contract not in place | SLIP CN TO 27 | Slip | 2027 | ODOT | Yes | Slip UR with \$9,000 of HSIP plus match from FFY 2025 to FFY 2027. |
| 22866-CN | Portland Metro and surrounding areas signal upgrades | 2025 | 2025 | \$717,840 | \$800,000 | Resourcing | | Slip | 2026 | ODOT | Yes | No action here. Construction phase was slipped to FFY 2026 as part of the February 2025 #1 admin mod. |

FFY 2025 Mid-Year Project Phase Slips

As of February 20, 2025

| ID | Project Name | Current Obligation Year | Initial STIP Year | STIP FP - Fed \$ | Phase Total Estimated Cost | Slip Reasons for PL | Obligation Status Comments (Project Delivery) | Request to Slip, or Advance? | REQUESTED Year | ODOT or Metro Funded | Metro Concur | MTIP Action |
|----------|--|-------------------------|-------------------|------------------|----------------------------|---|---|------------------------------|----------------|-------------------------------|--------------|---|
| 22867-CN | Portland Metro and Surrounding Areas Operations Upgrades | 2025 | 2025 | \$1,390,815 | \$1,550,000 | Resourcing | | Slip | 2026 | ODOT | Yes | Slip construction phase from FFY 2025 to FFY 2026 as follows: Change existing MTIP fund type code from NHPP with \$1,390,815 to be State STBG, code Y240 with \$1,390,815 federal plus 10.27% match of \$159,185. |
| 23083-RW | S Holly Lane: Abernethy Creek Bridge | 2025 | 2025 | \$113,687 | \$126,700 | Consultant contract not in place | | Slip | 2026 | ODOT | Yes | Slip ROW with \$ of State STBG plus match 113,688 plus match from FFY 2025 to FFY 2026. |
| 23083-UR | S Holly Lane: Abernethy Creek Bridge | 2025 | 2025 | \$11,395 | \$12,700 | Consultant contract not in place | | Slip | 2026 | ODOT | Yes | Slip UR with \$11,396 of State STBG plus match from FFY 2025 to FFY 2026. |
| 23182-OT | Preventive Maintenance Support (FFY 2025) | 2025 | 2025 | \$3,819,635 | \$4,256,809 | FTA TrAMS delay prevents local exchange and then obligation for 23182 | | Slip | 2026 | TriMet Metro RFAA Step 1 STBG | Yes | Slip Other phase with \$3,819,635 of Metro RFAA Step 1 STBG plus match from FFY 2025 to FFY 2026. FFY 2025 Obligation Targets reflects slip as well. |
| 23293-CN | NW Naito Parkway Rail Crossing (Portland) | 2025 | 2025 | \$1,891,800 | \$2,102,000 | Resourcing | | Slip | 2027 | ODOT | Yes | Two Phase Slip with MTIP Programming Corrections Required: - Slip UR phase with \$36,000 of Rail Hwy Crossings Hazards (YS40) plus match from FFY 2024 to FFY 2025. - Decrease Construction phase Rail Hwy Crossings Hazards (YS40) federal amount from \$2,102,000 (100% federal) down to \$1,891,800. - Add State match \$210,200. - Slip revised Constriction phase \$1,891,800 + \$210,200 (state match) from FFY2024 to FFY 2027. Note MTIP has oncorrect construction year. |
| 23293-UR | | 2025 | 2024 | \$36,000 | \$40,000 | Resourcing | | Slip | 2026 | ODot | Yes | |

FFY 2025 Mid-Year Project Phase Slips

As of February 20, 2025

| ID | Project Name | Current Obligation Year | Initial STIP Year | STIP FP - Fed \$ | Phase Total Estimated Cost | Slip Reasons for PL | Obligation Status Comments (Project Delivery) | Request to Slip, or Advance? | REQUESTED Year | ODOT or Metro Funded | Metro Concur | MTIP Action |
|----------|--|-------------------------|-------------------|------------------|----------------------------|--|---|------------------------------|----------------|----------------------|--------------|---|
| 23546-CN | Portland & surrounding areas signal system coordination | 2025 | 2025 | \$340,884 | \$379,900 | Consultant contract not in place | | Slip | 2026 | ODOT | Yes | Slip Construction phase with \$340,884 of Carbon funds plus match from FFY 2025 to FFY 2026. Note: This is an ODOT project grouping bucket reserve for Region 1 eligible Carbon funded projects. This is not related to Metro's \$18.8 million Carbon formula allocation. |
| 23581-OT | Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide | 2025 | 2025 | \$1,938,940 | \$2,160,860 | TSS in draft, IGA not initiated. IGA won't be ready until FFY 2026 | | Slip | 2026 | Metro TSMO | Yes | Slip Other phase with \$1,938,940 of Metro STBG-U plus match from FFY 2025 to FFY 2026. Metro FFY 2025 Obligation Targets list reflects slip. |
| 23582-OT | Clackamas Countywide Traffic Signal Safety Upgrade | 2025 | 2025 | \$933,192 | \$1,040,000 | Stakeholder issues | | Slip | 2026 | Metro TSMO | Yes | Slip Other phase with \$933,192 of Metro STBG-U (from TSMO RFFA Step 1 allocation) plus match from FFY 2025 to FFY 2026 |
| 23588-OT | Climate Smart Implementation Program Reserve | 2025 | 2025 | \$1,588,221 | \$1,770,001 | Metro asked to confirm √ | | Slip | 2026 | Metro Carbon | Yes | Slip Other phase with \$1,588,222 of Metro Carbon funds plus match from FFY 2025 to FFY 2026. Note: Funds may be combined later into Key 22839, Metro SFY 2026 UPWP Primary Ageement |
| 23608-PL | TSMO Accessibility Rountable Sidewalk Data Collection Region-wide | 2025 | 2025 | \$1,015,481 | \$1,131,707 | IGA development not clear. Slipping as precaution | | Slip | 2026 | Metro TSMO | Yes | Slip Planning phase with \$1,015,481 of Metro STBG-U from FFY 2025 to FFY 2026. FFY 2025 Obligation Targets list reflects slip as well. |
| 23610-PL | TSMO Program Investments Evaluation & ITS Architecture | 2025 | 2025 | \$240,770 | \$268,328 | Stakeholder issues | | Slip | 2026 | Metro TSMO | Yes | Slip Planning with 240,770 of Metro STBG-U plus match from FFY 2025 to FFY 2026 |

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, March 7, 2025
To: TPAC Members and Alternates
From: Madeline Steele, Data & Applications Manager, Metro's Data Resource Center
Subject: Regional Barometer Retirement

Overview:

Metro is retiring the [Regional Barometer](#) performance metrics website and open data portal effective **April 30, 2025**. The site was developed to track Metro's progress toward the Council's [Six Desired Outcomes](#) and contains more than 150 maps, charts and data products covering key topics like housing, health, transportation, economic development, equity, environment and climate.

How we got here:

The Regional Barometer was launched in the spring of 2020 and developed collaboratively by the Data Resource Center and the COO's office. Due to the Covid-19 pandemic and related budget impacts, the Data Resource Center had limited resources to promote the tool and update the data. As a result, most of the data on the site is now outdated, and it is no longer recommended as a source for current information on the state of the region and Metro's activities.

Additionally, it is now required that all public-facing websites adhere to Web Content Accessibility Guidelines (WCAG) 2.0 by 2027, as per guidance from the Department of Justice in April 2024. Updating the Regional Barometer would take substantial staff time and expertise, which are currently devoted to other high-usage, mission-critical applications and content.

Looking ahead:

Metro's Data Resource Center is committed to providing reliable, high-quality data that helps our region thrive. The Data Resource Center will continue providing data through other supported platforms, including RLIS Discovery, MetroMap, and the Quick Facts Viewer, ensuring Metro's commitment to transparency and data accessibility. The Regional Barometer website will officially go offline on April 30, 2025, but the data will be archived and available for future reference upon request.

Please share this update with your workgroups to ensure everyone is informed of the upcoming changes.

Remind teams that alternative tools and resources are available and can be leveraged for ongoing data needs.

We want to hear from you:

Please take our [user survey](#) by March 31, 2025 and share how you use the Regional Barometer. Your feedback will help us improve the data and resources we offer. We also welcome questions and feedback at the Data Resource Center inbox: drc@oregonmetro.gov.

Links:

Regional Barometer: <https://regionalbarometer.oregonmetro.gov/>

User Survey: <https://survey123.arcgis.com/share/66b60d82d43e42fd8a4c92518faa627a>

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, February 7, 2025 | 9:00 a.m. to 12:00 p.m.
Place: Zoom

Members Attending

Ted Leybold, Chair
Allison Boyd
Bill Beamer
Chris Ford
Danielle Casey
Dyami Valentine
Eric Hesse
Gerik Kransky
Indi Namkoong
Jasia Mosley
Jay Higgins
Jeff Owen
Judith Perez Keniston
Kate Lyman
Laurie Lebowsky-Young
Lewis Lem
Mike McCarthy
Sara Etter
Sarah Iannarone
Will Farley

Alternates Attending

Adam Fiss
Dakota Meyer
Glen Bolen
Gregg Snyder
Karen Buehrig
Laura Terway
Neelam Dorman
Sarah Paulus

Members Excused

Ashley Bryers
Katherine Kelly
Michael Sallis
Shauna Hanisch-Kirkbride

Affiliate

Metro
Multnomah County
Community member at large
Oregon Department of Transportation
Federal Transit Administration
Washington County
City of Portland
Oregon Department of Environmental Quality
Verde
Community member at large
City of Gresham and Cities of Multnomah County
Clackamas County
SW Washington Regional Transportation Council
TriMet
Washington State Department of Transportation
Port of Portland
City of Tualatin and Cities of Washington County
Oregon Walks
The Street Trust
City of Lake Oswego and Cities of Clackamas County

Affiliate

SW Washington Regional Transportation Council
City of Troutdale and Cities of Multnomah County
Oregon Department of Transportation
City of Hillsboro and Cities of Washington County
Clackamas County
City of Happy Valley and Cities of Clackamas County
Oregon Department of Transportation
Multnomah County

Affiliate

Federal Highway Administration
City of Vancouver
Clark County
Washington Department of Ecology

Call to Order, Declaration of a Quorum and Introductions

Chair Ted Leybold called the meeting to order at 9:00 a.m. A quorum of members present was declared.

Ted Leybold announced that he would chair the meeting today in Tom Kloster's absence. He acknowledged that the change in administrations in Washington D.C has brought disruption to the federal government creating confusion about continuity of programs and funding. He added that Metro continues to focus efforts on Oregon and the region's long-established plans and policies, including climate and equity and that the committee will continue focusing on important issues facing Oregon and our region.

Comments from the Chair and Committee Members

The following staff and committee member updates were made. Highlights included:

- There will be a special virtual TPAC workshop 3/10/25, focusing on Emergency Transportation Routes.
- Jean Senechal Biggs, Metro, announced a webinar on 2/12/25: Estimating Transportation Costs with Confidence
- Ken Lobeck, Metro, provided a Monthly MTIP Amendments Update (material included in packet).
- Anthony Cabadas, Metro, provided the Fatal Crashes Update (presentation included in packet).
- Ally Holmqvist, Metro, provided the Transit Minute Update (presentation included in packet).
- John Mermin, Metro, noted that a draft of the Unified Planning Work Program (UPWP) was sent to the committee for their review. It will be presented at the March TPAC for discussion.
- The March 7th TPAC meeting will be held at the Metro Regional Center, with a virtual option for those that cannot attend in person.
- Jeff Owen, Clackamas County, announced there was a recent kickoff meeting for a county wide effort regarding safety improvements.
- Chris Ford, ODOT, noted that phase II construction of the outer Powell Transportation Safety Project will begin in March. Additionally, he shared that four new flashing beacons are being installed on Highway 213 (82nd Avenue) over the next 6 months.
- Dyami Valentine, Washington County, announced that they are kicking off their transportation safety action plan work.

PUBLIC COMMUNICATIONS ON AGENDA ITEMS

Chris Smith appeared before the committee to comment on the MTIP amendments regarding Rose Quarter. He stated that the "known opposition" section of the staff report (provided in the meeting packet) seemed thin and identified a "No Freeways Coalition", which doesn't exist. He added that there are two active lawsuits opposing the Rose Quarter Project

He asked that future versions of the staff report reflect this opposition.

MEETING MINUTES OF January 10, 2024

Mike McCarthy requested that the January 10th minutes be amended to reflect that Greg Snyder attended the January 10th meeting representing Cities of Washington County.

Laurie Lebowsky-Young, Washington State Department of Transportation, requested a word change in the December 6, 2024, meeting minutes:

Laurie Lebowsky-Young asked if a ~~turnaround~~ roundabout was considered at that intersection of the project. But after the previous conversation, maybe it had to do with the TriMet bus to have a signal instead of a roundabout.

ACTION TAKEN: Chair Leybold asked the committee to approve the January 10, 2025, TPAC meeting minutes as amended. With Mike McCarthy and Bill Beamer abstaining, the minutes passed

RESOLUTION 25-5465, FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP (ACTION)

Ken Lobeck, Metro appeared before the committee and provided a presentation (included as part of the meeting record) on the February 2025 regular formal MTIP amendment.

The Resolution represents the regular monthly formal amendment submission and contains four projects. Three projects are new planning projects being added to the MTIP for historical monitoring purposes. One ODOT rail crossing hazards mitigation project is being canceled.

ACTION TAKEN: Dyami Valentine moved, and Mike McCarthy seconded to approve recommendation to JPACT, Resolution 25-5465. With all in favor, the motion was approved.

RESOLUTION 25-5464, FOR THE PURPOSE OF AMENDING NINE EXISTING METRO REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROJECTS WITH AWARDED FFY 2025 REDISTRIBUTION SUPPLEMENTAL FUNDING INTO THE 2024-27 MTIP

Ken Lobeck appeared before the committee to present information on Resolution 25-5464.

The FFY 2025 Redistribution Funding Call commits \$10 million dollars (of the \$13.6 million Redistribution allocation to Metro) of federal Surface Transportation Block Grant (STBG) funds to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency's control resulting in delayed delivery and/or significant cost increases. Metro received nine applications requesting \$12,413,835 of Redistribution funds.

During the January 10th meeting, TPAC members directed Metro staff to pursue the 80.6% funding option to resolve the funding over subscription issue and bring the total awards back down to the \$10 million dollar threshold.

He reviewed the next steps and the proposed approval timing.

ACTION TAKEN: Jay Higgins, Gresham, moved and Eric Hesse, PBOT, seconded the motion to approve Resolution 25-5464. With Jasia Mosley, community member, abstaining, and all others in favor, the motion was approved.

2028-30 REGIONAL FLEXIBLE FUND STEP 1A.1 NEW PROJECT BOND – FINALIZED BOND SCENARIOS AND RESULTS

Grace Cho and Jean Senechal Biggs, Metro staff, presented an overview (included as part of the meeting record) of bond scenarios and approach, program direction objectives, summary of input received over the past couple of months, implications and technical evaluation results.

Grace reviewed the eight financially constrained bond scenarios and the scenario concepts.

Scenarios:

- Allocation ranges from \$60 - \$84 million
- Reductions based on scope assumptions

Scenario Concepts:

- Bond Scenarios 1 – 4: Regional and corridor scale investments balance bond performance goals with varying scope and allocation emphasis.
- Bond Scenario 5: Geographic distribution around the region.
- Bond Scenario 6: Potential to leverage significant amounts of identified funding sources.
- Bond Scenario 7 and 8: Transit-specific projects by mode and federal funding source.

Grace noted she hoped to obtain from the committee input across the finalized scenarios and if there was a preferred scenario. She added that at the March 7th meeting, TPAC will be asked to make a recommendation to JPACT.

Allison Boyd, Multnomah County, expressed the importance of continuing with scenarios that include all the project categories laid out in the program direction. She noted that the assumptions for the Burnside Project indicated a big cut from the request, only allowing for some of the detail improvements and not the priority, which is transit on the bridge, including the bus only lane. She added that they've been working with their partners to make sure that those critical transit components on the bridge are included as they are of regional significance for reliability. She noted that they would also support a scenario that would provide a proportional adjustment to all the five remaining projects (like how agreement was reached on the distribution decision and knowing that the CIG projects would receive a larger amount of the request). Additionally, she stated support to move forward with an \$84 million max allocation scenario.

Dyami Valentine, Washington County, asked if the funding strategies for each project could be brought back to the committee to get a better understanding of how bonds contribute to the overall project. He added that a recent technical advisory committee meeting, there was concern that the funding strategy wouldn't hold up if the project doesn't secure at least \$30million from the bond. He inquired if there were limiting factors on the types of eligible projects under the single bond mechanism.

Ted Leybold responded that if we don't do multiple bond issuances, that would pressure us to do fund exchange away from federal funds for the bond payments. We would need to work out a fund exchange agreement with the agencies involved to ensure we could do that and make payments on a single bond source.

Jeff Owen, Clackamas County, stated that the scenarios that advance all three transit project type investments speaks most to the Regional Flexible Fund Allocation (RFFA) direction as well as the related JPACT discussions. He added that it is critical that we move forward with a range of projects that are transit supportive and build upon the important work underway around the region. They are looking more towards scenarios two, three and five as they provide enough funding to take a meaningful next step towards those packages. He noted that considering the new funding environment and federal administrative processes at a national level, it is critical that we continue to advance a broad range of transit project types in the scenarios that move forward.

Mike McCarthy, City of Tualatin and Cities of Washington County, stated that from a recent technical advisory committee, the consensus was to create a scenario nine, which would take the \$84 million bond amount and split it evenly between the 82nd Avenue project and the TV Highway project. He noted that spreading the amounts across all smaller projects would spread it too thin and not make as much of a difference as hoped in the other projects. He also reiterated earlier comments made by Dyami Valentine, that \$30 million is the minimum needed to advance the TV Highway project in a way that is needed.

Mike asked if the bond was not issued, what would the RFFA Step 2 amount be. Grace responded that in that instance, she estimated the RFFA bond would be in the \$55-\$60 million range.

Kate Lyman, TriMet, expressed that scenarios 5-8 are acceptable, with a strong preference for scenarios 6 and 8. It is important that the region strives to bring as many Capital Investment Grant (CIG) dollars into the region. Additionally, she noted that because some questions remain about federal formula allocations and when those will come through, they also support a delay in the decision making towards the bond scenario.

Eric Hesse, City of Portland, noted he didn't want to endorse a particular scenario until some more refinement can be done.

Jay Higgins, City of Gresham and Cities of Multnomah County, stated that what might be helpful at JPACT is to eliminate the question as to whether we do a bond or not. He added that he felt the committee should be pushing for the bond a little stronger. He asked if some more information such as, what would this cost us over time, could be included in the information to JPACT.

Grace Cho noted that after this meeting staff would follow up with the nominating agencies to see what could be addressed ahead of the next JPACT meeting.

Sarah Iannarone, the Street Trust, stated that the notion of leverage ability is critical, specifically thinking about how leverage ability helps mitigate risk in times of great uncertainty.

Indi Namkoong, Verde, echoed Sarah's points. She urged the committee to center the recommendations to JPACT around RTP outcomes.

Greg Snyder, City of Hillsboro and Cities of Washington County, had three points he wanted to make:

- He wished the committee would've seen the \$84 million bond amount in April when the

- committee was looking at bond scenarios and pricing.
- He noted the significance of two projects, TV Highway and 82nd Avenue, appearing in every scenario.
 - He also inquired about why initially there was an \$8 million dollar capital minimum, but now going below that.

RESOLUTION 25-5463, FOR THE PURPOSE OF AMENDING THREE RELATED ROSE QUARTER IMPROVEMENT PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS

Ken Lobeck and Blake Perez, Metro and Megan Channel, ODOT, presented information on the I-5 Rose Quarter Formal MTIP Amendment.

Their presentation (included as part of the meeting record) covered the following details:

- Amendment Process overview
- Performance Assessment Evaluation
- Summary Project Presentation

Kate Lyman commented about the performance assessment evaluation, noting that the actual transit travel time through the Rose Quarter would potentially be degraded with implementation of the Rose Quarter project. She added that the technical team is working to see if they can identify mitigations, but at this moment, they aren't sure at is possible. Blake responded that he would check with the modelers about that.

Laurie Lebowsky-Young, Washington State Department of Transportation, inquired if the performance analysis assumes a coordinated implementation of the I-5 Bridge project. Staff responded that they would investigate and get back to her.

Indi Namkoong inquired whether staff have run this though the model used for compliance with the Climate Smart Strategy or performed any additional analysis outside of the Moves Model. Blake responded that yes, there were only 3 tools used: the Moves and Travel Demand model, the GIS analysis as well.

Sarah Iannarone noted that when safety projects are defined, it is important to make sure that those investments occur where people are dying and seriously injured on the system and anything to reduce fender-benders, for example, should be about congestion relief, according to The Street Trust.

BREAK: 11:07 a.m. to 11:13 a.m.

COMPREHENSIVE CLIMATE ACTION PLAN (CCAP) UPDATE

Eliot Rose, Metro, appeared before the committee and provided an update on the Comprehensive Climate Action Plan.

In 2023, Metro received a Climate Pollution Reduction Grant (CPRG) Planning Grant from the US Environmental Protection Agency (EPA). The grant supports planning work to create a regional climate action plan for the Portland-Vancouver metropolitan area. Metro is leading this work in close coordination with regional partners. He noted that Metro staff are seeking feedback and

direction from Metro’s policy and technical committees as they develop the CCAP. The CCAP is the most comprehensive climate plan that Metro has ever developed and is a valuable opportunity to advance Metro’s climate leadership.

Eliot provided a summary of progress to date on key elements of the CCAP, including:

- Engagement
- Greenhouse gas inventory
- Greenhouse gas projections, goals and targets
- Next steps

Jeff Owen inquired about whether there are delays in this work and how this work aligns with and helps inform the next RTP update. Eliot responded that the project is on track and will wrap up in December. Kim and Eliot both added that this work will inform the next RTP.

Mike McCarthy noted how critical it is that what is measured is as close to possible to actual climate change so that when people are asked to make sacrifices in the name of climate change, the sacrifices will reduce climate change.

Eliot responded that greenhouse gas emissions will be used to assess all the strategies in the CCAP.

2023 REGIONAL TRANSPORTATION PLAN IMPLEMENTATION UPDATE

Kim Ellis, Metro, provided an update on the implementation of the 2023 Regional Transportation Plan (RTP) and tools and resources being developed to support local and regional planning.

Her presentation (included as part of the record) covered the following details:

- Project and corridor planning work
- Program and policy work
- Data and tools to support local TSPs
- Upcoming work
- Timeline of RTP implementation and climate action planning

Jeff Owen inquired when the interim guidance for the mobility policy would be ready. Kim responded that we don’t have a specific date at this time.

ADJOURN

There being no further business, Chair Leybold adjourned the meeting at 12:00 p.m.

Respectfully submitted,
Jessica Martin, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 7, 2025

| | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|----|-------------------------|---------------|---|--------------|
| * | Agenda | 02/07/25 | 02/07/25 TPAC Meeting Agenda | 020725-01 |
| * | Memo | 01/28/25 | To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: February 2025 Report | 020725-02 |
| * | January Meeting Minutes | 01/10/25 | TPAC Meeting Minutes | 020725-03 |
| * | Resolution | 02/07/25 | Resolution No.25-5465 For The Purpose Of Canceling And ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP | 020725-04 |
| * | Resolution | 02/07/25 | Resolution No. 25-5464 For The Purpose of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP | 020725-05 |
| * | Memo | 01/31/25 | To: Transportation Policy Alternatives Committee and Interested Parties From: Grace Cho, Principal Transportation Planner Jean Senechal-Biggs, Resource Development Section Manager Ted Leybold, Transportation Policy Director Subject: 2028-2030 Regional Flexible Fund Step 1A. 1 – Finalized Bond Scenarios and Results | 020725-06 |
| * | Resolution | 02/07/25 | Resolution No. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 MTIP To Add \$250 Million Dollars Of Approved Funding To The Projects | 020725-07 |
| * | Memo | 01/31/25 | To: Transportation Policy Alternatives Committee members and Interested Parties From: Eliot Rose, Senior Transportation Planner Subject: Portland-Vancouver Area Comprehensive Climate Action Plan: Progress update and Recommended Targets | 020725-08 |
| * | Memo | 01/31/25 | To: TPAC and Interested Parties From: Kim Ellis, AICP, Climate Program Manager Subject: Update on 2023 Regional Transportation Plan Implementation Activities | 020725-09 |
| ** | Presentation | 02/07/25 | February 2025 (Regular) Formal MTIP Amendment Resolution 25-5465 Amendment # FB25-06-FEB2 Applies to the 2024-27 MTIP | 020725-10 |

| | | | | |
|----|--------------|----------|---|-----------|
| ** | Presentation | 02/07/25 | People Killed in Traffic Crashes Clackamas, Multnomah, Washinton Counties Jan 1 Through Feb 6, 2025 | 020725-11 |
| ** | Presentation | 02/27/25 | Transit Minute | 020725-12 |
| ** | Presentation | 02/27/25 | February 2025 FFY 2025 Redistribution Funding Formal MTIP Amendment Resolution 25-5464 Amendment # FB25-07-FEB3 Applies to the 2024-27 MTIP | 020725-13 |
| ** | Presentation | 02/07/25 | 2028-30 Regional Flexible Funds Allocation (RFFA) Step 1A.1 – Bond Scenarios + Next Steps | 020725-14 |
| ** | Presentation | 02/27/25 | February 2025 I-5 Rose Quarter Formal MTIP Amendment Resolution 25-5463 Amendment # FB25-05-FEB1 Applies to the 2024-27 MTIP | 020725-15 |
| ** | Presentation | 02/07/25 | I-5 Rose Quarter Improvement Project | 020725-16 |
| ** | Presentation | 02/07/25 | Comprehensive Climate Action Plan | 020725-17 |
| ** | Presentation | 02/07/25 | Update on 2023 Regional Transportation Plan Implementation | 020725-18 |

* Included in meeting notice packet

** Distributed after meeting notice packet or presented at meeting

BEFORE THE METRO COUNCIL

| | | |
|---|---|------------------------------------|
| FOR THE PURPOSE OF ADDING A NEW |) | RESOLUTION NO. 25-5473 |
| ODOT PUBLIC TRANSPORTATION |) | |
| AWARDED PROJECT INTO THE 2024-27 |) | Introduced by: Chief Operating |
| MTIP FOR TRIMET SUPPORTING |) | Officer Marissa Madrigal in |
| ELDERLY AND DISABLED PERSONS |) | concurrence with Council President |
| TRANSIT NEEDS |) | Lynn Peterson |

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

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

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

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

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

WHEREAS, the Oregon Department of Transportation (ODOT) Public Transportation Division has awarded TriMet \$2,134,621 of federal Surface Transportation Block Grant funds in support of TriMet's Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, TriMet will provide the minimum match requirement and use the funding to procure eligible replacement paratransit buses and/or vehicles, and:

WHEREAS, ODOT will initiate and complete the required flex transfer of the FHWA based funding to FTA which will allow TriMet to then access, obligate, and expend the funding award; and

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

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

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

BE IT RESOLVED that the Metro Council adopts this resolution to add the new project as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ___ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
March 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MR25-08-MAR

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP from the ODOT Public Transportation Division (PTD). A summary of the project is shown below:

Key 23838 (New Project) - Transit Vehicle Replacement Tri-Met FFY25 (ODOT PTD): Key 23838 was awarded \$2.13 million of federal State Surface Transportation Block Grant funds supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. ODOT will transfer the funds to the Federal Transit Administration (FTA) via a process called “flex transfer”. Once this is complete, TriMet will be able to access, obligate, expend the funds through the FTA oversight process.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 March Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5473

March 2025 Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: MR25-08-MAR
Total Number of Projects: 1

| Key Number & MTIP ID | Lead Agency | Project Name | Project Description | Amendment Action |
|--|-------------|--|--|--|
| Category: Adding New Projects to the 2024-2027 MTIP: | | | | |
| (#1) ODOT Key # 23838 MTIP ID TBD <i>New Project</i> | ODOT PTD | Transit Vehicle Replacement Tri-Met FFY25 | ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient. | <u>ADD NEW PROJECT:</u> The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles. |

| Proposed Amendment Review and Approval Steps | |
|---|--|
| March 2025 (MR25-08-MAR) Formal Amendment estimated processing and approval timing | |
| Date | Action |
| Tuesday, March 4, 2025 | Post amendment & begin 30-day notification/comment period. (Comment period is March 4, 2025 to April 2, 2025.) |
| Friday, March 7, 2025 | Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT |
| Thursday, March 20, 2025 | JPACT Meeting – Amendment approval consideration. |
| Thursday, April 10, 2025 | Metro Council Meeting – Final Metro amendment approval request. |
| June, 2025? | Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed. |

Added Notes:

1. Approval by FTA will be required for this amendment along with final approval from FHWA.
2. The FTA approval assumes FTA lifts their formal/full MTIP/STIP amendments pause by April 2025 allowing the formal amendment to receive the required FTA approval.
3. As of February 21, 2025, all formal/full MTIP amendments now require approvals by both the state FHWA office and Headquarters FHWA in Washington DC.



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the ODOT PTD awarded 5310
 vehicle replacement project

Project #1

| Project Details Summary | | | | | | | |
|-------------------------|-------|-------------|-----|--------------------|-------|---------------------------------------|------------------|
| ODOT Key # | 23838 | RFFA ID: | N/A | RTP ID: | 10928 | RTP Approval Date: | 11/30/2023 |
| MTIP ID: | TBD | CDS ID: | N/A | Bridge #: | N/A | FTA Flex & Conversion Code | Yes, 5310 |
| MTIP Amendment ID: | | MR25-08-MAR | | STIP Amendment ID: | | 24-27-2324 | |

Summary of Amendment Changes Occurring:
 The formal amendment adds the new 5310 paratransit vehicle replacement project award to the MTIP. Funding is awarded from the ODOT Public Transportation Division (PTD) to TriMet in support of FTA Section 5310 program areas. The funding will support 5310 program area replacement vehicle procurements,

| | | | | | | | |
|----------------------------|--|--------------------------------|------|--|-------------------------------|------|--|
| Project Name: | Transit Vehicle Replacement Tri-Met FFY25 | | | | | | |
| Lead Agency: | ODOT PTD | Applicant: | ODOT | | Administrator: | ODOT | |
| Certified Agency Delivery: | No | Non-Certified Agency Delivery: | No | | Delivery as Direct Recipient: | Yes | |

Short Description:
 ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.

MTIP Detailed Description (Internal Metro use only):
 ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.

STIP Description:
 Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

| Project Classification Details | | | | | | | | | |
|------------------------------------|--------------------|------|------------------------|------------------------------|--------------------|-------------------------|------------------------|--------------|--------------|
| Project Type | Category | | Features | | | | System Investment Type | | |
| Transit | Transit - Vehicles | | Vehicles - Replacement | | | | Capital Improvement | | |
| ODOT Work Type: | TRANSIT | | | | | | | | |
| 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 | | | | | | | | | |
| State STBG | Y240 | 2025 | | | | | | \$ 2,134,621 | \$ 2,134,621 |
| | | | | | | | | | \$ - |
| Federal Totals: | | | \$ - | | \$ - | \$ - | | \$ 2,134,621 | \$ 2,134,621 |
| State Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| State Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Funds | | | | | | | | | |
| Fund Type | Fund Code | Year | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
| Local | Match | 2025 | | | | | | \$ 244,317 | \$ 244,317 |
| | | | | | | | | | \$ - |
| Local Totals: | | | \$ - | \$ - | \$ - | \$ - | | \$ 244,317 | \$ 244,317 |
| Phase Totals | | | Planning | PE | ROW | UR | Cons | Other | Total |
| Existing Programming Totals: | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Amended Programming Totals | | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,378,938 | \$ 2,378,938 |
| Total Estimated Project Cost | | | | | | | | | \$ 2,378,938 |
| Total Cost in Year of Expenditure: | | | | | | | | | \$ 2,378,938 |

| Programming Summary | Yes/No | Reason if short Programmed | | | | | |
|----------------------------------|----------|--------------------------------------|--------|------|--------|--------------|--------------|
| Is the project short programmed? | No | The project is not short programmed. | | | | | |
| Programming Adjustments Details | Planning | PE | ROW | UR | Cons | Other | Totals |
| Phase Programming Change: | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,378,938 | \$ 2,378,938 |
| Phase Change Percent: | 0.0% | 100.0% | 100.0% | 0.0% | 100.0% | 100.0% | 100.0% |
| Amended Phase Matching Funds: | \$ - | | \$ - | \$ - | | \$ 244,317 | \$ 244,317 |
| Amended Phase Matching Percent: | N/A | N/A | N/A | N/A | N/A | 10.27% | 10.27% |

Phase Programming Summary Totals

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|--------------|--------------|
| Federal | \$ - | | \$ - | \$ - | | \$ 2,134,621 | \$ 2,134,621 |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local | \$ - | \$ - | \$ - | \$ - | | \$ 244,317 | \$ 244,317 |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,378,938 | \$ 2,378,938 |

Phase Composition Percentages

| Fund Type | Planning | PE | ROW | UR | Cons | Other | Total |
|-----------|----------|------|------|------|------|--------|--------|
| Federal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 89.73% | 89.73% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Local | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 10.27% | 10.27% |
| Total | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | 100.0% |

Phase Programming Percentage

| Fund Category | Planning | Preliminary Engineering (PE) | Right of Way (ROW) | Utility Relocation | Construction | Other | Total |
|---------------|----------|------------------------------|--------------------|--------------------|--------------|--------|--------|
| Federal | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 89.7% | 89.73% |
| State | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Local | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 10.3% | 10.27% |
| Total | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% | 100.0% |

| Project Phase Obligation History | | | | | | | |
|---|----------|------------|--|----|------|------------------------------------|----------------|
| Item | Planning | PE | ROW | UR | Cons | Other | Federal |
| Total Funds Obligated | | | | | | | Aid ID |
| Federal Funds Obligated: | | | | | | | TrAMS grant ID |
| EA Number: | | | | | | | FHWA or FTA |
| Initial Obligation Date: | | | | | | | FTA |
| EA End Date: | | | | | | | FMIS or TRAMS |
| Known Expenditures: | | | | | | | TrAMS |
| | | | | | | Estimated Project Completion Date: | 12/31/2028 |
| Completion Date Notes: | | | | | | | |
| Are federal funds being flex transferred to FTA? | | Yes | If yes, expected FTA conversion code: | | | 5310 | |

| Fiscal Constraint Consistency Review |
|---|
| 1. What is the source of funding? ODOT Public Transportation Division award to TriMet |
| 2. Does the amendment include changes or updates to the project funding? Yes. New State STBG (to be flex transferred to FTA and for TriMet is being added to the MTIP |
| 3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet and confirmation from the ODOT Statewide Investments Management Section Manager |
| 4. Level of funding approval? ODOT Public Transportation manager level and the ODOT Statewide Investments Management Section Manager |
| 5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Adequate for now. |

| Project Location References | | | | | |
|-----------------------------|-------------------|----------------|----------------|----------------|----------------|
| On State Highway | Yes/No | Route | MP Begin | MP End | Length |
| | No | Not Applicable | Not Applicable | Not Applicable | |
| Cross Streets | Route or Arterial | | Cross Street | | Cross Street |
| | Not Applicable | | Not Applicable | | Not Applicable |

| Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification | | | | | | |
|---|----------------|----------------|----------------|------------------------|----------------|---|
| 1st Year Programmed | 2025 | Years Active | 0 | Project Status | T21 | Identified in Transit Plan and approved by Board. Moving forward to program in MTIP |
| Total Prior Amendments | 0 | Last Amendment | Not Applicable | Date of Last Amendment | Not Applicable | Last MTIP Amend Num Not Applicable |
| Last Amendment Action | Not Applicable | | | | | |

| RTP Air Quality Conformity and Transportation Modeling Designations | |
|---|---|
| Is this a capacity enhancing or non-capacity enhancing project? | Non-capacity enhancing project |
| Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3? | Yes. The project is exempt per 40 CFR 93.126, Table 2 |
| Exemption Reference: | Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet |
| Was an air analysis required as part of RTP inclusion? | No. Not Applicable |
| If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion? | No. Not applicable. The project is not capacity enhancing |
| RTP Constrained Project ID and Name: | RTP ID - 10928: Operating Capital: Fleet Vehicles: Phase 1 |
| RTP Project Description: | Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles. |

| Additional RTP Consistency Check Areas | |
|---|--|
| 1. Is the project designated as a Transportation Control Measure? No. | |
| 2. Is the project identified on the Congestion Management Process (CMP) plan? No. | |
| 3. Is the project included as part of the approved: UPWP? No. Not applicable. | |
| 3a. If yes, is an amendment required to the UPWP? No. | |
| 3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes. | |
| 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable | |
| 4. Applicable RTP Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.3 - Access to Transit: Increase household and job access to current and planned frequent transit service. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. | |
| 5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost. | |

| Public Notification/Opportunity to Comment Consistency Requirement | |
|---|--|
| 1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes. | |
| 2. What are the start and end dates for the comment period? Estimated to be Tuesday, March 4, 2025 to Wednesday, April 2, 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 not expected other than a possible description revision request from TriMet as part of the public comments period**

6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

| | |
|------------|---|
| Local | General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds |
| STBG | Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. |
| State STBG | Appropriated STBG that remains under ODOT's management and commitment to eligible projects. |
| 5310 | FTA Section 5310 funding are federal funds intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas |

Financial Plan -- Estimate / Actual Amounts

| Phase | Funding Resp | STIP | Year | Total Est/Act Amt | Fed Est/Act Amt | State Est/Act Amt | Local Est/Act Amt | Comment |
|---------------------|------------------|----------------|------|---------------------|---------------------|-------------------|-------------------|---|
| OT | SW TRANSIT | 2024-2027 STIP | 2025 | 2,378,938.00 | 2,134,621.00 | 0.00 | 244,317.00 | 1/14/25: Create new project per 24-27-2324. |
| | OT Totals | | | 2,378,938.00 | 2,134,621.00 | 0.00 | 244,317.00 | |
| Grand Totals | | | | 2,378,938.00 | 2,134,621.00 | 0.00 | 244,317.00 | |

Fund Codes

| Phase | Fund Code | Description | Percent of Phase | Total Amount | Federal Percent | Federal Amount | State Percent | State Amount | Local Percent | Local Amount |
|---------------------|------------------|---|------------------|----------------|---------------------|---------------------|---------------------|--------------|---------------|-------------------|
| OT | Y240 | Surface Transportation Block Grant (STBG) - Flex IIIA | 100.00% | 2,378,938.00 | 89.73% | 2,134,621.00 | 0.00% | 0.00 | 10.27% | 244,317.00 |
| | OT Totals | | | 100.00% | 2,378,938.00 | | 2,134,621.00 | | 0.00 | |
| Grand Totals | | | | | 2,378,938.00 | 2,134,621.00 | | 0.00 | | 244,317.00 |

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

| System | Y/N | Route | Designation |
|-------------------------------|-----|----------------|----------------|
| NHS Project | N/A | Not Applicable | Not Applicable |
| Functional Classification | N/A | Not Applicable | Not Applicable |
| Federal Aid Eligible Facility | N/A | Not Applicable | Not Applicable |

Anticipated Required Performance Measurements Monitoring

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

Added notes:

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: February 26, 2025
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request
– MR25-08-MAR

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS

BACKGROUND

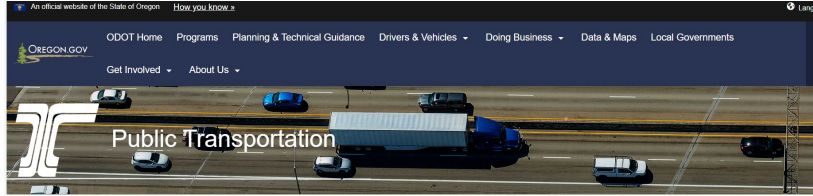
What This Is - Amendment Summary:

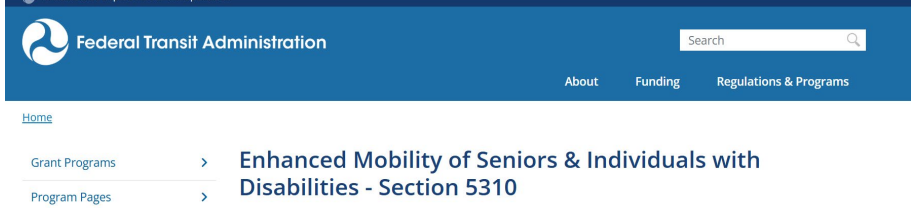
The March 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains one project. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet's elderly and disabled persons transportation needs program.

What is the requested action?

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions to add the new project into the MTIP under Resolution 25-5473.

The following page provides a more detailed summary of the required changes for the new project.

| Project Number: 1 | Key Number: 23838 | Status: Add New Project | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--------------------------------|--|-----------|---------|-----------|-------------------|-----|-------|-------|---------------------------|-------------|-----------|---|-----------|---------|-----------|-------------|---------------------|------------|---|---|---|---|-----------|------------|----------------|-----------|---|---|---|---|---------|-----------|------------------------|-----------|---|---|---|---|---------|-----------|--------------------|------------|---|---|-----------|---|---|------------|--------------------------|------------|---|---|-----------|---|---|------------|------------------------------------|-------------------|---|---|---|---|---|-------------------|----------------------------------|-----------|---|---|---|---------|---|-----------|---------------|------------|-----------|---|---|---|---|------------|---------------------------|-----------|---|---|---|---------|---|-----------|--------------------------------|---|---|---|-----------|---|---|-----------|
| Project Name: | Transit Vehicle Replacement Tri-Met FFY25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lead Agency: | ODOT PTD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: | <p>ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Summary: | <p>The ODOT Public Transportation Division has authorized a \$2,134,621 to TriMet to support their FTA Section 5310 transit program that addresses elderly and disabled persons transportation needs. A local 10.27% minimum match is required which adds \$244,317 for a programming total of \$2,378,938.</p> <p>ODOT initial will act as lead agency to complete MTIP and STIP programming actions and to initiate the funding flex transfer to FTA. The programmed State Surface Transportation Block Grant (STBG) will be transferred from FHWA to FTA. The funds will then be converted to FTA Section 5310 funding. TriMet will then be able to access, obligate and expend the funds in support of the replacement vehicle procurement through FTA’s Transit Award Management System (TrAMS).</p>  <p>The federal originate form the approval of the 2024-27 STIP with a total of \$15 million allocated in support of transit vehicle replacement. The award to TriMet was authorized by the Public Transportation Division Transit Manager.</p> <table border="1" data-bbox="492 1549 1409 1743"> <thead> <tr> <th>Overall STIP Fix-It Funding Allocations by Program</th> <th>Federal</th> <th>SHF</th> <th>HB 2017</th> <th>B/P 1%</th> <th>TOF</th> <th>Local</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Discretionary Non-Highway</td> <td>174,145,647</td> <td>2,567,500</td> <td>-</td> <td>9,728,630</td> <td>686,727</td> <td>6,910,443</td> <td>194,038,947</td> </tr> <tr> <td>Off-System Bike Ped</td> <td>49,213,147</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>5,632,665</td> <td>54,845,812</td> </tr> <tr> <td>SRTS Education</td> <td>4,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>444,444</td> <td>4,444,444</td> </tr> <tr> <td>Transportation Options</td> <td>7,500,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>833,333</td> <td>8,333,333</td> </tr> <tr> <td>Bike-Ped Strategic</td> <td>45,000,000</td> <td>-</td> <td>-</td> <td>5,150,451</td> <td>-</td> <td>-</td> <td>50,150,451</td> </tr> <tr> <td>ODOT SRTS Infrastructure</td> <td>25,000,000</td> <td>-</td> <td>-</td> <td>2,861,362</td> <td>-</td> <td>-</td> <td>27,861,362</td> </tr> <tr> <td>Transit Vehicle Replacement</td> <td>15,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>15,000,000</td> </tr> <tr> <td>Passenger Rail Facility Planning</td> <td>1,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>114,454</td> <td>-</td> <td>1,114,454</td> </tr> <tr> <td>Great Streets</td> <td>22,432,500</td> <td>2,567,500</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>25,000,000</td> </tr> <tr> <td>Innovative Mobility Pilot</td> <td>5,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>572,272</td> <td>-</td> <td>5,572,272</td> </tr> <tr> <td>21-24 ODOT SRTS Infrastructure</td> <td>-</td> <td>-</td> <td>-</td> <td>1,716,817</td> <td>-</td> <td>-</td> <td>1,716,817</td> </tr> </tbody> </table> | | Overall STIP Fix-It Funding Allocations by Program | Federal | SHF | HB 2017 | B/P 1% | TOF | Local | Total | Discretionary Non-Highway | 174,145,647 | 2,567,500 | - | 9,728,630 | 686,727 | 6,910,443 | 194,038,947 | Off-System Bike Ped | 49,213,147 | - | - | - | - | 5,632,665 | 54,845,812 | SRTS Education | 4,000,000 | - | - | - | - | 444,444 | 4,444,444 | Transportation Options | 7,500,000 | - | - | - | - | 833,333 | 8,333,333 | Bike-Ped Strategic | 45,000,000 | - | - | 5,150,451 | - | - | 50,150,451 | ODOT SRTS Infrastructure | 25,000,000 | - | - | 2,861,362 | - | - | 27,861,362 | Transit Vehicle Replacement | 15,000,000 | - | - | - | - | - | 15,000,000 | Passenger Rail Facility Planning | 1,000,000 | - | - | - | 114,454 | - | 1,114,454 | Great Streets | 22,432,500 | 2,567,500 | - | - | - | - | 25,000,000 | Innovative Mobility Pilot | 5,000,000 | - | - | - | 572,272 | - | 5,572,272 | 21-24 ODOT SRTS Infrastructure | - | - | - | 1,716,817 | - | - | 1,716,817 |
| Overall STIP Fix-It Funding Allocations by Program | Federal | SHF | HB 2017 | B/P 1% | TOF | Local | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Discretionary Non-Highway | 174,145,647 | 2,567,500 | - | 9,728,630 | 686,727 | 6,910,443 | 194,038,947 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Off-System Bike Ped | 49,213,147 | - | - | - | - | 5,632,665 | 54,845,812 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SRTS Education | 4,000,000 | - | - | - | - | 444,444 | 4,444,444 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transportation Options | 7,500,000 | - | - | - | - | 833,333 | 8,333,333 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike-Ped Strategic | 45,000,000 | - | - | 5,150,451 | - | - | 50,150,451 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ODOT SRTS Infrastructure | 25,000,000 | - | - | 2,861,362 | - | - | 27,861,362 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transit Vehicle Replacement | 15,000,000 | - | - | - | - | - | 15,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Passenger Rail Facility Planning | 1,000,000 | - | - | - | 114,454 | - | 1,114,454 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Great Streets | 22,432,500 | 2,567,500 | - | - | - | - | 25,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Innovative Mobility Pilot | 5,000,000 | - | - | - | 572,272 | - | 5,572,272 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21-24 ODOT SRTS Infrastructure | - | - | - | 1,716,817 | - | - | 1,716,817 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Amendment Action: | <p>The formal amendment adds the new ODOT STBG award for TriMet to support their elderly and disabled persons transit needs (5310) program. TriMet will use the funds as part of a replacement vehicle purchase in support of their 5310 Program.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|---------------------|---|
| <p>Added Notes:</p> | <p>Project Location: NA: Regional application</p> <p>About FTA’s Section 5310 Program:</p>  <p>Overview This program (49 U.S.C. 5310) provides funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p>Eligible Activities Traditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Buses and vans • Wheelchair lifts, ramps, and securement devices • Transit-related information technology systems, including scheduling/routing/one-call systems • Mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement <p>Nontraditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Travel training • Volunteer driver programs • Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features • Improvements to signage, or way-finding technology • Incremental cost of providing same day service or door-to-door service |
|---------------------|---|

| | |
|--|---|
| | <ul style="list-style-type: none"> • Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs • Mobility management programs |
|--|---|

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the March 2025 Formal MTIP amendment (MR25-08-MAR) will include the following actions:

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

- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

| <u>Action</u> | <u>Target Date</u> |
|--|----------------------|
| • TPAC agenda mail-out..... | February 28, 2025 |
| • Initiate the required public notification/comment process..... | March 4, 2025 |
| • TPAC approval recommendation to JPACT..... | March 7, 2025 |
| • JPACT approval and recommendation to Council..... | March 20, 2025 |
| • Completion of public notification/comment process..... | April 2, 2025 |
| • Metro Council approval..... | April 10, 2025 |

Notes:

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

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

| <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Final amendment package submission to ODOT & USDOT..... | April 15, 2025 |
| • USDOT clarification and final amendment approval..... | June 2025 or later |

Notes:

- This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide amendment approval with the final amendment approval from FHWA.
- Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the March 2025 Formal Amendment to proceed and receive final approval.
- As of February 21, 2025, FHWA now requires a two-step approval requirement for all formal MTIP/STIP amendments: FHWA approval is required by the State FHWA Division Office with final approval from Headquarters FHWA in Washington DC.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.

4. **Metro Budget Impacts:** There is no impact to the Metro budget. The approved funding for the project originates from ODOT.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests an approval recommendation to JPACT to complete all required MTIP programming actions to add the new project into the MTIP under Resolution 25-5473.

No Attachments.

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT RESOLVED that the Metro Council adopts this resolution to amend the three projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to add the new approved \$250 million dollars for the I-5 Rose Quarter Improvement Project.

ADOPTED by the Metro Council this ____ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

DRAFT

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

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

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

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

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

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

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

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

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5463

I-5 Rose Quarter Improvement Project Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: FB25-05-FEB1

Total Number of Projects: 3

| Key Number & MTIP ID | Lead Agency | Project Name | Project Description | Amendment Action |
|---|-------------|--------------|---------------------|------------------|
| 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. | <p><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%.</p> |
| (#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 | <p><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.</p> |

| 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 | |
|--|--|
| I-5 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 | | |
| | 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> |
|--------------------------|---|

| 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 | |
| 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 | 0.00 |
| 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 | 0.00 |
| 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 | 0.00 |
| Grand Totals | | | | | 247,641,997.18 | | 226,701,399.80 | | 16,940,597.38 | 4,000,000.00 |

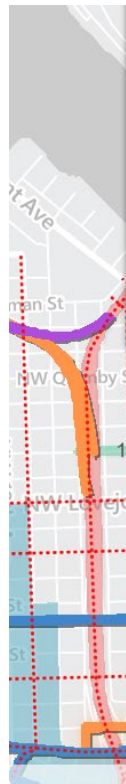
Modeling Network , NHS, and Performance Measure Designations

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.**

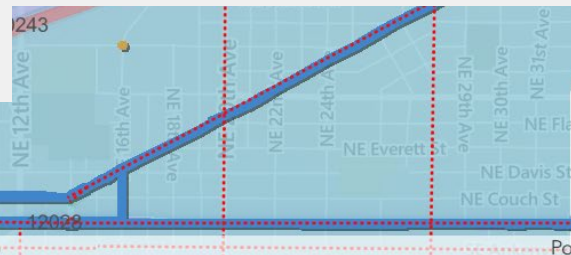
This project **is** located on the **regional emergency transportation/state seismic lifeline route.**

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

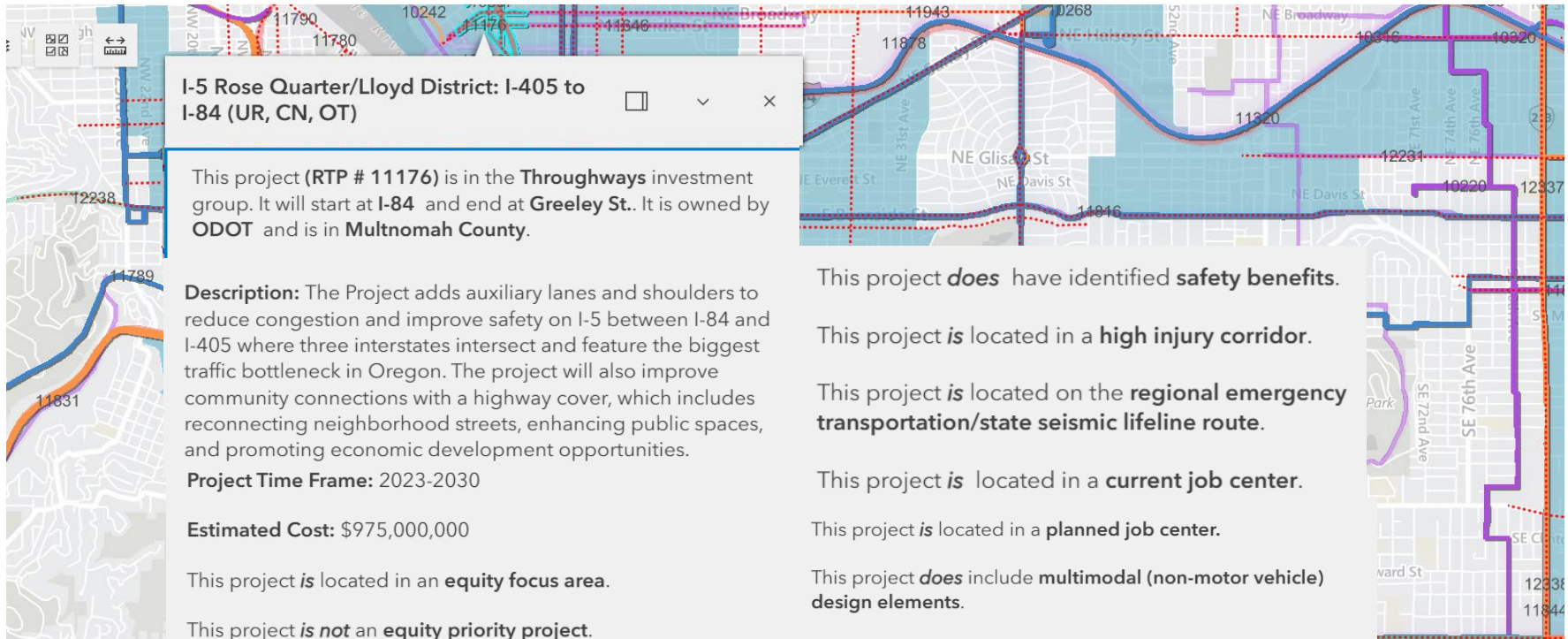
This project **is** located in a **planned job center.**

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.

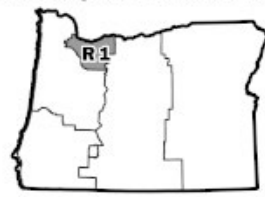
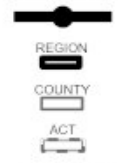
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Agenda Item G, Attachment 01

I-5 ROSE QUARTER: PHASE 1A

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

PROJECT LOCATION



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

This product is a professional product and may not be suitable for legal engineering, or other professional purposes. Users of this product should exercise care and verify the accuracy of information. The liability of this information. Consult your local GIS information and the responsibility of the user. http://www.oregon.gov/odot/odot_gis_cms_help_and_guidance/OTC_Maps



FIRST PHASES FOR ROSE QUARTER DELIVERY

\$850 MILLION IN FUNDING PROVIDES:



| Scope | Benefit |
|--|--|
| <ul style="list-style-type: none"> • Build first highway cover section • Build full southbound aux lane and shoulders, partial extension of existing northbound aux lane and shoulder under highway cover • Construct sign bridges & Intelligent Transportation Systems • Bridge work in southern project area • Stormwater facilities near I-405 • Widen Holladay/Hassalo bridge and build walls • Project planning, design, right of way and utility relocation | <ul style="list-style-type: none"> • Highway cover at Broadway/Weidler, with multimodal improvements • Completes full extension of the southbound aux lane, completing a continuous auxiliary lane between I-405 and Morrison Bridge exit • Extends existing northbound auxiliary lane from I-84 to north of Weidler • Provides signage necessary for tunnel safety and improved highway operations, supports full project construction signage needs • Preserves I-5 bridge structures • Provides required stormwater facilities for ODOT's Portland Harbor agreement |



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> |
|--------------------------|---|

| 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**.

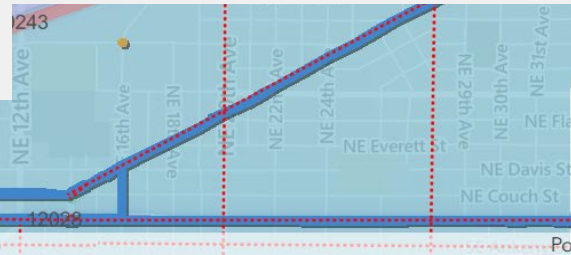
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

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.

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

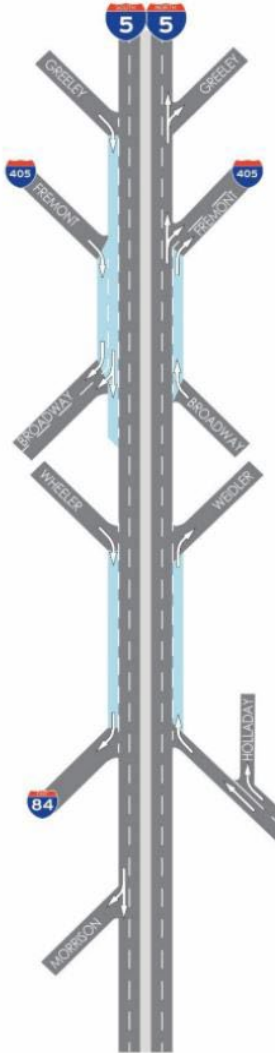
With the increase of \$177,500,000 for the construction phase, the original scope of building the initial portion of the highway cover as funded by the U.S. Department of Transportation Reconnecting Communities and Neighborhoods grant will be expanded. The added scope will be to:

- 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.

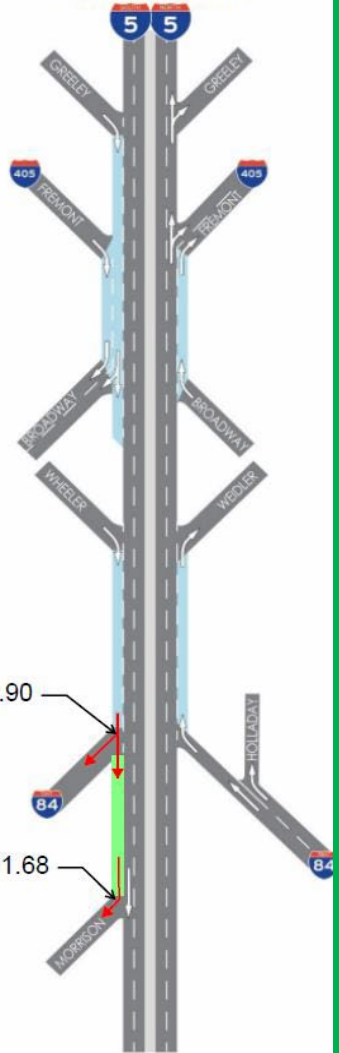
Construction is proposed to begin by 2027.

Key 23672 Proposed I-5 System Upgrades

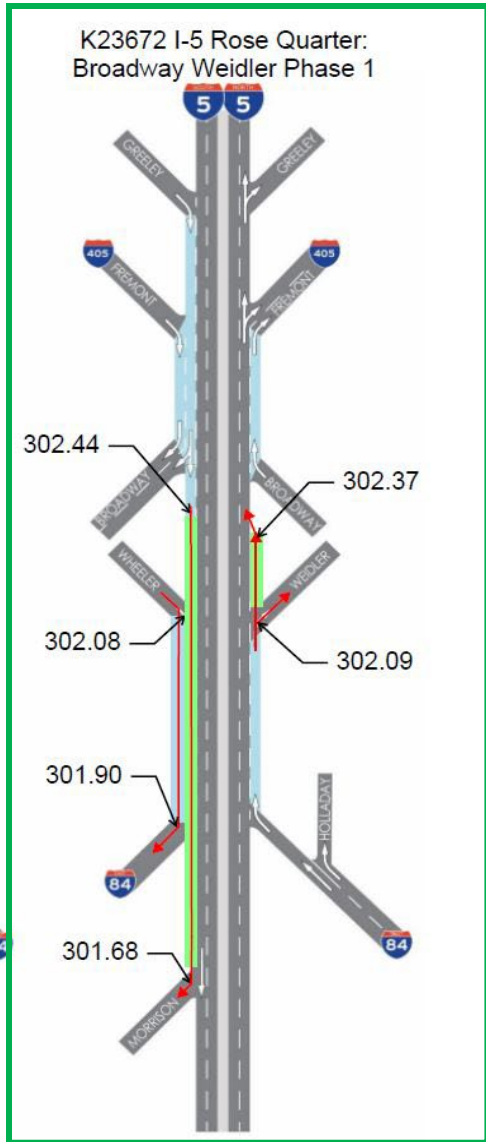
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



Legend: Existing I-5 Travel Lanes (grey), Existing Auxiliary Lanes (light blue), New Auxiliary Lanes (green)

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. |
| 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> |
|--------------------------|---|

| 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

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

STIP Programming Summary

Key Number: **23682**

2024-2027 STIP

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

(DRAFT AMENDMENT DP)

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

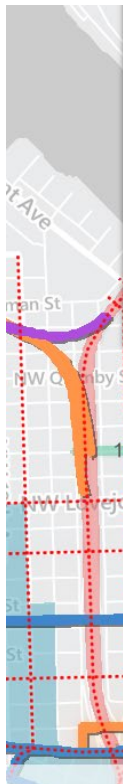
Modeling Network , NHS, and Performance Measure Designations

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.**

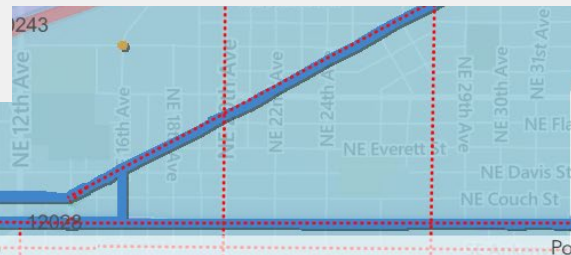
This project **is** located on the **regional emergency transportation/state seismic lifeline route.**

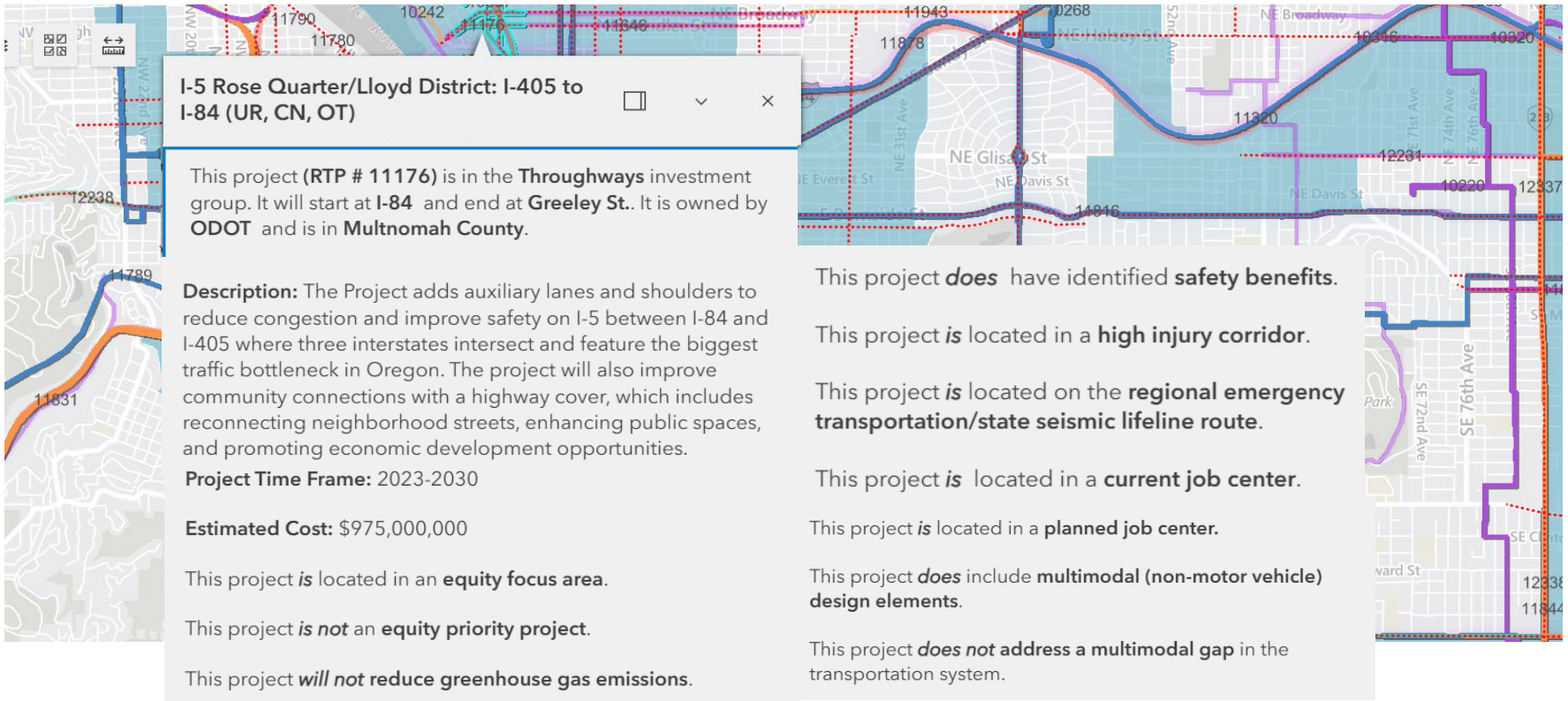
This project **is** located in a **current job center.**

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

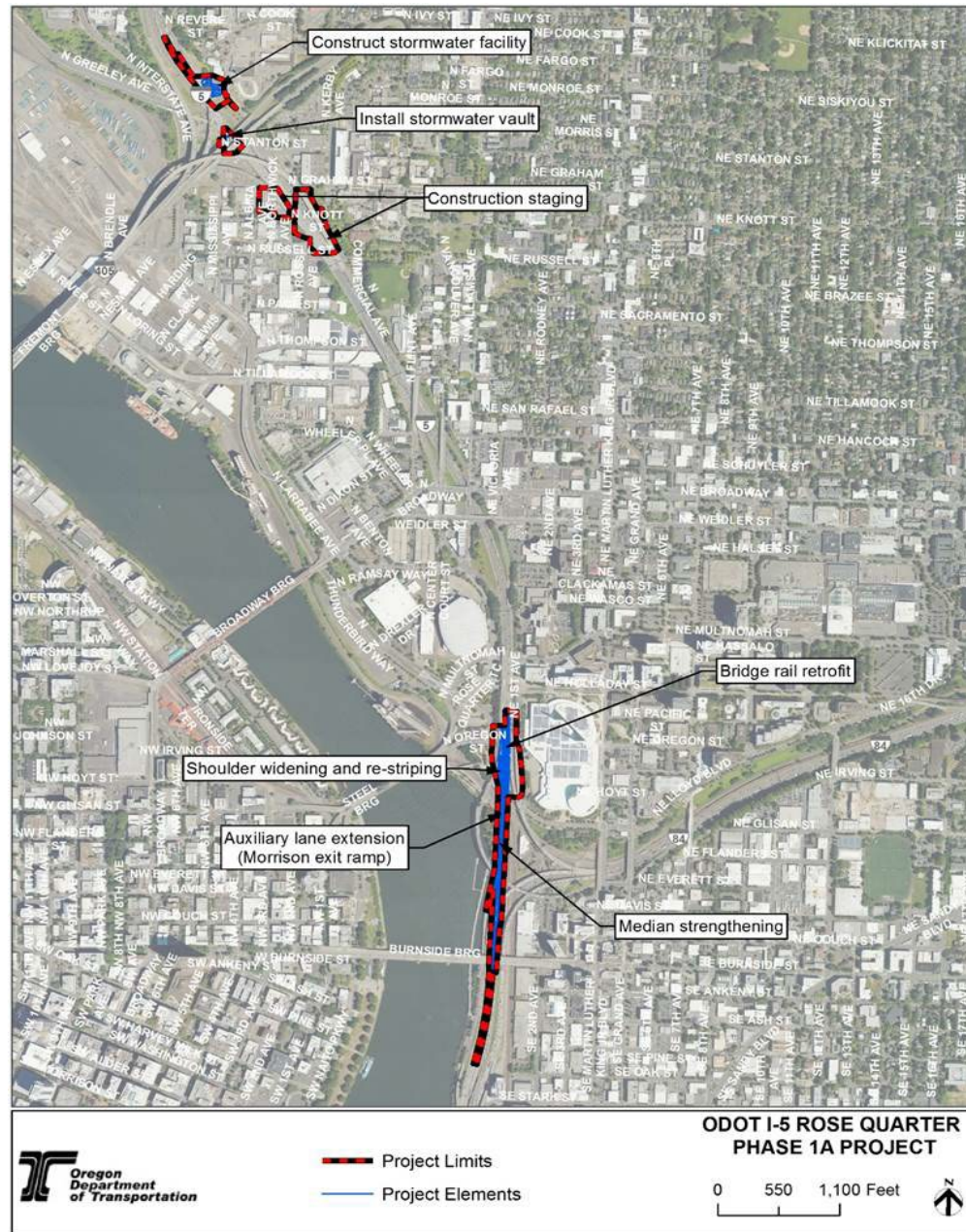


Summary of planned improvements - K23682 I-5 Rose Quarter: Phase 1A

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





Memo

Date: February 26, 2025
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: I-5 Rose Quarter 2025 MTIP Formal Amendment & Resolution 25-5463
Amendment Approval Request (FB25-05-FEB1)

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

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

What is the requested action?

Staff requests TPAC provide an approval recommendation for Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements.

Rose Quarter Improvement Projects Prior Formal Amendment Summary

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

The Rose Quarter Improvement Project added \$68 million of the RCP/NAE grant award to non-construction phases in Key 19071. Two new exempt, non-capacity enhancing

projects were created as well. The remaining \$382 million RCP/NAE funding was committed to the to the new I-5 Rose Quarter: Broadway to Weidler Phase 1 construction phase project and programmed in Key 23672.

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

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

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

TPAC February 7, 2025 Meeting Summary:

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

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

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

Third, Mr. Smith identified a concern about the overall project's cost estimate in relation to the package delivery approach over time as funding is secured. He asked whether the full project proposed build-out will be delivered if the project cost increases and which scope elements would be sacrificed if down-scoping is required due to limited funding. He asked if the bicycle and pedestrian improvements would be the first to be cut. Overall, Chris requested TPAC to be

cognizant of the fiscal constraint aspects and the impact of scoping changes that could occur if full funding is not secured.

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

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

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

Key takeaways from the analysis included the following:

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

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

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

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

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

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

- Whether the PAE analysis for two measures—access to jobs and transit access to community places—account for changes to travel times on transit routes. Specifically, TriMet’s project analysis shows that Line 4 commute times through the Rose Quarter would worsen.
- Whether coordination with the I-5 Interstate Bridge Replacement (IBR) project has occurred.
- Whether the project is in alignment with Metro’s Climate Smart Strategy.
- The importance of making safety investments in the transportation system to prevent deaths and serious injuries where they occur.
- The inclusion of the bicycle and pedestrian bridge in the project scope and how to ensure it is funded and built.
- Effects of the project on congestion on I-5 that result in changes to crash rates on nearby arterials

JPACT 2-20-2025 Meeting Summary:

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

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

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

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

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

Project Summary Change Tables

| I-5 Rose Quarter Improvement Project MTIP/STIP Programming After Approval of the July 2024 Rose Quarter MTIP Formal Amendment | | | |
|--|-------------|--|--|
| STIP Key Number | Lead Agency | Project Name | Description |
| 19071 | ODOT | Rose Quarter Improvement Project (<i>Non-construction</i>) | Non- construction phase programming to preliminary engineering, right-of-way, utility relocation, and Other phases. Considered the “parent project.” Summary description: On I-5 in Portland, complete multimodal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike & pedestrian crossing, and improved bike and pedestrian facilities. |
| 23672 | ODOT | I-5 Rose Quarter: Broadway to Weidler Phase 1 (<i>Construction</i>) | Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and supporting facilities and complete compatibility construction for follow-on packages |
| 23682 | ODOT | I-405 and I-5 Stormwater Facilities Now renamed to be I-5 Rose Quarter: Phase 1A (<i>Construction</i>) | Construct stormwater facilities for the east end of Fremont Bridge and ramps to comply with the Portland Harbor Settlement Agreement. Preliminary design activities have been completed under project Key 19071 I-5 Rose Quarter Improvement Project. |
| 23646 | Portland | Broadway Main Street and Supporting Connections | Complete multiple “Complete Street” project elements including enhanced sidewalks, ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. |

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

December 2024 Oregon Transportation Commission (OTC) Action

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

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

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

Consistency of the Proposed MTIP Amendment with the Regional Transportation Plan

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

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

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

Performance Assessment and the RTP:

MTIP amendments are assessed for their expected performance in making progress toward adopted RTP goals. These goals include Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy. Large projects that add capacity to the transportation system receive a more rigorous Performance Assessment Evaluation (PAE). These are defined as projects generally costing \$100 million or more and

that include project elements that have inputs to the regional travel demand and emissions models. Inputs to these models are generally transportation project elements that are not included as an eligible exemption as referenced in 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3. This proposed amendment met the threshold for conducting a PAE.

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

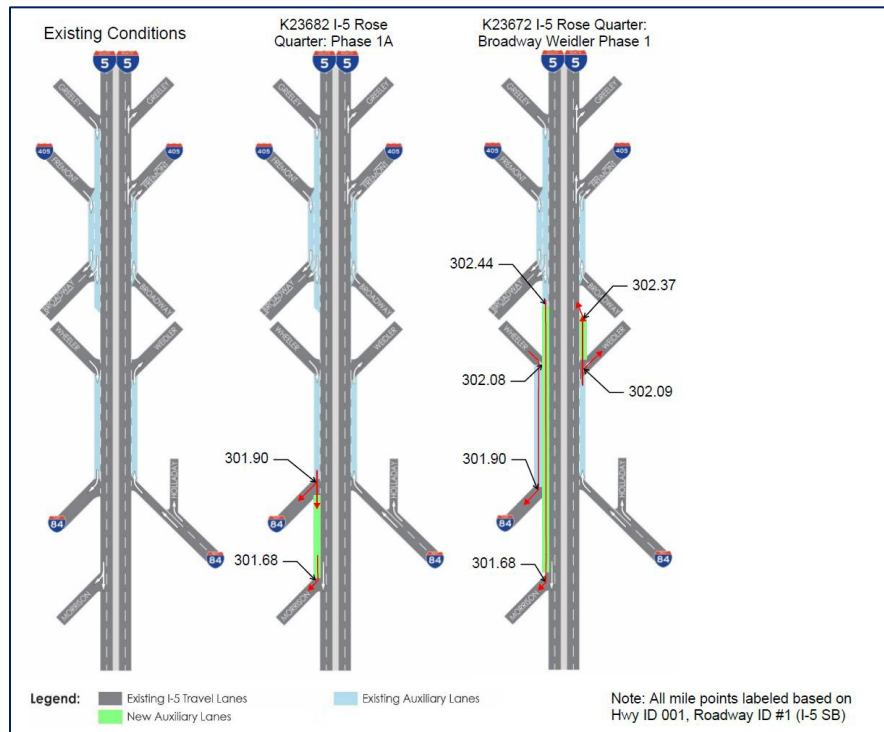
The results from the completed Performance Assessment Evaluation are included in Attachment 2 to the staff report. Consistent with federal regulations, the performance analysis examined how the overall package of 2024-27 MTIP investments with the addition of this amendment would make progress toward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

Fiscal Constraint and RTP Consistency Results:

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

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

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



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

| Project Number: 1 | Key Number: 19071 | Status: Add Funds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--------------------------|--|--------------|----------------|---|--|--|--|-------------------------------|-------|---------|-------|-------|-------|-------|--------------|----|--------------|------------|------|--------------|--|------------------------------|----|--------------|------------|------|--------------|--|-------------------------------|----|------|--------------|------|--------------|--|----------------------|----|----------------|---------------|------|----------------|--|---------------------|----|------|------|--------------|--------------|--|---------------|----|--------------|------------|------|--------------|--|---------------------|----|--------------|------------|------|---------------|----------------------------|----------------------------|----|---------------|--------------|------|---------------|---|-------------------|----|---------------|------|------|---------------|---|---------------|--|----------------|---------------|--------------|----------------|----------------|-------------------------|-----|---------------|------------|------|---------------|--|---------------------|-----|------------|-----------|------|--------------|--|-------------------|-----|---------------|------|------|---------------|-------------------------|---------------|--|---------------|------------|------|---------------|--|---------------------|----|------------|-----------|------|--------------|--------------------------------|-------------------|----|--------------|------|------|--------------|---|---------------|--|--------------|-----------|------|--------------|--|---------------------|-------|------------|-----------|------|------------|--------------------------------|-------------------|-------|------------|------|------|------------|---|---------------|--|------------|-----------|------|------------|--|
| Project Name: | I-5 Rose Quarter Improvement Project | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lead Agency: | ODOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: | <p>The Rose Quarter investment is intended to help reduce congestion, improve safety and traffic operations, and support economic growth in the Portland Metro region with multi-modal improvements that include ramp-to-ramp (auxiliary) lanes, highway shoulders and cover, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities. This specific project will: provide additional funds to project development and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant; relocate utilities in the cover grant and stormwater areas; acquire permanent VMS signs and software early in the project to support movement of traffic during cover construction. Subsequent projects will advance other elements of the Rose Quarter effort.</p> <p>Note: Key 19071 is considered the Rose Quarter parent project and contains programming for non-construction phases.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Summary: | <p>The February #1 formal amendment adds \$12.5 million from the \$250 million allocation to the project. PE picks up \$10 million with \$1 million for ROW. UR adds \$1 million and the Other phase adding \$500,000. Key 19071 net funding change increases the project from \$236,141,997 to \$248,641,997. This equals a 5.3% cost increase to the project. A fund type composition summary for Key 19071 is shown below.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #008000; color: white;"> <th colspan="7">Identified Funding Sources for Key 19071 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr style="background-color: #e0e0e0;"> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>ODOT Enhance</td> <td>PE</td> <td>\$ 1,500,000</td> <td>\$ 126,545</td> <td>\$ -</td> <td>\$ 1,626,545</td> <td></td> </tr> <tr> <td>ODOT Region 1 Fix-It Program</td> <td>PE</td> <td>\$ 1,844,400</td> <td>\$ 155,600</td> <td>\$ -</td> <td>\$ 2,000,000</td> <td></td> </tr> <tr> <td>ODOT Statewide Fix-it Program</td> <td>PE</td> <td>\$ -</td> <td>\$ 1,000,000</td> <td>\$ -</td> <td>\$ 1,000,000</td> <td></td> </tr> <tr> <td>HB2017 Discretionary</td> <td>PE</td> <td>\$ 119,886,000</td> <td>\$ 10,114,000</td> <td>\$ -</td> <td>\$ 130,000,000</td> <td></td> </tr> <tr> <td>Local contributions</td> <td>PE</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 4,000,000</td> <td>\$ 4,000,000</td> <td></td> </tr> <tr> <td>ODOT Region 1</td> <td>PE</td> <td>\$ 2,305,500</td> <td>\$ 194,500</td> <td>\$ -</td> <td>\$ 2,500,000</td> <td></td> </tr> <tr> <td>Rose Quarter</td> <td>PE</td> <td>\$ 9,222,000</td> <td>\$ 778,000</td> <td>\$ -</td> <td>\$ 10,000,000</td> <td>OTC approval December 2024</td> </tr> <tr> <td>SW Natl Hwy Freight (NHFP)</td> <td>PE</td> <td>\$ 15,000,000</td> <td>\$ 1,265,452</td> <td>\$ -</td> <td>\$ 16,265,452</td> <td>FHWA discretionary National Highway Freight Program</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>PE</td> <td>\$ 30,000,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 30,000,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2" style="text-align: right;">Phase Totals:</td> <td>\$ 179,757,900</td> <td>\$ 13,634,097</td> <td>\$ 4,000,000</td> <td>\$ 197,391,997</td> <td>\$ 197,391,997</td> </tr> <tr> <td>AC-HB2017 Discretionary</td> <td>ROW</td> <td>\$ 10,144,200</td> <td>\$ 855,800</td> <td>\$ -</td> <td>\$ 11,000,000</td> <td></td> </tr> <tr> <td>Rose Quarter</td> <td>ROW</td> <td>\$ 922,200</td> <td>\$ 77,800</td> <td>\$ -</td> <td>\$ 1,000,000</td> <td></td> </tr> <tr> <td>USDOT Grants 2023</td> <td>ROW</td> <td>\$ 30,000,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 30,000,000</td> <td>Part of NAE grant award</td> </tr> <tr> <td colspan="2" style="text-align: right;">Phase Totals:</td> <td>\$ 41,066,400</td> <td>\$ 933,600</td> <td>\$ -</td> <td>\$ 42,000,000</td> <td></td> </tr> <tr> <td>Rose Quarter</td> <td>UR</td> <td>\$ 922,200</td> <td>\$ 77,800</td> <td>\$ -</td> <td>\$ 1,000,000</td> <td>Added OTC December 2024 action</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>UR</td> <td>\$ 7,500,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 7,500,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2" style="text-align: right;">Phase Totals:</td> <td>\$ 8,422,200</td> <td>\$ 77,800</td> <td>\$ -</td> <td>\$ 8,500,000</td> <td></td> </tr> <tr> <td>Rose Quarter</td> <td>Other</td> <td>\$ 461,100</td> <td>\$ 38,900</td> <td>\$ -</td> <td>\$ 500,000</td> <td>Added OTC December 2024 action</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Other</td> <td>\$ 250,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 250,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2" style="text-align: right;">Phase Totals:</td> <td>\$ 711,100</td> <td>\$ 38,900</td> <td>\$ -</td> <td>\$ 750,000</td> <td></td> </tr> </tbody> </table> | | 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 | |
| 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 |
| USDOT Grants 2023 | \$ | 67,750,000 |
| Total: | \$ | 248,641,997 |

Total OTC approval = \$250 million
Total grant award = \$450 million
TPC estimate = \$1.5B to \$1.9B

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

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

FIRST PHASES FOR ROSE QUARTER DELIVERY

\$850 MILLION IN FUNDING PROVIDES:

| Scope | Benefit |
|--|--|
| <ul style="list-style-type: none"> Build first highway cover section Build full southbound aux lane and shoulders, partial extension of existing northbound aux lane and shoulder under highway cover Construct sign bridges & Intelligent Transportation Systems Bridge work in southern project area Stormwater facilities near I-405 Widen Holladay/Hassalo bridge and build walls Project planning, design, right of way and utility relocation | <ul style="list-style-type: none"> Highway cover at Broadway/Wedder, with multimodal improvements Completes full extension of the southbound aux lane, completing a continuous auxiliary lane between I-405 and Morrison Bridge exit Extends existing northbound auxiliary lane from I-84 to north of Wedder Provides signage necessary for tunnel safety and improved highway operations, supports full project construction signage needs Preserves I-5 bridge structures Provides required stormwater facilities for ODOT's Portland Harbor agreement |

Added Notes:

K23682 Agenda Item G, Attachment 01 I-5 ROSE QUARTER: PHASE 1A

Attachment 2: I-5 Rose Quarter January 2025 OTC Item

Legend:
 INTERSTATE
 STATE ROAD
 LOCAL ROAD
 RAILROAD

PROJECT LOCATION

Multnomah County
 Portland
 REGION 1 ACT

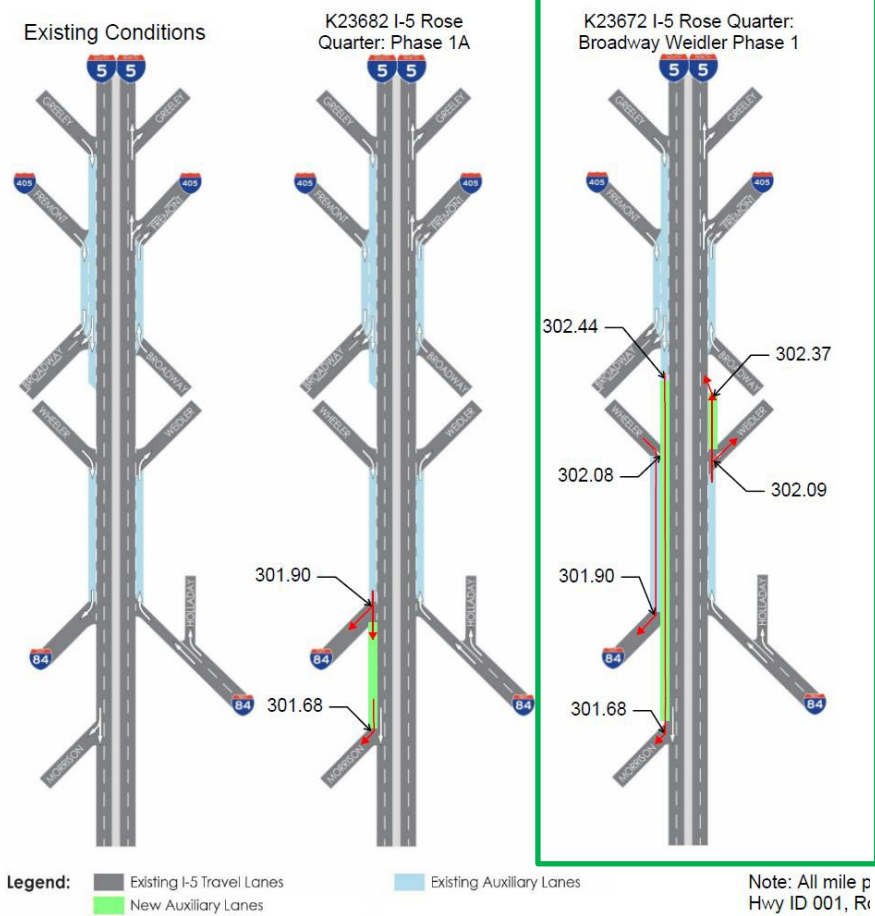
| Project Number: 2 | Key Number: 23672 | Status: Add Funds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--------------------------|--|-------|----------------|--|--|--|--|-------------------------------|-------|---------|-------|-------|-------|-------|--------------|------|----------------|---------------|------|----------------|--|-------------------|------|----------------|------|------|----------------|--|---------------|--|----------------|---------------|------|----------------|--|
| Project Name: | I-5 Rose Quarter: Broadway to Weidler Phase 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lead Agency: | ODOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: | <p>Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. 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.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Summary: | <p>\$177,500,000 from the overall \$250,000,000 OTC award is being added to the construction phase. The project net programming change increase the construction phase from \$382,250,000 to \$559,750,000. This equals a 46.4% increase to the project which triggers the need for a formal amendment.</p> <table border="1"> <thead> <tr> <th colspan="7">Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Rose Quarter</td> <td>Cons</td> <td>\$ 163,690,500</td> <td>\$ 13,809,500</td> <td>\$ -</td> <td>\$ 177,500,000</td> <td>OTC approval December 2024. Total OTC approval = \$250 million</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Cons</td> <td>\$ 382,250,000</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 382,250,000</td> <td>USDOT NAE/RCN 2023 100% federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2">Phase Totals:</td> <td>\$ 545,940,500</td> <td>\$ 13,809,500</td> <td>\$ -</td> <td>\$ 559,750,000</td> <td></td> </tr> </tbody> </table> | | Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section) | | | | | | | Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes | Rose Quarter | Cons | \$ 163,690,500 | \$ 13,809,500 | \$ - | \$ 177,500,000 | OTC approval December 2024. Total OTC approval = \$250 million | USDOT Grants 2023 | Cons | \$ 382,250,000 | \$ - | \$ - | \$ 382,250,000 | USDOT NAE/RCN 2023 100% federal, total = \$450,000,000 | Phase Totals: | | \$ 545,940,500 | \$ 13,809,500 | \$ - | \$ 559,750,000 | |
| Identified Funding Sources for Key 23672 (per the STIP Summary Report Financial Estimates Section) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rose Quarter | Cons | \$ 163,690,500 | \$ 13,809,500 | \$ - | \$ 177,500,000 | OTC approval December 2024. Total OTC approval = \$250 million | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| USDOT Grants 2023 | Cons | \$ 382,250,000 | \$ - | \$ - | \$ 382,250,000 | USDOT NAE/RCN 2023 100% federal, total = \$450,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase Totals: | | \$ 545,940,500 | \$ 13,809,500 | \$ - | \$ 559,750,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Amendment Action: | <p>The formal amendment adds the \$177,500,000 portion from the OTC approved \$250,000,000 award to the construction phase. ADA upgrade project to the MTIP.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Added Notes: | <p>Summary of planned project elements - K23672 I-5 Rose Quarter: Broadway to Weidler Phase 1</p> <p>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:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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.

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



Key 23672 Proposed I-5 System Upgrades



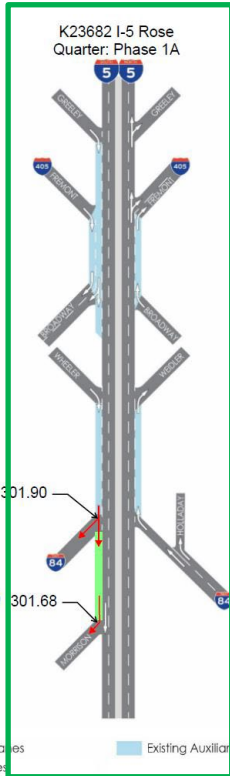
| Project Number: 3 | Key Number: 23682 | Status: Add Funds/Scope | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------------------------|--|-------|---------------|--|--|--|--|-------------------------------|-------|---------|-------|-------|-------|-------|--------------|------|---------------|--------------|------|---------------|--|-------------------|------|--------------|------------|------|--------------|---|---------------|--|---------------|--------------|------|---------------|--|
| Project Name: | I-405 and I-5 Stormwater Facilities I-5 Rose Quarter: Phase 1A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lead Agency: | ODOT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: | <p>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.</p> <p>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</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Summary: | <p>\$60 million of the total OTC approved \$250 million is being added to the construction phase. The total programming increases from \$5 million to \$65 million. This equals a 1,200% net increase to the project and triggers the need for a formal amendment.</p> <table border="1"> <thead> <tr> <th colspan="7">Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section)</th> </tr> <tr> <th>Funding Responsibility Source</th> <th>Phase</th> <th>Federal</th> <th>State</th> <th>Local</th> <th>Total</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>Rose Quarter</td> <td>Cons</td> <td>\$ 55,332,000</td> <td>\$ 4,668,000</td> <td>\$ -</td> <td>\$ 60,000,000</td> <td>OTC approval December 2024. Total OTC approval = \$250 million</td> </tr> <tr> <td>USDOT Grants 2023</td> <td>Cons</td> <td>\$ 4,611,000</td> <td>\$ 389,000</td> <td>\$ -</td> <td>\$ 5,000,000</td> <td>USDOT NAE/RCN 2023 100% Federal, total = \$450,000,000</td> </tr> <tr> <td colspan="2">Phase Totals:</td> <td>\$ 59,943,000</td> <td>\$ 5,057,000</td> <td>\$ -</td> <td>\$ 65,000,000</td> <td></td> </tr> </tbody> </table> | | Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section) | | | | | | | Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes | Rose Quarter | Cons | \$ 55,332,000 | \$ 4,668,000 | \$ - | \$ 60,000,000 | OTC approval December 2024. Total OTC approval = \$250 million | USDOT Grants 2023 | Cons | \$ 4,611,000 | \$ 389,000 | \$ - | \$ 5,000,000 | USDOT NAE/RCN 2023 100% Federal, total = \$450,000,000 | Phase Totals: | | \$ 59,943,000 | \$ 5,057,000 | \$ - | \$ 65,000,000 | |
| Identified Funding Sources for Key 23682 (per the STIP Summary Report Financial Estimates Section) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rose Quarter | Cons | \$ 55,332,000 | \$ 4,668,000 | \$ - | \$ 60,000,000 | OTC approval December 2024. Total OTC approval = \$250 million | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| USDOT Grants 2023 | Cons | \$ 4,611,000 | \$ 389,000 | \$ - | \$ 5,000,000 | USDOT NAE/RCN 2023 100% Federal, total = \$450,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase Totals: | | \$ 59,943,000 | \$ 5,057,000 | \$ - | \$ 65,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Amendment Action: | The formal amendment adds the OTC approved \$60 million to the construction phase. The project name and description are update in support of the project scope update. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Added Notes: | <p align="center">Summary of planned project elements - K23682 I-5 Rose Quarter: Phase 1A</p> <p>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 project elements include:</p> <ul style="list-style-type: none"> • 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

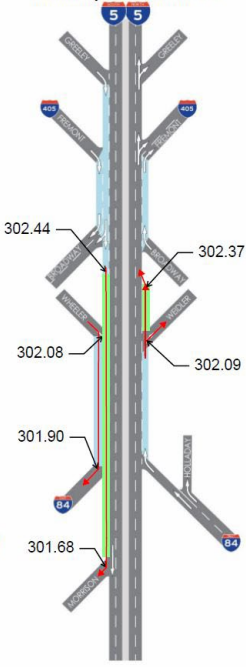
Depiction of Phase 1A (Blue) and Broadway to Weidler Phase 1 (Orange and Purple) Improvements



Existing Conditions

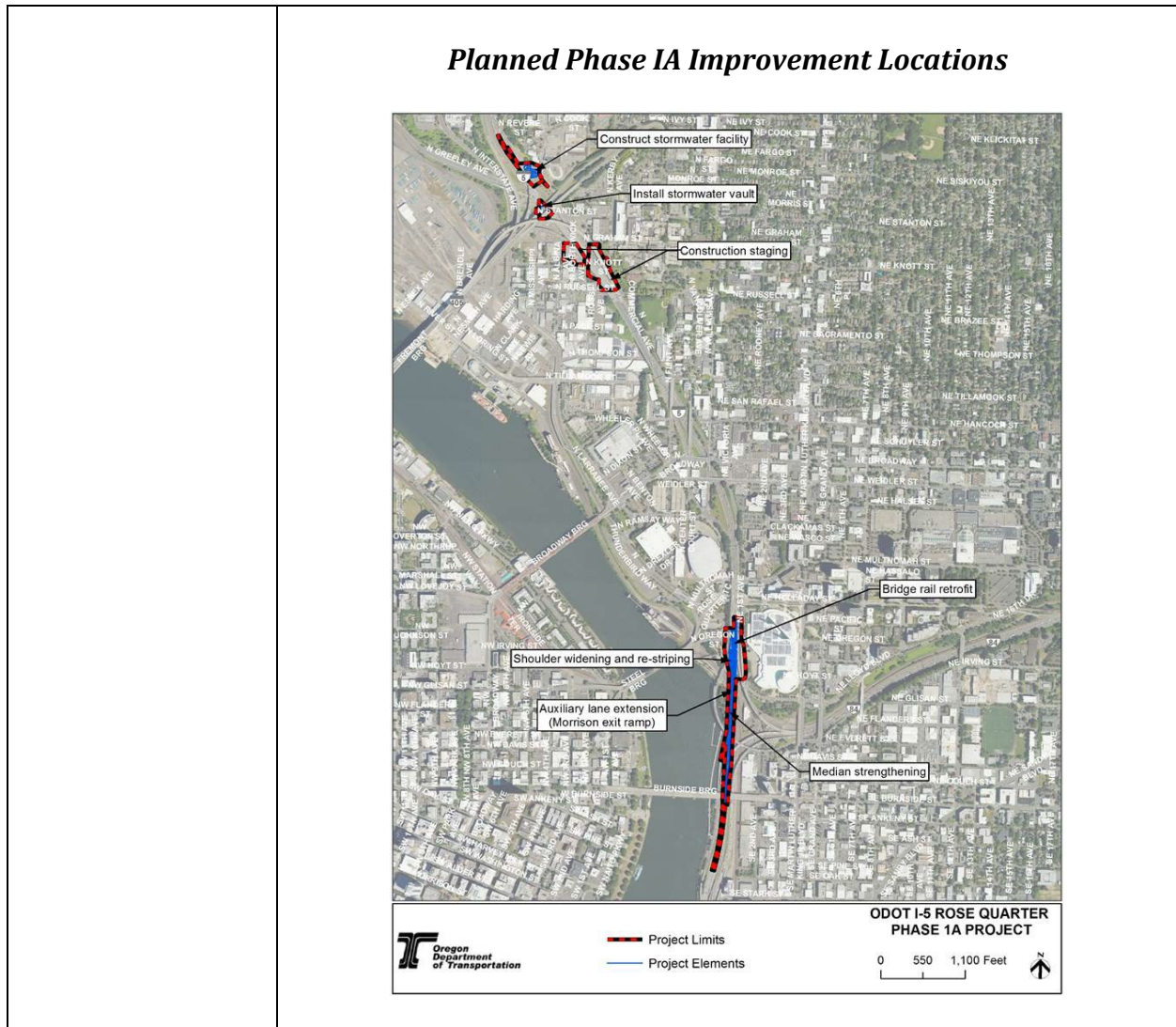


K23672 I-5 Rose Quarter: Broadway Weidler Phase 1



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

Note: All mile p Hwy ID 001, R



METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the February #1 2025 Formal MTIP amendment (FB25-05-FEB1) will include the following review actions:

- Are eligible and required to be programmed in the MTIP.

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

Proposed Processing and Approval Actions:

| <u>Action</u> | <u>Target Date</u> |
|--|----------------------|
| • February 2025 TPAC agenda mail-out..... | January 31, 2025 |
| • Initiate the required public notification/comment process..... | February 4, 2025 |
| • TPAC amendment introduction..... | February 7, 2025 |
| • JPACT amendment introduction..... | February 20, 2025 |
| • March 2025 TPAC agenda mail-out..... | February 28, 2025 |
| • End Public notification/comment process..... | March 7, 2025 |
| • TPAC approval recommendation request to JPACT..... | March 7, 2025 |
| • JPACT approval request..... | March 20, 2025 |
| • Metro Council approval request..... | April 10, 2025 |

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT and/or Metro Council Office.

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

| <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Final amendment package submission to ODOT & USDOT..... | April 15, 2025 |
| • USDOT clarification and final amendment approval..... | June 2025? |

Approval Notes:

1. Final Metro amendment submission approval by FHWA is dependent upon a successful reinstatement of the FHWA obligation process.
2. As of February 21, 2025, FHWA now requires a two-step MTIP/STIP formal amendment approval process which requires approvals from the FHWA State Division Office and a final approval from Headquarters FHWA in Washington DC. The two-step final approval requirement will add a significant amount of time to receive final MTIP/STIP formal amendments

ANALYSIS/INFORMATION

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

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

2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the updated Rose Quarter Improvement project to initiate expanded construction phase activities including the construction of auxiliary lanes on I-5 within the project limits.
4. **Metro Budget Impacts:** None. The project funding is not Metro allocated or managed funds. All project funding is under ODOT management.

RECOMMENDED ACTION:

Staff requests TPAC provide an approval recommendation for Resolution 25-5463 enabling the \$250 million award to the three project to complete MTIP and STIP programming requirements.

Attachments:

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

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

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

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

Key 19071

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

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

Key 23646

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

| | | | | | | | |
|---|----------|---------------------|-------------------|--|----------------------|-------------------|-----------------|
| Name: Broadway Main Street and Supporting Connections | | | | | | Key: 23646 | |
| Description: Project will include enhanced sidewalks including ADA curb ramps and reduced crossing distances for safer pedestrian crossings, enhanced access to Rose Quarter Transit Center, Portland Streetcar, and other transportation services. Upgraded and protected lanes for biking and scooting. Restoration of managed on-street parking and loading. Additional tree canopy, green infrastructure, street lighting, and other streetscape amenities. Placemaking opportunities to honor the district's history through public art, street activation, and monumentation. Project will result in greater access and connectivity to Portland's Lower Albina neighborhood. | | | | | | | Region: 1 |
| MPO: Portland Metro MPO | | | | Work Type: BIKPED | | | |
| Applicant: CITY OF PORTLAND | | | | Status: PROJECT SCHEDULED FOR CONSTRUCTION | | | |
| Location(s)- | | | | | | | |
| Mileposts | Length | Route | Highway | ACT | County(s) | | |
| | | | | REGION 1 ACT | MULTNOMAH | | |
| Current Project Estimate | | | | | | | |
| | Planning | Prelim. Engineering | Right of Way | Utility Relocation | Construction | Other | Project Total |
| Year | | 2025 | 2026 | 2026 | 2026 | | |
| Total | | \$8,255,000.00 | \$591,000.00 | \$130,000.00 | \$29,418,000.00 | | \$38,394,000.00 |
| Fund 1 | | ACPO \$8,255,000.00 | ACPO \$591,000.00 | ACPO \$130,000.00 | ACPO \$29,418,000.00 | | |
| Match | | | | | | | |
| Footnote: \$38,394,000 in federal funds from Reconnection Communities and Neighborhoods Grant Program. | | | | | | | |
| Most Recent Approved Amendment | | | | | | | |
| Amendment No: 24-27-1081 | | | | Approval Date: 9/13/2024 | | | |
| Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant. | | | | | | | |

Key 23672

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

| | | | | | | | |
|---|----------|---------------------|-----------------|--|----------------------|-------------------|------------------|
| Name: I-5 Rose Quarter: Broadway to Weidler Phase 1 | | | | | | Key: 23672 | |
| Description: Replace 3 of the 5 aging bridges over I-5 by constructing the central portion of the highway cover from Broadway to the southern end and beyond Weidler, and the facilities to support it; as well as performing construction work necessary to make this cover work forward compatible with follow-on construction packages. This will provide greater connectivity for the lower Albina neighborhood. Preliminary design and right of way are programmed under project key 19071 I-5 Rose Quarter Improvement project. | | | | | | | Region: 1 |
| MPO: Portland Metro MPO | | | | Work Type: MODERN | | | |
| Applicant: ODOT | | | | Status: PROJECT SCHEDULED FOR CONSTRUCTION | | | |
| Location(s)- | | | | | | | |
| Mileposts | Length | Route | Highway | ACT | County(s) | | |
| 301.40 to 303.20 | 1.80 | I-5 | PACIFIC HIGHWAY | REGION 1 ACT | MULTNOMAH | | |
| Current Project Estimate | | | | | | | |
| | Planning | Prelim. Engineering | Right of Way | Utility Relocation | Construction | Other | Project Total |
| Year | | | | | 2025 | | |
| Total | | | | | \$382,250,000.00 | | \$382,250,000.00 |
| Fund 1 | | | | | ACPO \$382,250,000.0 | | |
| Match | | | | | | | |
| Footnote: | | | | | | | |
| Most Recent Approved Amendment | | | | | | | |
| Amendment No: 24-27-1241 | | | | Approval Date: 9/13/2024 | | | |
| Requested Action: Add new project, using the Reconnecting Communities and Neighborhoods federal grant for the initial construction of the central part of the highway cover on I-5. | | | | | | | |

Key 23682

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

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

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

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

History of Rose Quarter Interstate 5 Project and Proposed MTIP amendment

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

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

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

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

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

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

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

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

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

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

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

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

² https://www.i5rosequarter.org/pdfs/independent_cover_assessment/RQ-CAP-Report.pdf

³ https://www.i5rosequarter.org/media/izoepgnp/ch_2_reconciled_diversity_subcontracting_plan.pdf

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

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

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

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

⁷ https://www.i5rosequarter.org/media/kxjgs5tl/i5rq_rsea_appendixa_traffic_508.pdf

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

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

Consistency with the Congestion Management Process and Oregon Highway Plan

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

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

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

Consistency with Regional Transportation Functional Plan

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

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

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

Consistency with Local Plans

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

Policies on RTP Investment Priorities

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

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

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

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

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

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

Key:

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

Equity

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

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

Safety

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

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

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

Climate

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

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

Mobility

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

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

Economy

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

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



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: November 20, 2024
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

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

Requested Action:

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

Background:

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

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

The Commission took action to close this gap:

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

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

I-205 Abernethy

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

I-5 Rose Quarter

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

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

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

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

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

Outcomes

ODOT seeks Commission feedback and approval on two items.

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

Oregon Transportation Commission

Page 3

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

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

Attachments:

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

Urban Mobility Strategy Finance Plan Update

December 2024

Introduction

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

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

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

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

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

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

Program Funding

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

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

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

Table 1: Total Resources for UMS After June 2024 Update

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

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

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

Project Costs and Expenditures

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

Tolling

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

I-205 Abernethy Bridge

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

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

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

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

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

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

I-5 Rose Quarter

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

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

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

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

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

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

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

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

- Completing the highway cover between Flint and Broadway

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

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

Closing the Urban Mobility Strategy Funding Gap

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

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

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

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

Table 2: Estimated Funds Needed For UMS Projects

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

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

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

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

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

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

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

Funding Needed to Complete the Urban Mobility Strategy Projects

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

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

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

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

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

Table 3: Project Funding Gaps

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

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

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

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



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: January 6, 2025
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

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

Requested Action:

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

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

STIP Amendment Funding Summary

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

| I-5 Rose Quarter: Broadway to Weidler Phase 1 (K23672) | | | |
|---|-------------|----------------------|----------------------|
| 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 |

| I-405 and I-5 Stormwater Facilities Project (K23682) - 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 |

Background:

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

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

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

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

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

Funding Summary

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

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

Outcomes:

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

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

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

Attachments:

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

STIP PROJECT LOCATION

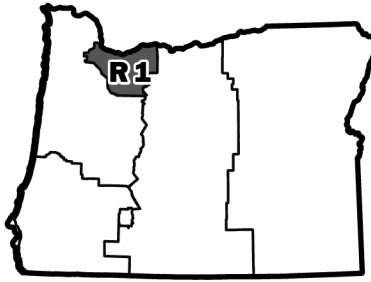
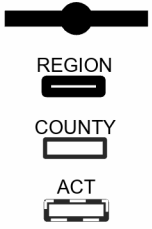
Attachment 4: I-5 Rose Quarter January 2025 OTC Item

K23682

Agenda Item G, Attachment 01

I-5 ROSE QUARTER: PHASE 1A

PROJECT LOCATION



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

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

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

K19071

I-5 ROSE QUARTER IMPROVEMENT PROJECT

Agenda Item G, Attachment 02

PROJECT LOCATION



REGION



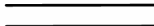
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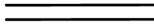
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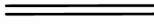
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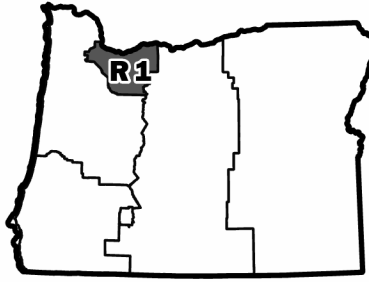
STATE ROAD



LOCAL ROAD



RAILROAD



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

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

K19071

da Item G, Attachment 02

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

I-5 ROSE QUARTER IMPROVEMENT PROJECT

PROJECT LOCATION



REGION



COUNTY



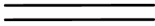
ACT



INTERSTATE



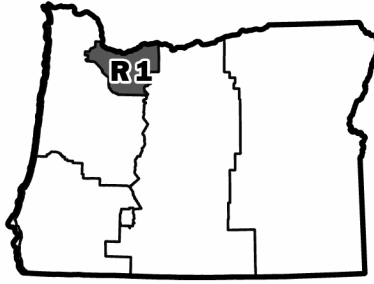
STATE ROAD



LOCAL ROAD

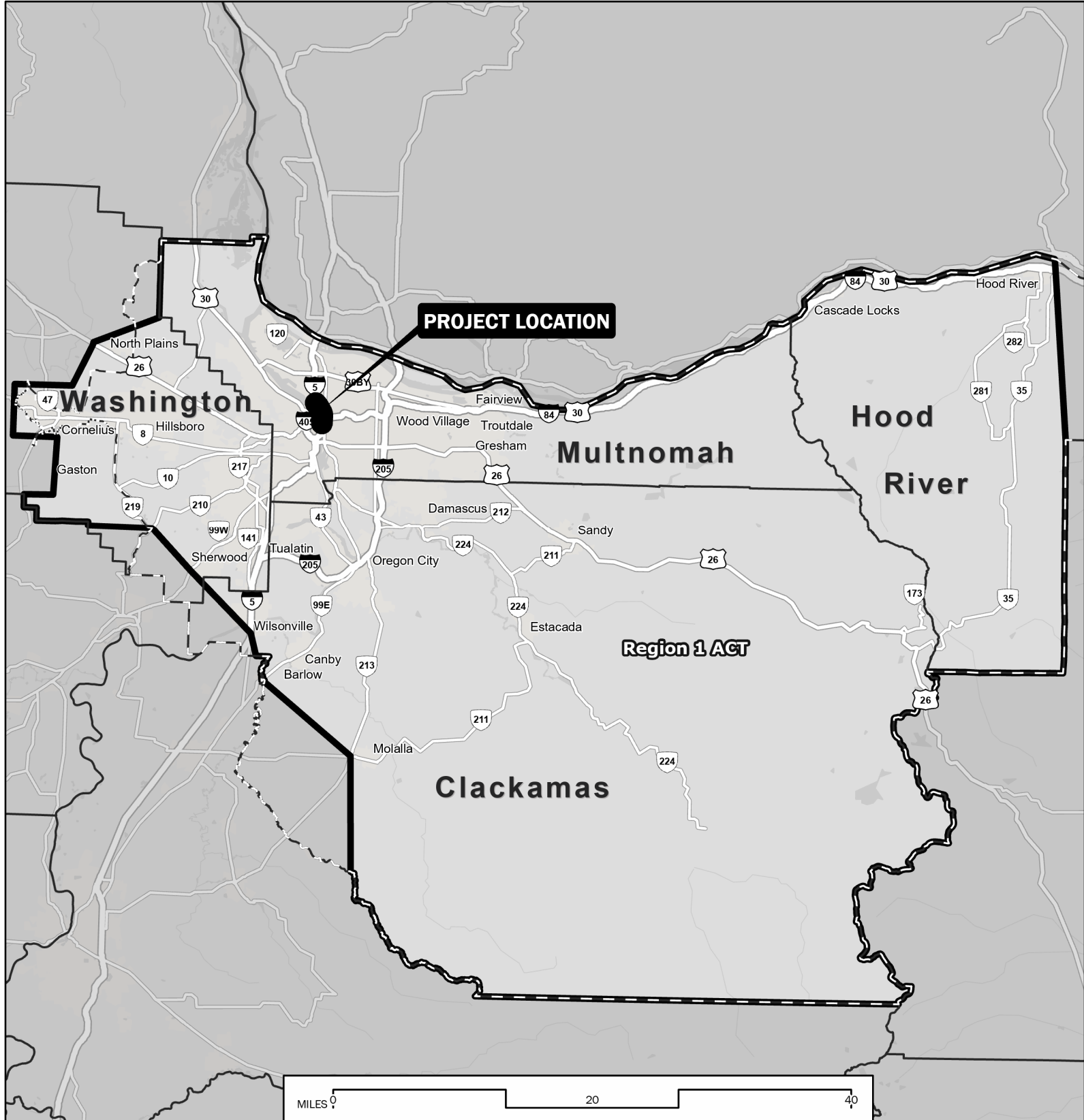


RAILROAD

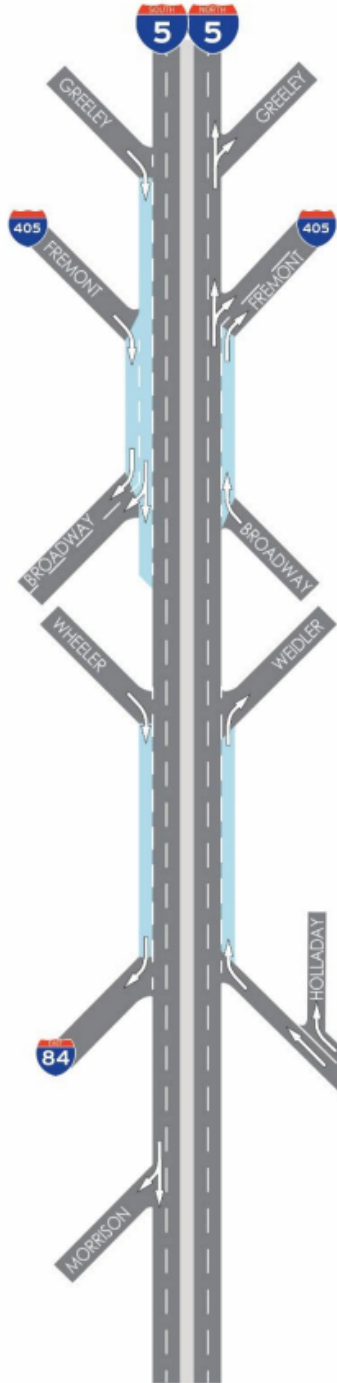


DATE: 12/11/2024
PROJECT NO. 23-52
ODOT | GIS UNIT

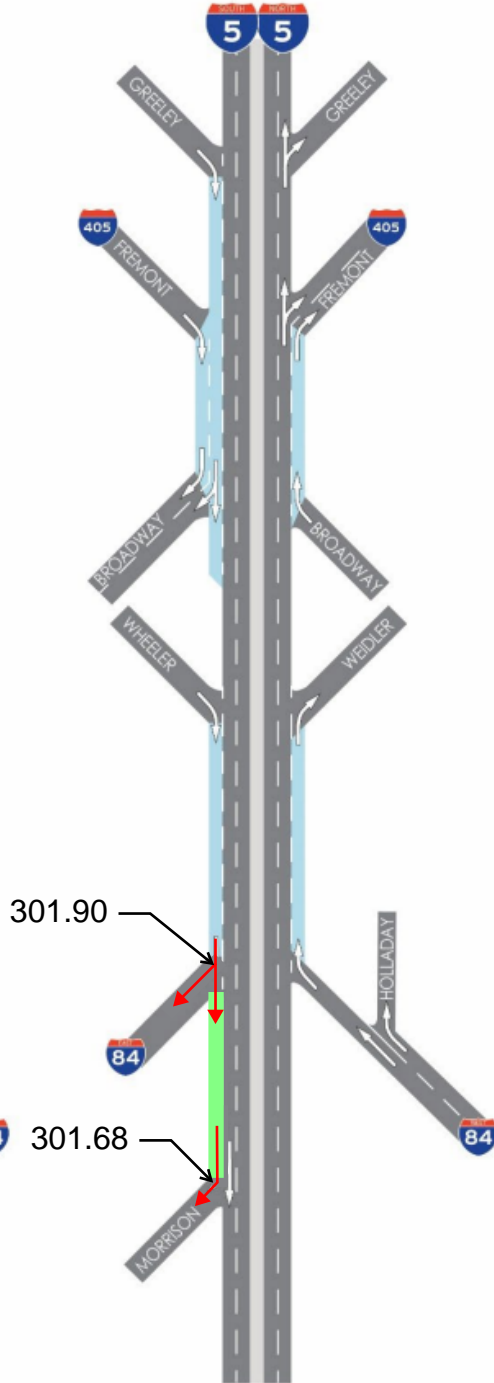
This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user.
V:\gis_resources\GISWORK\GIS23_52_OTC_maps_and_graphics\OTC_MAPS



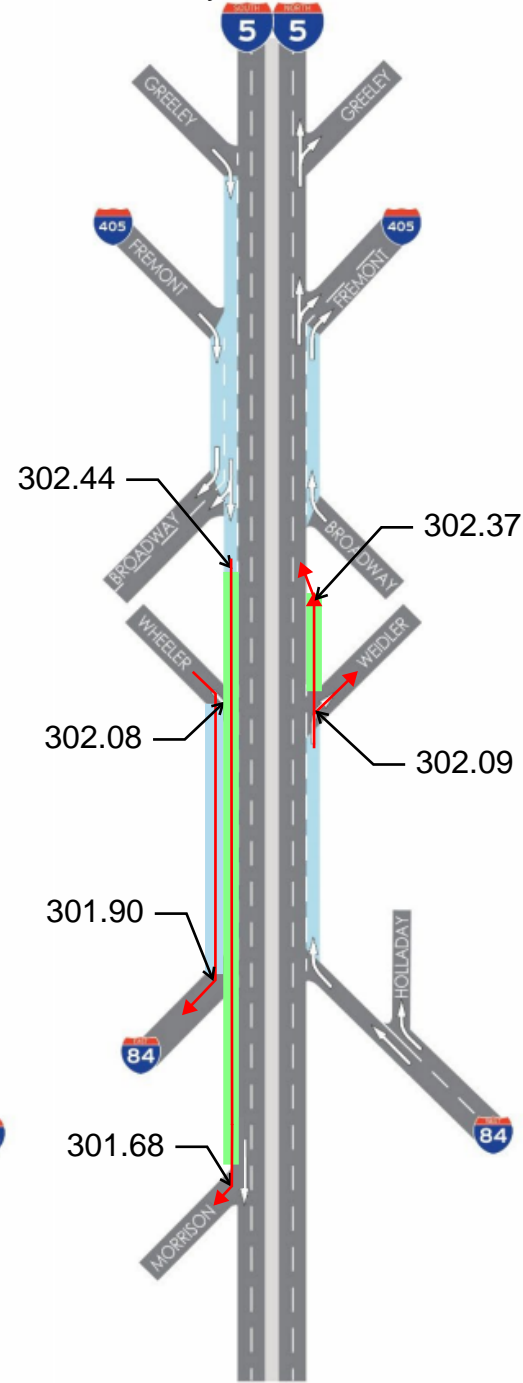
Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

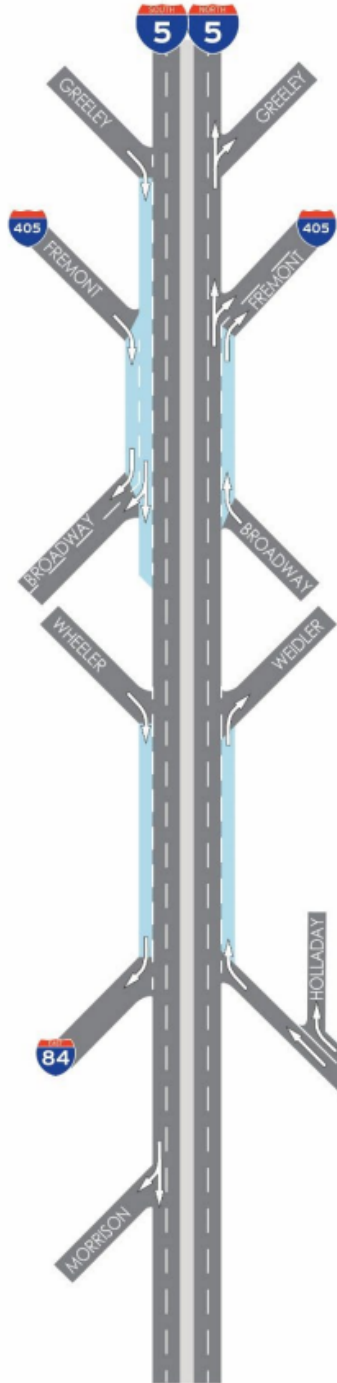


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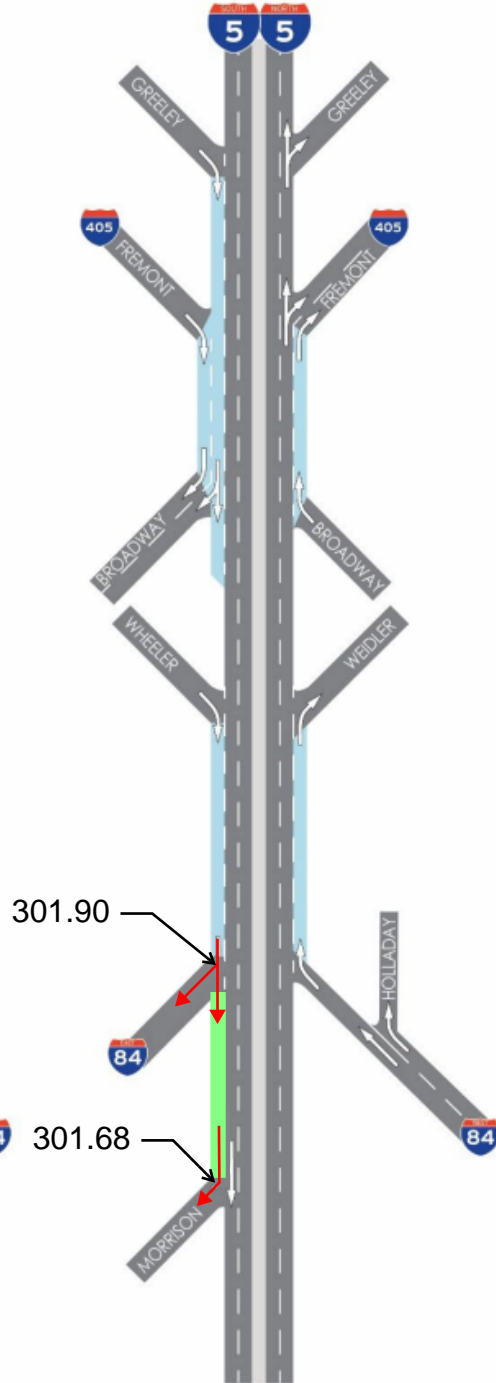
- Existing I-5 Travel Lanes
- Existing Auxiliary Lanes
- New Auxiliary Lanes

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

Existing Conditions



K23682 I-5 Rose Quarter: Phase 1A



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

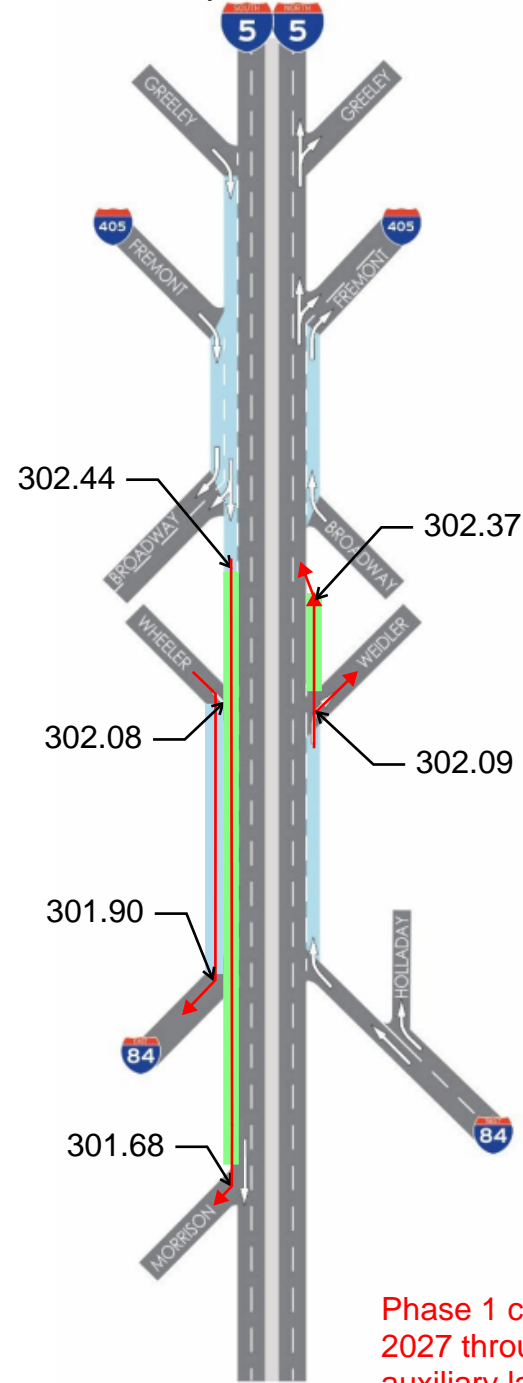
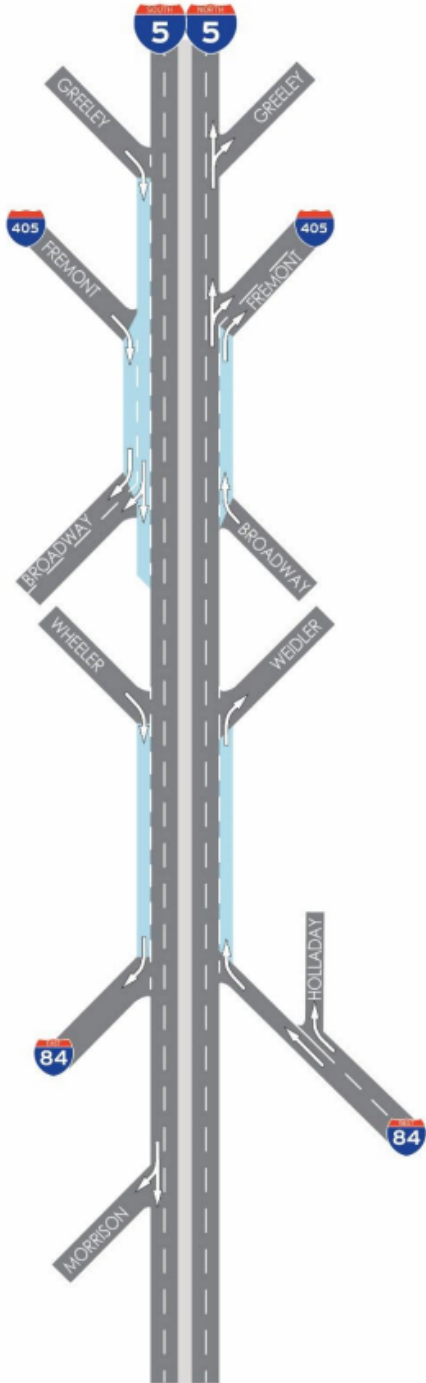
Phase 1A construction duration from July 2025 through December 2026. Anticipated auxiliary lane completion date, Sept 1, 2026.

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

Existing Conditions

K23672 I-5 Rose Quarter: Broadway Weidler Phase 1

Attachment 5: Phase 1 and 1A Full Build



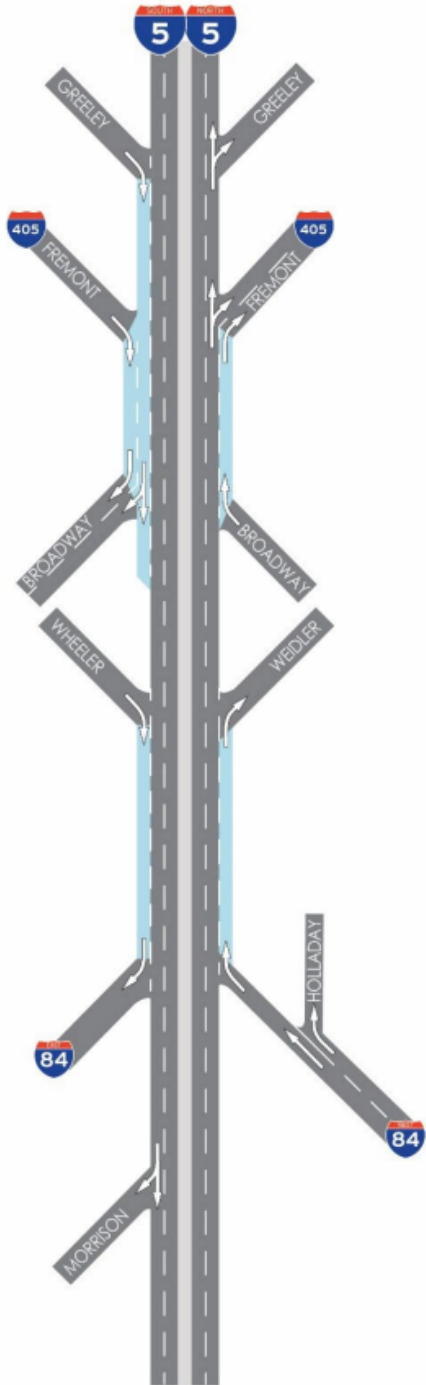
Legend: Existing I-5 Travel Lanes
New Auxiliary Lanes

Existing Auxiliary Lanes

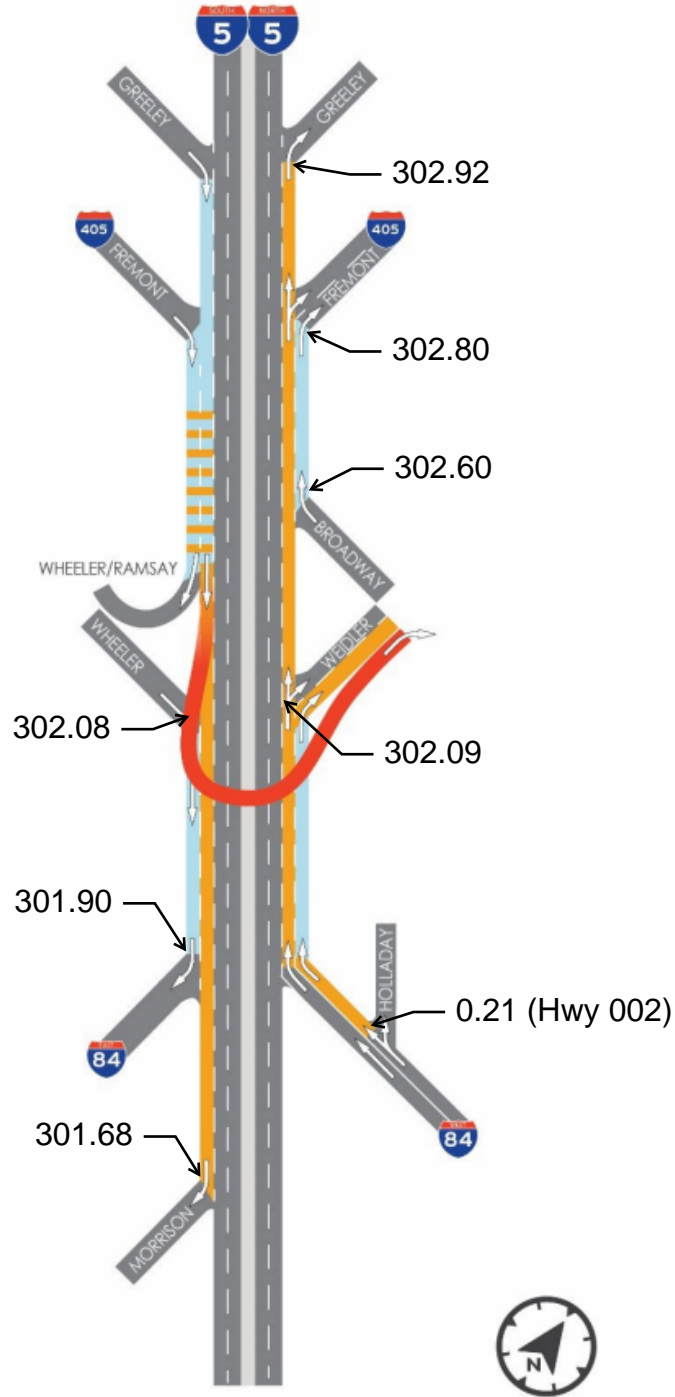
Phase 1 construction duration from January 2027 through December 2031. Anticipated auxiliary lanes completion date, Sept 1, 2031.

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

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



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

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



RoseQuarter

January 15, 2025

Re: I-5 Rose Quarter Improvement Project - Letter of Agreement in Support of Full Project Delivery and Funding

We remain committed partners to complete the I-5 Rose Quarter Improvement Project (project) in its entirety. As partners in this project, we support the project's dual role of addressing critical statewide transportation needs and helping to realize the community vision to reconnect and realize a prosperous Albina neighborhood. This is a project of statewide significance that contributes to the economic output, vitality, and the tax base of the entire state. The project will not only contribute to the statewide economy through improved movement of goods and people and enhancement of key sports and entertainment venues that foster significant economic activity, it will also serve as a national model for how transportation infrastructure and community building can be done together to achieve inclusive economic growth and positive, generational outcomes for our state and region.

Large-scale transportation infrastructure projects do not simply reshape the way that we travel and transport goods, they reshape the economic, socio-environmental and physical realities of working-class Oregonians all over our State. In alignment with the project values of restorative justice, community input and transparent decision making, mobility, and public health, we are embracing a partnership role to support ODOT's delivery of the complete project. Through multi-agency and community partnerships, the state and region has a rare and unique opportunity to position itself as a national leader in transformational, community-driven infrastructure delivery.

This ODOT-led project is significant to all communities in Oregon, and the entire state will benefit from constructing the full I-5 Rose Quarter Improvement Project, which includes the I-5 auxiliary lanes and shoulders between I-84 and I-405, the full highway cover with reconnected streets and new community space on top, multimodal street improvements, the separated pedestrian and bicycle bridge, and the relocation of the I-5 southbound off-ramp to the Wheeler/Williams Off-Ramp Connection. I-5 is the main north-south highway along the U.S. West Coast and is critical for moving people and goods and connecting cities and towns from Mexico to Canada.

The project will reduce congestion and improve safety at Oregon's top bottleneck where three interstates converge to form the nation's 28th worst freight bottleneck and where the traveling public and freight experience 12 hours of congestion each day. The Rose Quarter segment of I-5 also provides about \$115 million in daily commodity flows; congestion and travel delay on I-5 affects businesses throughout the state by reducing economic competitiveness because businesses are unable to reliably move their goods and services. The implications of this bottleneck extend far beyond the Portland

Letter of Agreement in Support of Full Project Delivery and Funding – Page 2

Metro region to across the state, affecting efficient movement of goods, the cost of doing business, and Oregon's economic growth.

In addition, the highway cover and multimodal improvements will knit together communities disproportionately impacted by the interstate's original construction and make streets safer by offering greater visibility, protection, and access to people walking, biking, and rolling. Connected complete streets throughout the district help support the equitable development goals of Lower Albina, creating a new neighborhood and regional destination with entertainment venues and vibrant and inclusive public spaces that will serve as a visitor destination and contributing to the statewide economic impact of tourism.

- While one of the main objectives of the project is to achieve a reconnected and thriving neighborhood district centered on restorative justice, project partners have identified that this happens when we leverage projects for **wealth building and inclusive economic development**. This includes working with the Portland Trail Blazers and Rip City Management and other partners to ensure that our regional entertainment venues continue to thrive and contribute to the social and economic vitality of the city. As an example, the Portland Trail Blazers and Moda Center generate \$600 million in regional annual economic activity, attracting an estimated 1.5 million visitors and supporting thousands of jobs. Local and regional multimodal transportation improvements in the district and the region has the combined benefit of supporting the economic drivers (like the sports and entertainment venues) that benefit the whole state and reconnects a community that suffered economic losses and was divided by the highway construction.
- As elevated by members of the Historic Albina Advisory Board, the Albina Vision Trust and other community members and organizations, **environmental quality and justice** is a key priority to ensure the project contributes to enhanced health, safety and general wellbeing of the community. It is critical that the Project prioritize efforts to mitigate and address air quality, noise and other construction related impacts through each phase of investment.
- The City of Portland is excited to work with partners on the delivery of the "**Lower Albina Streetscape Project**" which was awarded to PBOT during the same Reconnecting Communities and Neighborhoods grant cycle as the \$450 million award allocated toward the Rose Quarter project. These two projects will work seamlessly together to extend the benefits of the highway cover and local street improvements delivered by the Rose Quarter project on N/NE Broadway and N/NE Weidler, creating a continuous connection between the Broadway Bridgehead, through the Lower Albina area, and into nearby Lloyd and Eliot neighborhoods. For both projects be successful, the Lower Albina Streetscape Project and Rose Quarter project will need to coordinate closely on design and implementation.

We recognize the importance of the initial investments to begin building the first phases of the project. The \$450 million federal investment from the US Department of Transportation's Reconnecting Communities and Neighborhoods program is critical to begin construction on the first portion of the highway cover – a primary reconnecting feature of the project. Strong partnerships and community leadership, including from Albina Vision Trust and the Historic Albina Advisory Board, was key to leveraging this level of federal investment. The additional \$250 million in state funding made available by the Oregon Transportation Commission also allows ODOT to kick off project construction in 2025,

Letter of Agreement in Support of Full Project Delivery and Funding – Page 3


expanding upon what will be built concurrently with the first highway cover section starting in 2027. Through this significant start in 2025, ODOT will minimize inflation costs and make progress toward a project goal of community job creation and delivering on the community vision.

The project will create significant opportunities for jobs and economic development, including investing in Disadvantaged Business Enterprises and building capacity for a diverse workforce. This project is a catalyst for economic growth and social equity, and its completion will improve our infrastructure and uplift our communities. The planned sequence of work makes meaningful progress that will seamlessly connect to future funded work.


We understand the need to deliver the project in phases to match funding availability, emphasizing that each phase is done in support of, and with the expectation of, completing the project scope in full. Further, the federal environmental approval for the project under the National Environmental Policy Act (NEPA) is for the full scope completion of the project and our support for delivering all elements of the project is consistent with this federal approval and the NEPA process. As the project progresses, project values and partnerships will be utilized to inform project phasing and decision-making processes. As jurisdictional agencies, ODOT and the City of Portland will work together on permit issuance and scope refinement activities.

Completing the project elements in full is essential to capitalizing on unprecedented federal investment in Oregon and realizing the full statewide benefit of the Rose Quarter project. This infrastructure project is a bold endeavor that will have a generational impact on our city, region and state and we remain in support of delivering the project in full to achieve this outcome.


In Partnership,


Leah HORNER (Jan 15, 2025 16:12 PST)

Leah Horner, ODOT Assistant Director of Delivery and Operations


Donald A Oliveira (Jan 15, 2025 11:43 PST)

Donnie Oliveria, City of Portland Deputy City Administrator, Community & Economic Development


Priya Dhanapal (Jan 15, 2025 14:25 PST)

Priya Dhanapal, City of Portland Deputy City Administrator, Public Works



Winta Yohannes, Albina Vision Trust Executive Director


Dewayne Hankins (Jan 15, 2025 15:46 PST)

Dewayne Hankins, President of Business Operations, Portland Trail Blazers and Rip City Management

Technical Memorandum

February 27, 2025

Project# 29295.003

To: Grace Cho and Monica Krueger, PE, Metro
600 NE Grand Avenue
Portland, OR 97232

From: Russ Doubleday, AICP, Sam Godon, Max Heller, Camilla Dartnell, PE, and Hermanus Steyn, PE

RE: Draft 2028-30 Regional Flexible Funds Allocation Risk Assessment

Overview

Metro's Regional Flexible Funds Allocation (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, for local projects. Metro is evaluating the 2028-2030 RFFA project applications based on how meaningfully they can help the region achieve the five Regional Transportation Plan goals of advancing mobility options, building a safe transportation system, building an equitable transportation network, supporting a thriving economy, and investing in climate action and resilience.

Kittelison & Associates, Inc. (Kittelison) worked with Metro and the local agencies to identify and mitigate risks through the RFFA application process. Kittelison developed and applied a methodology for evaluating risks for each project application, considering the likelihood of a project being completed on budget and as outlined through the project's scope. After applying the methodology to each application, Kittelison then compiled a list of clarifying questions for each agency to better inform the risk assessment scoring for their application(s). Each agency was able to update their applications or provide clarification to inform the risk assessment. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

Methodology

The following section outlines the risks that Kittelison used to examine each RFFA project application, how project risks varied based on the level of project development a project was seeking, and how risks were scored. This methodology was based on a review of risk evaluation best practices the project team conducted for the 2025-2027 RFFA cycle, updated to reflect changes over the last few years, and applied to the local evaluation scenarios.

Major Risk Considerations

In considering potential risks, the project team divided project risks into two groups.

- The first group, Project Management Risks, are risks that can be accounted for through project budget, with sufficient outreach and collaboration, with an adequate project scope, and/or with an appropriate timeline for project completion. For example, for projects that will require ODOT delivery, the project budget should account for ODOT project delivery fees within the project's cost estimate. If the budget does not anticipate these fees, the project risk level is increased. In short, this risk category captures risks related to project scope, collaboration, and budget development.
 - The second group, Inherent Risks, are risks due to project complexities. A project that requires significant utility relocation is inherently riskier than one that requires no utility relocation simply
-

because utility relocation necessitates coordination with utility companies, adds to project complexity, and creates a greater likelihood of something unexpected happening that may impact project delivery. In short, this risk category captures the fact that the more complex a project, the riskier the project is even when available risk management measures are taken.

These risk categories and their related assessments are explained in more detail in the following sections.

Project Management Risks

The project team evaluated multiple risk assessment factors within this risk category. These risks are focused on project scope, budget, and collaboration and are defined below.

Project Scope

The Project Scope assessment measures project understanding and whether the project needs have been considered comprehensively. The further along in scoping or development a project is, the more details have been determined and the lower the likelihood of an unknown risk developing. These assessment factors are based on current project stage in relation to the stages of project development requested for funding. To reduce risk, projects requesting funding for construction are expected to have a greater level of previous project development and project understanding than projects only requesting funding for project development. To help inform the scope risk, the Kittelson team considered the following assessment factors:

- Is the scope comprehensive? If relevant, does the scope adequately anticipate tasks like environmental requirements, stormwater treatment, utility relocations, lighting, and other details?
- What is the status of planning and scoping documents?
- What is the status of the preliminary engineering and design phase?
- Is the project's design consistent with Metro's *Designing Livable Streets and Trails Guide*?

Project Budget

The Project Budget assessment examines the project budget for completeness and appropriate cost projections. It is the responsibility of the applicant agency to cover the excess costs for projects which run over budget. As such, an inadequate project budget can put at risk the ability to deliver the full scope of a project or to deliver a project at all. It is therefore crucial that initial cost estimates are as accurate as possible to increase the likelihood of successful and complete project delivery. Kittelson considered the inclusion and adequacy of the following budget assessment factors, as relevant based on project phases requested for funding, to determine budget related risks:

- Have escalation costs been included adequately?
- Is there adequate budget contingency?
- Is community engagement appropriately budgeted?
- Does the budget include adequate project management delivery costs, including Oregon Department of Transportation (ODOT) project administration and/or coordination costs?
- Are permitting costs included adequately?
- Are mobilization and traffic control during construction costs included in construction estimates?
- Are construction easement or other right-of-way acquisitions costs included in construction estimates?
- Do the project costs align with industry trends?
- Has the jurisdiction secured local funding match for the project?

Recent trends related to inflation and escalation have significantly affected project delivery across the country, including in the Metro Region. In evaluating whether escalation costs were adequately included, the project team compared escalation indices included in each cost estimate to ODOT's current estimated escalation index. Inflation indices similar to or higher than ODOT's inflation index were considered "low risk," inflation indices lower than ODOT's inflation index were considered "medium risk," and projects with no inflation applied were considered "high risk" for that factor. This assessment was intended to identify relative project risk with regards to escalation, however, the project team acknowledges that future inflation and escalation may differ than the amounts anticipated in the index.

Addressing Outside Coordination

The Addressing Outside Coordination assessment addresses the extent to whether the applicant has included or accounted for relevant outside jurisdictions or organizations in the project development or scoping process. In cases where the agency has coordinated with those outside agencies and organizations, such as for outside project delivery, projects that impact another jurisdiction's right-of-way, adjacent railroads, and other major partners, the project received a lower risk score; whereas, if there were outside organizational interests that had not been accounted for that could change the scope of the project, the project received a higher risk score. Kittelson considered the following assessment factors related to outside coordination:

- Will an outside agency be delivering the project and has the applicant made contact with that agency?
- Are there other jurisdictions or major partners involved and has the applicant coordinated with these partners?
- Does the project impact an existing railroad and has the applicant addressed this appropriately (made contact, completed permits, etc.)?

Inherent Risks

Inherent Risks are risks related to project complexities. While Project Management Risks (prior section) are also affected by project complexity, Project Management Risks can be mitigated and budgeted for. Inherent Risks are measured based on whether and to what extent they exist within each project; a more complex project will have a higher Inherent Risk score compared with a simpler project, regardless of the risk management measures taken.

Project Complexity

The Project Complexity assessment aims to identify potential implementation challenges that could impact the project and are beyond the control of the applicant agency. These challenges included physical impact complexities like needing to acquire right-of-way or working in environmentally sensitive areas, as well as outside coordination related complexities, such as needing to coordinate with a railroad or working with a large number of stakeholders. In some cases, a criteria may seem to be considered in both the Project Management and Inherent Risks evaluations, but the criteria is judged differently. For instance, if a project is expected to impact a railroad, the extent to which the applicant has already made contact or involved the railroad is considered within the Project Management assessment, and the extent of the impact to the railroad is included in the Project Complexity assessment.

Kittelson considered the following assessment factors within the Project Complexity category:

Physical Impact Complexities

- How many right-of-way acquisitions will be needed and what level of controversy is anticipated for these parcels?
- To what extent will the project create environmental impacts and what is the anticipated level of environmental permitting needed?
- Will major utilities need to be relocated?
- Are there major or complex water quality or water quantity treatment needs?

Outside Coordination Complexities

- Will an outside agency be delivering the project?
- How many other jurisdictions or major partners will need to be involved?
- Are there other coordination needs (i.e., transit agencies) that will be required?
- Is the project anticipated to impact a railroad or require railroad support or approval? ?
- Is there local community support?
- Is there governing body support?
- Are there other important complexities or impacts that have not previously been covered?

Project Development Stage Considerations

In reviewing the RFFA project applications, Kittelson distinguished between projects of different project development stages. Some projects are seeking funding for project development (planning, preliminary engineering, or design only), others for construction, and some projects are seeking funding for a combination of these stages. It is important to acknowledge the differing amounts of inherent risk associated with each of these project development stages while not unjustly favoring planning-level projects simply due to their lower inherent risk. To address this, Table 2 and Table 3, which outline the identified project risks, are summarized separately for projects requesting project development funding and those requesting construction funding to better compare projects requesting funding for similar phases.

Additionally, screening criteria might not apply to all project development stages; mobilization costs and right-of-way acquisitions, for example, apply to construction projects but not to planning or preliminary engineering projects. Each risk assessment factor was assigned to a project development stage and was only assessed if the applicant was seeking RFFA funding for that stage. As a result, all of the assessment factors within the Project Management Risk category and the Inherent Risk category apply to projects that are going through construction, while only a subset of these risks apply to applicants seeking funding up to preliminary engineering or planning. Screening criteria which were not applicable to a given project were not counted against that project.

Project Scoring

Every pertinent risk assessment factor was judged on a low-, medium-, and high-risk scale based on a standard definition of what constituted each level of risk for each assessment factor. The team also assigned different scoring weights to each assessment factor based on the likely severity of the risk.

Table 1 below shows three sample risk categories, their relative risk severity weightings, and the scores associated with each level of risk. Appendix A provides all assessment factors and weights.

Table 1. Sample Risk Categories and Associated Scoring

| Assessment Factor | Weight | Low Risk Definition | Low Risk Point Allocation | Medium Risk Definition | Medium Risk Point Allocation | High Risk Definition | High Risk Point Allocation |
|---|--------|---|---------------------------|--|------------------------------|---|----------------------------|
| Consistency with Designing Livable Streets and Trails Guide | Low | Consistent | 0 | Approaching Consistency | 2 | Inconsistent | 4 |
| Quality of Project Scope | Medium | High | 0 | Developing | 4 | Low | 8 |
| Complexity of Right-of-Way Acquisitions | High | Complete, unnecessary, or fewer than 10 *TCEs | 0 | More than 10 *TCEs; 5 or fewer permanent acquisitions, no anticipated building acquisitions or impacts | 8 | More than 5 permanent acquisitions or any anticipated building acquisitions | 16 |

*TCEs: Temporary Construction Easements

Based on the results of the evaluation, each RFFA project application received a Project Management Risk score and an Inherent Risk score, as well as a combined total score. As shown in the table above, lower scores represent lower overall risk.

Overview of Project Risks

Kittelson evaluated each project based on the identified assessment factors. For consistency, each project was assigned a score for each assessment factor, and the sum of these scores was used to determine overall risk level.

Projects received a risk level ranging from “low” to “medium-high”. No projects were identified as having a risk level of “high” because the amount of risk posed by each project was found to be lower than in previous RFFA cycles. This is likely due to educational efforts and risk mitigation support provided by Metro. For this RFFA cycle, Metro provided agencies with consulting support for preparation or review of applications and the ability for applicants to revise their applications to mitigate identified risks.

Risk Summary for All Projects by Project Type

This section provides a summary of risks for each project depending on the project stage for which the applicant agency is seeking funding. Table 2 provides the risk summary for projects seeking funding for project development. Table 3 provides the risk summary for projects seeking funding through construction.

Projects requesting funding for only project development received relatively low risk scores, partially due to the smaller number of complexities that can impact a project development project, while projects requesting funding through construction received risks that varied from “low” to “medium-high”.

Table 2. Project Development (Planning through Preliminary Engineering) Risk Overview

| Project | Applicant | Requested Amount | Project Management Risks | Inherent Risk | Total Risk | Risk Level |
|--|-------------------|------------------|--------------------------|---------------|------------|------------|
| Lakeview Blvd – Jean Rd to McEwan Rd | Lake Oswego | \$1,045,822* | 14 | 8 | 22 | Low-Medium |
| NE 223rd Ave: NE Glisan St to NE Marine Dr Safety Corridor Planning | Multnomah County | \$897,300 | 10 | 4 | 14 | Low |
| OR 99E (McLoughlin Blvd) 10th St. to Tumwata Village: Shared-Use Path and Streetscape Enhancements Project Development | Oregon City | \$3,832,341 | 4 | 10 | 14 | Low |
| Railroad Ave Multiuse Path: 37th Ave to Linwood Ave | Milwaukie | \$2,707,217 | 4 | 8 | 12 | Low |
| SW 175th Design: SW Condor Ln to SW Kemmer Rd | Washington County | \$2,593,196 | 4 | 18 | 22 | Low-Medium |

*Reflects revised project budget from the refinement period from December 2024 through January 2025.

Table 3. Construction Projects

| Project | Applicant | Requested Amount | Project Management Risks | Inherent Risk | Total Risk | Risk Level |
|---|-----------------------------|------------------|--------------------------|---------------|------------|-------------|
| Beaverton Creek Trail: Merlo Road Improvements | Washington County | \$6,644,506* | 18 | 24 | 42 | Medium |
| Beaverton Downtown Loop: SW Hall Blvd – 3rd St to 5th St | Beaverton | \$4,649,687 | 4 | 10 | 14 | Low |
| Bridge Crossing of Hwy. 26 by the Westside Trail | THPRD | \$6,000,000 | 6 | 36 | 42 | Medium |
| Cedar Creek/Ice Age Tonquin Trail: Roy Rogers – OR 99W | Sherwood | \$8,860,030 | 14 | 24 | 38 | Medium |
| Cedar Mill Better Bus and Access to Transit Enhancements | Washington County | \$5,252,300 | 2 | 22 | 24 | Low-Medium |
| Clackamas Industrial Area Improvements: SE Jennifer St Multi-use Path | Clackamas County | \$7,228,290 | 10 | 34 | 44 | Medium-High |
| Gladstone Historic Trolley Trail Bridge Construction | Gladstone | \$8,721,932 | 16 | 36 | 52 | Medium-High |
| NE Glisan St: 82nd Avenue Multimodal Safety and Access | PBOT | \$7,577,698 | 6 | 14 | 20 | Low-Medium |
| NE Halsey St Complete Street: 192nd Ave – 201st Ave | Gresham | \$9,420,793 | 8 | 22 | 30 | Medium |
| NE MLK Jr Blvd Safety and Access to Transit | PBOT | \$4,879,517 | 12 | 4 | 16 | Low-Medium |
| NE Prescott St: 82nd Ave Multimodal Safety and Access | PBOT | \$7,732,932 | 4 | 16 | 20 | Low-Medium |
| North Dakota St (Fanno Creek) Bridge Replacement | Tigard | \$8,000,000 | 8 | 42 | 50 | Medium-High |
| NW Division St Complete Street: Gresham-Fairview Trail – Birdsdale Ave | Gresham | \$4,067,496 | 6 | 12 | 18 | Low-Medium |
| OR 212/224 Sunrise Hwy Phase 2: Bike/Pedestrian Facilities and Interchange Improvements | Happy Valley | \$12,026,118 | 10 | 30 | 40 | Medium |
| Outer Halsey and Outer Foster (ITS Signal Improvements) | PBOT | \$4,416,999 | 8 | 6 | 14 | Low |
| Red Electric Trail East of SW Shattuck Rd | Portland Parks & Recreation | \$7,677,446 | 16 | 8 | 24 | Low Medium |
| Smart SW 185th Ave ITS and Better Bus Project | Hillsboro | \$4,572,738 | 2 | 14 | 16 | Low-Medium |
| W Burnside Green Loop Crossing | PBOT | \$3,938,250 | 4 | 2 | 6 | Low |
| Westside Trail Segment 1 – King City | King City | \$7,841,343 | 8 | 26 | 34 | Medium |

*Reflects revised project budget from the refinement period from December 2024 through January 2025.

Risk Summary for Individual Projects by Project Type

The following tables provide additional information regarding the risk assessment for each project. The Applicant, Amount Requested, Project Phase(s), and Project Overview sections provide context for understanding the nature of the RFFA funding application. The Risk Scoring section includes both the qualitative risk level and the numerical result of the risk scoring process. The Risk Overview section identifies the riskiest components of each project that contributed the most to the project's Inherent Risk or Project Management Risk score.

Note: Tables are arranged alphabetically within each category.

Development Projects (Planning through Preliminary Engineering)

| | |
|--------------------------|--|
| Project name: | Lakeview Boulevard – Jean Road to McEwan Road |
| Applicant: | Lake Oswego |
| Amount requested: | \$1,045,822 |
| Project phase(s): | Planning & preliminary engineering |
| Project overview: | Requested funds to design 3,500 feet long widening of Lakeview Blvd for two 14-foot shared use lanes with an 8-foot sidewalk on one side separated by stormwater planter and curb. |
| Risk scoring | Low-Medium (22) |
| Risk overview | The project will require outside delivery. There is potential for complexities or neighborhood concerns related to design of roadway corridor widening in an area with mature trees. As currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Additionally, contingency and ODOT delivery fees may be insufficiently budgeted. |

| | |
|--------------------------|---|
| Project name: | NE 223rd Avenue: NE Glisan Street to NE Marine Drive Safety Corridor Planning |
| Applicant: | Multnomah County |
| Amount requested: | \$897,300 |
| Project phase(s): | Planning & preliminary engineering |
| Project overview: | On NE 223rd Ave in Fairview and Wood Village, develop a corridor safety plan that inclusively engages the community in identifying priorities and evaluating design alternatives. Advance readiness for priority construction projects to fill complete street gaps and install safety countermeasures. |
| Risk scoring | Low (14) |
| Risk overview | The project will require coordination with several agencies including Fairview, Wood Village, and ODOT. There are several project budget items that may be low, including contingency and escalation. |

| | |
|--------------------------|---|
| Project name: | OR 99E (McLoughlin Boulevard) 10th Street to Tumwata village: Shared-Use Path and Streetscape Enhancements Project Development |
| Applicant: | Oregon City |
| Amount requested: | \$3,832,341 |
| Project phase(s): | Preliminary engineering |
| Project overview: | Complete a Type, Size, and Location (TS&L) analysis for the construction of an externally supported shared-use path and complete design for streetscape reconfiguration on McLoughlin Blvd, which will include widened sidewalks, curb extensions, improved crossings, and new green spaces. |
| Risk scoring | Low (14) |
| Risk overview | Project will require outside delivery, require coordination with other transit agencies, utilities like Water Environmental Services (WES), and require coordination with ODOT, including the ODOT Mobility Advisory Committee. Finally, there are some inherent complexities with proximity to the Willamette River. |

| | |
|--------------------------|---|
| Project name: | Railroad Avenue Multiuse Path: 37th Avenue to Linwood Avenue |
| Applicant: | Milwaukie |
| Amount requested: | \$2,707,217 |
| Project phase(s): | Preliminary engineering |
| Project overview: | Develop buffered bike/pedestrian multiuse path adjacent to Railroad Ave from 37th Ave to Linwood Ave in Milwaukie. The multiuse path will connect existing sidewalks at 37th Ave, Linwood/Harmony Ave, and intersecting side streets. |
| Risk scoring | Low (12) |
| Risk overview | This project will require outside delivery. Additionally, it is in the vicinity of a railroad, but it is scoped to avoid the need for major railroad approval. |

| | |
|--------------------------|--|
| Project name: | SW 175th Design: SW Condor Lane to SW Kemmer Road |
| Applicant: | Washington County |
| Amount requested: | \$2,593,196 |
| Project phase(s): | Preliminary engineering |
| Project overview: | Project development for SW 175th Ave will include data collection, environmental studies, preliminary engineering, and right-of-way (ROW) identification to realign the roadway between SW Cooper Mountain Ln and SW Siler Ridge Ln. |
| Risk scoring | Low-Medium (22) |
| Risk overview | The project will require coordination with the City of Beaverton and will identify right-of-way needs including a potential building acquisition (but will not acquire right-of-way in this stage of project development). Additionally, there are minor budget considerations, including a slightly low project contingency budget. |

Projects through Construction

| | |
|--------------------------|---|
| Project name: | Beaverton Creek Trail: Merlo Road Improvements |
| Applicant: | Washington County |
| Amount requested: | \$6,644,506 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Design and construct a multi-use trail on the south side of Merlo Rd between Tualatin Nature Park and 170th Ave to close a key gap in the Beaverton Creek Trail that will provide safe access to transit, schools, and recreation for the Aloha community. |
| Risk scoring | Medium (42) |
| Risk overview | The project will require coordination with the City of Beaverton, Beaverton School District, Clean Water Services (CWS), TriMet, and The Tualatin Hill Parks and Recreation District (THPRD). Temporary construction easements are expected to be required. There is uncertainty regarding the extent of utility impacts and required water quantity/quality mitigation. Additionally, there are minor budgetary risks, including a slightly low contingency and lack of lighting costs. Lastly, there may be a discrepancy between the required local match and the expected cost reflected in the cost estimate provided by the County. |

| | |
|--------------------------|---|
| Project name: | Beaverton Downtown Loop: SW Hall Boulevard – 3rd Street to 5th Street |
| Applicant: | Beaverton |
| Amount requested: | \$4,649,687 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Design and construct a complete street on SW Hall Blvd between 3rd St and 5th St with raised cycle track, shared bike/pedestrian or island-style bus stop, new marked crosswalks and curb ramps, upgraded signals and street lighting, new inlets and vegetated stormwater management facilities, and pavement grind and inlay. |
| Risk scoring | Low (14) |
| Risk overview | Minor risk considerations for this project include the amount of existing project development and the coordination with TriMet and Clean Water Services (CWS). The project will require outside delivery. |

| | |
|--------------------------|--|
| Project name: | Bridge Crossing of Hwy. 26 by the Westside Trail |
| Applicant: | Tualatin Hill Parks & Recreation District |
| Amount requested: | \$6,000,000 |
| Project phase(s): | Right-of-way & construction |
| Project overview: | Construct a 12-foot wide multi-use trail bridge over US 26 eliminating out of direction bike/ped routes along high injury/crash corridors; serving historically marginalized communities & improving safety/access to transit, schools, jobs, & 2040 Centers. |
| Risk scoring | Medium (42) |
| Risk overview | This project has already had extensive project development, helping mitigate risks, but there are still Inherent Risks due to location-specific complexities. The project will require outside delivery and coordination with the City of Beaverton, US Army Corps of Engineers, ODOT, and Washington County. The project will require right-of-way dedication or coordination with BPA, City of Beaverton, and Columbia Sportswear. Large overhead transmission lines and nearby wetlands introduce additional complexities. Finally, the project will require additional funding sources (in addition to RFFA) to fund the project through construction. |

| | |
|--------------------------|---|
| Project name: | Cedar Creek/Ice Age Tonquin Trail: Roy Rogers – OR 99W |
| Applicant: | Sherwood |
| Amount requested: | \$8,860,030 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Design and construction of a regional trail between SW Pacific Hwy, SW Edy Rd, and SW Roy Rogers Rd |
| Risk scoring | Medium (38) |
| Risk overview | This project will require outside delivery and coordination with Clean Water Services (CWS), Sherwood Parks and Recreation, Washington County, and ODOT. There is a discrepancy of approximately \$1.36 million between the cost estimate and the application. Permanent and temporary easements will be required to construct the trail. Finally, there are some inherent risks around construction through a wetland and potential impacts to migratory bird habitat. |

| | |
|--------------------------|---|
| Project name: | Cedar Mill Better Bus and Access to Transit Enhancements |
| Applicant: | Washington County |
| Amount requested: | \$5,252,300 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | The Cedar Mill Safe Access to Priority Transit Corridors project aims to improve bus reliability and provide safe access to transit along Cornell Rd and Barnes Rd within the Cedar Mill Town Center. The scope includes transit signal priority improvements, enhanced pedestrian crossings, and lane reconfigurations to achieve this goal. |
| Risk scoring | Low-Medium (24) |
| Risk overview | The project will require coordination with the City of Beaverton and TriMet. In addition, the project will require temporary construction easements and minor utility relocations. |

| | |
|--------------------------|---|
| Project name: | Clackamas Industrial Area Improvements: SE Jennifer Street MUP |
| Applicant: | Clackamas County |
| Amount requested: | \$7,228,290 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Design and construct new multimodal infrastructure to fill in gaps including new sidewalk segments, American with Disability Act (ADA) ramps, and multi-use path to improve access to jobs, destinations, and transitional housing communities in the Clackamas Industrial Area, including Veterans Village and Clackamas Village. Network gaps will be filled along the northern side of SE Jennifer St, from SE 106th Ave to SE 122nd Ave, a small gap along the western edge of SE 122nd Ave, and a small gap on the southern side of SE Jennifer St just west of 120th Ave. |
| Risk scoring | Medium-High (44) |
| Risk overview | The project will require coordination with the City of Happy Valley and with Clackamas Valley Railway. As currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Right-of-way needs consist of several permanent easements and property acquisitions. In addition, overhead utilities are present along the corridor and may require relocation. Finally, there is inherent risk around the construction through and near an active railroad facility. |

| | |
|--------------------------|--|
| Project name: | Gladstone Historic Trolley Trail Bridge Construction |
| Applicant: | Gladstone |
| Amount requested: | \$8,721,932 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | This project rebuilds the historic Trolley Trail Bridge to span the Clackamas River, connecting Gladstone to the north with Oregon City to the south. |
| Risk scoring | Medium-High (52) |
| Risk overview | The project will require outside delivery and coordination with Oregon City, Water Environmental Services (WES), Clackamas County, Portland General Electric (PGE), as well as several permitting authorities. As it currently stands, the project is not fully funded although additional funding sources are being pursued. Right-of-way needs include permanent easements for the river crossing (from the Oregon Division of State Lands) and for the southern landing of the bridge. The project will have multiple utility impacts including PGE lines and vaults, natural gas lines, and fire hydrant and water meter relocations. The project will also likely be subject to fish passage regulations and face other complexities related to construction across the Clackamas River. There has been some project development to date, and additional Preliminary Engineering will be completed through a separate, previously funded project which may help mitigate these risks. Because that project is just getting underway, it can't yet provide insights into necessary mitigation actions at this point. |

| | |
|--------------------------|---|
| Project name: | NE Glisan Street: 82nd Avenue Multimodal Safety and Access |
| Applicant: | City of Portland – Bureau of Transportation (PBOT) |
| Amount requested: | \$7,577,698 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | The project will reorganize travel lanes from 82nd Ave to I-205, add new separated bike lanes from 80th Ave to 102nd Ave, improve bus priority approaching 82nd Ave, and provide enhanced crossings at key intersections to improve safety along the NE Glisan St high crash corridor and improve access to transit and other destinations on 82nd Ave. The project includes enhanced crossings at 84th Ave, 90th Ave, and 92nd Ave, and includes sidewalk widening from 92nd Ave to I-205. The existing bike/pedestrian crossing at 87th Ave will be further enhanced, and the signals at both entrances to I-205 will be modified to allow for better safety and comfort of non-motorized street users. |
| Risk scoring | Low-Medium (20) |
| Risk overview | There are several risk considerations for this project, including coordination with ODOT at I-205 ramp terminals, coordination with TriMet, minor uncertainty about the match funding source, and the need for temporary construction easements. |

| | |
|--------------------------|---|
| Project name: | NE Halsey Street Complete Street: 192nd Avenue - 201st Avenue |
| Applicant: | Gresham |
| Amount requested: | \$9,420,793 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Construct new sidewalks and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists. Add center turn lane to create a 3-lane configuration and construct an enhanced mid-block crossing. |
| Risk scoring | Medium (30) |
| Risk overview | This project will require project development, including outreach, which may impact the scope of the project as outreach to the immediate community has been limited to date. The project will require some utility relocation for likely sub-transmission electrical lines, which should be relocated at the utility's expense. An increase in the impervious surface will require stormwater quality and quantity mitigation, and coordination with Fairview will be necessary. |

| | |
|--------------------------|---|
| Project name: | NE MLK Jr. Boulevard Safety and Access to Transit |
| Applicant: | City of Portland – Bureau of Transportation (PBOT) |
| Amount requested: | \$4,879,517 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | New enhanced crossings and signal modifications along NE MLK Jr Blvd (NE Hancock St to NE Lombard St) at key locations to improve safety for people walking, crossing, and accessing transit along this corridor. In addition to enhanced pedestrian crossings, the project will improve intersection lighting. |
| Risk scoring | Low-Medium (16) |
| Risk overview | There are several minor risk considerations for this project, including limited budget contingency, amount of existing project development, minor uncertainty about the match funding source, and need to coordinate with TriMet. Of note, there is also a \$500,000 discrepancy between the requested funds and the cost estimate. The scope of the project is relatively focused, however, reducing overall risk of scope completion. |

| | |
|--------------------------|---|
| Project name: | NE Prescott Street: 82nd Avenue Multimodal Safety and Access |
| Applicant: | City of Portland – Bureau of Transportation (PBOT) |
| Amount requested: | \$7,732,932 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | This project will improve safety and access to transit and other destinations on 82nd Ave by redesigning Prescott St. It addressed major infrastructure needs along the project area particularly with regards to crossing access, signals, and bike lanes. It implements a priority project from the Building a Better 82nd Ave Plan currently underway and supports the future 82nd Ave FX (frequent express) transit project. |
| Risk scoring | Low-Medium (20) |
| Risk overview | This project will require project development, including outreach, which may impact the scope of the project. There is minor uncertainty about the match funding source, and there will be a need for several temporary construction easements. Additionally, there is a need to coordinate with the City of Maywood Park, ODOT, and TriMet. Finally, there may be complexities due to potential overlap with historic streetcar rail within the project extents. |

| | |
|--------------------------|--|
| Project name: | North Dakota Street (Fanno Creek) Bridge Replacement |
| Applicant: | Tigard |
| Amount requested: | \$8,000,000 |
| Project phase(s): | Construction |
| Project overview: | This project will replace the existing bridge with a new bridge wide enough to accommodate bicyclists and pedestrians (on both sides) along with motor vehicles. Environmental regulations will require a new bridge to be significantly higher and longer than the current bridge. |
| Risk scoring | Medium-High (50) |
| Risk overview | The project will require outside delivery and coordination with ODOT, ODOT Rail, and Clean Water Services (CWS). The project will require additional funding sources (in addition to RFFA) to fund the project through construction. There are right-of-way needs including multiple acquisitions, permanent easements, and temporary construction easements. Minor utility impacts have been noted. Additionally, there is inherent risk around both the construction of a bridge through wetlands and the reconstruction of a railroad crossing. |

| | |
|--------------------------|--|
| Project name: | NW Division Street Complete Street: Gresham-Fairview Trail – Birdsdale Avenue |
| Applicant: | Gresham |
| Amount requested: | \$4,067,496 |
| Project phase(s): | Preliminary engineering & construction |
| Project overview: | Construct a sidewalk and a cycle track on both sides of the street to improve safety for pedestrians and bicyclists. |
| Risk scoring | Low-Medium (18) |
| Risk overview | There are several minor risk considerations for this project, including a slightly low mobilization cost and adjustment for inflation, the amount of existing project development and outreach, and the minor impacts to Portland General Electric (PGE) and Ziplly Fiber utilities. |

| | |
|--------------------------|--|
| Project name: | OR 212/224 Sunrise Highway Phase 2: Bike/Pedestrian Facilities and Interchange Improvements |
| Applicant: | Happy Valley |
| Amount requested: | \$12,026,118 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Construct bike and pedestrian facilities on the south side of OR 212 and construct a second southbound vehicle turn lane at the OR 212/224 junction. |
| Risk scoring | Medium (40) |
| Risk overview | The project will require outside delivery and coordination with Clackamas County, ODOT, and TriMet. There are risk considerations regarding the amount of previous project development, and as currently envisioned, the project does not meet bicycle design requirements identified in Metro's Designing Livable Streets and Trails Guide. Additional complexities include the anticipated Environmental Assessment, minor utility relocations, and wetland impacts. |

| | |
|--------------------------|---|
| Project name: | Outer Halsey Street and Outer Foster Road (ITS Signal Improvements) |
| Applicant: | City of Portland – Bureau of Transportation (PBOT) |
| Amount requested: | \$4,416,999 |
| Project phase(s): | Preliminary engineering & construction |
| Project overview: | The project will add Intelligent Transportation Systems (ITS) signal improvements along the project area. It will implement speed management timing, freight signal priority, and address safety concerns with implementation of intelligent transportation system technology and signal timing. With upgrades to signal interconnect communication and advanced transportation signal controllers, these signals will be ready for implementation of next generation transit signal priority timing. |
| Risk scoring | Low (14) |
| Risk overview | There are several minor risk considerations, including low budget contingency, the amount of existing project development, and uncertainty regarding the source of the City's funding match. The project may also require some coordination with TriMet and ODOT regarding ODOT-owned but PBOT-maintained signals. |

| | |
|--------------------------|--|
| Project name: | Red Electric Trail East of SW Shattuck Rd |
| Applicant: | City of Portland -- Portland Parks & Recreation (PP&R) |
| Amount requested: | \$7,677,446 |
| Project phase(s): | Preliminary engineering & construction |
| Project overview: | Construction of an off-street paved regional trail between SW Shattuck Rd and SW Fairvale Ct, including improvements for a safer street crossing at SW Shattuck Rd and safe routes to Hayhurst Elementary School and Pendleton Park in Portland |
| Risk scoring | Low-Medium (24) |
| Risk overview | The project will require outside delivery and coordination with PBOT. The project cost estimate is not itemized and may not reflect the required fees for ODOT coordination or PBOT delivery and was not able to be evaluated for unit cost consistency with industry trends. There are also minor risk considerations regarding lighting needs. |

| | |
|--------------------------|---|
| Project name: | Smart SW 185th Avenue ITS and Better Bus Project |
| Applicant: | Hillsboro |
| Amount requested: | \$4,572,738 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | Construction of an AI-powered interconnected traffic signal and rail controller system implementing Transit Signal Priority and constructing a Better Bus slip lane on the SW 185th Ave and W Baseline Rd intersection. |
| Risk scoring | Low-Medium (16) |
| Risk overview | The project will require outside delivery. There are minor risk considerations, including railroad impacts and coordination with TriMet and Washington County. |

| | |
|--------------------------|--|
| Project name: | W Burnside Green Loop Crossing |
| Applicant: | City of Portland – Bureau of Transportation (PBOT) |
| Amount requested: | \$3,938,250 |
| Project phase(s): | Preliminary engineering, right-of-way, & construction |
| Project overview: | The project will add a signalized crossing for bicyclists and pedestrians (and serving future Green Loop) at Park Ave to connect the North and South Park Blocks, serve food cart pod, and provide access to the Darcelle XV Plaza. Additionally, the project adds a bus and bike lane eastbound from Park Ave to 3rd Ave connecting to the Burnside Bridge, including needed modification at 4th Ave signal to enable retention of protected left turn into Old Town / Chinatown. |
| Risk scoring | Low (6) |
| Risk overview | This project has a very focused scope, which reduces risk. Minor risk considerations include the nearby vaulted sidewalks and uncertainty about the exact source of the City's funding match. |

| | |
|--------------------------|--|
| Project name: | Westside Trail Segment 1 – King City |
| Applicant: | King City |
| Amount requested: | \$7,841,343 |
| Project phase(s): | Planning, preliminary engineering, right-of-way, & construction |
| Project overview: | The Westside Trail Segment 1 project provides a connection between the Tualatin River and Beef Bend Rd, where ultimately, it will connect to other part of the regional trail system, enabling people to walk or bike through a network of trails linking parks and natural areas. Aligned with an existing utility corridor, the project will construct a new multi-use path along with new street connections, and utility improvements and relocations. |
| Risk scoring | Medium (34) |
| Risk overview | The project will require outside delivery and coordination with Washington County, Clean Water Services (CWS), Portland General Electric (PGE), and Bonneville Power Administration (BPA). There are several minor risk considerations including the amount of existing project development, water quantity/quality mitigation, the status of the right-of-way needs, and uncertainty around the local community support related to SW 137th Avenue. |

Conclusion

This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as scoped. In addition to this risk assessment information, future information regarding a cultural resources review is expected to be made available through Metro. That information should augment this in understanding full complexities and risks that projects may be required to navigate. Project risk should be balanced with intended project outcomes to make the decision about which RFFA applications should be prioritized.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 28, 2025
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2025-26 Draft Unified Planning Work Program (UPWP)

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

The Draft UPWP was sent out to Federal and State reviewers (and TPAC members) on January 29 and is also attached to this memo. The required Federal and State consultation will be held on March 4 and a discussion with TPAC will be held on March 7. At its April 4 meeting, TPAC will be asked to take action on a revised (tracked-changes) UPWP document that includes all edits made since the January draft was sent out for review. Staff will provide an informational briefing to JPACT on April 17 and then will ask for adoption at the May 15 JPACT and Metro Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Errata sheets for 82nd Avenue, TV Highway and Regional Industrial Lands projects

Staff received news of two projects that were selected to receive grants from the Federal Reconnecting Communities Pilot Program (82nd Avenue and TV Highway). Notice of these awards arrived too late to include relevant information within the January Draft UPWP. See attached errata sheets for information on how the new grant money will be spent.

Additionally, the scope and budget of the Regional Industrial Lands Access study has been reduced. The updated narrative removes references to updating the Regional Industrial Site Readiness 2017 inventory and any analysis work on industrial land supply or readiness. Those tasks will instead be part of the next Urban Growth Report.

Please contact john.mermin@oregonmetro.gov, for inquiries about the UPWP.

82nd Avenue Transit Project

Staff Contact: Melissa Ashbaugh, melissa.ashbaugh@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor. The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor. The 82nd Avenue Transit project is consistent with Regional Transportation (RTP) 2023 goals of mobility options, a safe system, equitable transportation, and a thriving economy. The project will be delivered in close coordination with the City of Portland’s Building a Better 82nd work and will undergo a shared National Environmental Policy Act (NEPA) process.

In FY2024-25, the 82nd Avenue Transit Project:

- Selected the Locally Preferred Alternative (LPA), which was endorsed by the Steering Committee, local jurisdictions, and Metro Council, and begin the process for adoption into the fiscally-constrained Regional Transportation Plan
- Entered FTA CIG Small Starts Project Development on July 23, 2024, and developed materials for a Small Starts project rating
- Determined NEPA strategy and began process of early scoping, including coordination with City of Portland’s Building a Better 82nd project
- Supported community partners development of an Equitable Development Strategy (EDS).

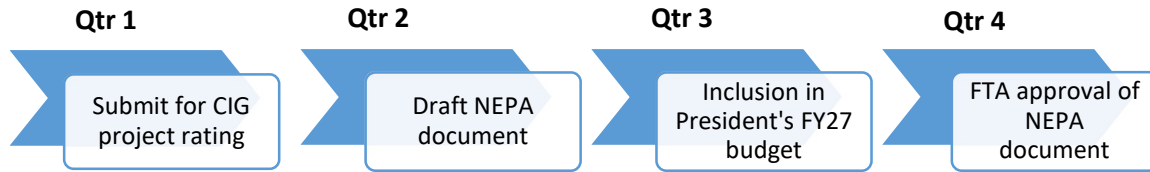
In FY2025-26 Metro will lead the environmental analysis required under NEPA and support the continued design, engagement, and FTA CIG Small Starts funding processes. Key work includes:

- Submitting for FTA CIG Small Starts Project Rating
- Developing materials for CIG Small Starts Grant Agreement
- Developing environmental analysis and NEPA documentation
- Supporting EDS community partners with project implementation. [To support the implementation of the EDS, Metro was recently selected to receive \\$2 Million from the U.S. DOT Reconnecting Communities grant program to provide additional community engagement and planning for workforce development and housing needs. The 82nd Avenue Coalition will develop and implement community-led solutions for meaningful engagement. This includes developing community leadership cohorts and funding for placemaking and community events that contribute to the engagement of harder-to-reach disadvantaged communities.](#)

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

FY 2025-26 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

| Requirements: | | Resources: | |
|-----------------------------------|---------------------|--------------------------------------|---------------------|
| Personnel Services | \$ 681,544 | 82nd Ave (FTA Grant – Flex Transfer) | \$ 2,656,281 |
| Materials & Services ² | \$ 1,825,000 | Metro Direct | \$ 317,121 |
| Indirect Costs | \$ 466,858 | | |
| TOTAL | \$ 2,973,402 | TOTAL | \$ 2,973,402 |

¹ This table will be updated to reflect the USDOT Reconnecting Communities Grant once the grant is executed.

² The budgeted amount for Materials & Services includes potential costs for consultant activities.

TV Highway Transit and Development Project

Staff Contact Kate Hawkins, kate.hawkins@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway Transit and Development Project creates a collaborative process with the surrounding communities and relevant jurisdictions to advance a bus rapid transit project on the TV Highway corridor between Beaverton and Forest Grove. The project also brings together community to develop an Equitable Development Strategy (EDS) that identifies actions to stabilize and support community when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.

[Metro was recently selected to receive \\$2 Million from the Reconnecting Communities grant program for additional community engagement and planning for workforce development and housing needs to support implementation of the EDS. Example community engagement strategies include:](#)

- [Providing inclusive community engagement and education that supports navigating transit and programs available to low-income individuals and community members with limited English proficiency.](#)
- [Developing new methods to engage community members and residents, especially hard-to-access community members who do not typically engage in planning meetings.](#)
- [Supporting community civic engagement and advocacy by involving them throughout the planning process, planning for community placemaking, programming and events.](#)

In FY 24-25, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and adoption into local plans, JPACT and Metro Council endorsement of the LPA, and then codifying the LPA into the 2023 Regional Transportation Plan via amendment. During FY 25-26, the project team will apply for entry into FTA CIG Small Starts Project Development, and success willing, begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. Key milestones will include:

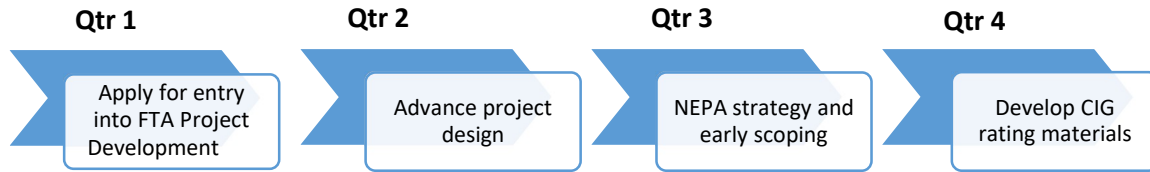
- Apply for entry into FTA CIG Small Starts Project Development phase
- Continue supporting EDS community partners with project implementation
- Determine NEPA strategy and begin process of early scoping
- Advance project design to approximately 30%
- Develop materials for FTA CIG Small Starts project rating to be submitted in subsequent year

This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. It also advances the 2023 High Capacity Transit Strategy, which identifies TV Highway as a priority corridor for transportation investments.

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

FY 2025-26 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

| Requirements: | | Resources: | |
|-----------------------------------|---------------------|--|---------------------|
| Personnel Services | \$ 506,337 | STBG | \$ 379,581 |
| Materials & Services ² | \$ 600,000 | STBG Match (Metro) | \$ 43,445 |
| Indirect Costs | \$ 346,841 | TV Highway (FTA Grant – Flex Transfer) | \$ 924,355 |
| | | TV Highway (FTA Grant – Flex Transfer) Match (Metro) | \$ 105,797 |
| TOTAL | \$ 1,453,178 | TOTAL | \$ 1,453,178 |

¹ This table will be updated to reflect the USDOT Reconnecting Communities Grant once the grant is executed.

² The budgeted amount for Materials & Services includes potential costs for consultant activities.

Regional Industrial Lands Access Study

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Study Description

The purpose of this study would be to further work on data collection, transportation impacts, and land use and transportation policy issues around the growth of larger distribution centers and fulfillment centers in the region and near the region. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Study, which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the 2024 Regional Freight Delay and Commodities Movement Study did not allow for studying the future location of large industrial sites and distribution centers and fulfillment centers that meet customer demand for e-commerce deliveries and other industrial products. The 2024 study did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large disruption centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study is needed to address these transportation issues, and further study the need for new regional freight policy.

The Regional Industrial Lands Access Study will provide a transportation impacts analysis and other impacts from the introduction of recently built fulfillment centers and large disruption centers. The Regional Industrial Lands Access Study will inform the the next Urban Growth Report, and the 'Future Vision' work that Metro will be commencing in FY 2024-25; and is outlined in Chapter 8 of the 2023 Regional Transportation Plan.

In FY 2024-25, a draft scope of work for this study is under way. In FY 2025-26 the following activities are expected:

- Consultant hiring process will be completed.
- Formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study
- Early study tasks in the work plan will be completed.

The study will address the 2023 RTP policy guidance for equity, mobility and enhancing the regional economy.

Deleted: Availability and Intermodal Facilities

Deleted: growing need for

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Deleted: that may be needed to accommodate the growth in distribution centers and warehousing that meet customer demand for e-commerce deliveries and other industrial products.

Deleted: Regional Freight Delay and Commodities Movement Study

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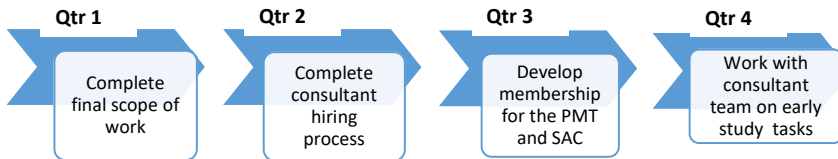
Deleted: an update to the Regional Industrial Site Readiness Project's 2017 inventory. The update will examine the supply of large (25+ acre) industrial sites available to accommodate existing and future employers. The updated 2022 inventory will consider industrial sites within the Portland metropolitan area Urban Growth Boundary (UGB) and select urban reserves.

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FY 2025-26 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Personnel Services \$ 0

Materials & Services \$ ~~75,000~~

TOTAL \$ Total Amount

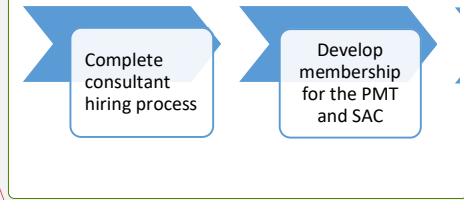
Resources:

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Metro Direct \$ ~~75,000~~

TOTAL \$ Total Amount

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Key Project Deliverables / Milestones¶
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DISCUSSION DRAFT

2025-2026 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

January 2025

oregonmetro.gov

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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TO BE ADDED

2025-26 Unified Planning Work Program Resolution Adopted by Metro Council
Southwest Regional Transportation Council Unified Planning Work Program



Unified Planning Work Program (UPWP) overview

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

The Unified Planning Work Program (UPWP) is developed annually, and documents metropolitan transportation planning activities performed with federal transportation funds and other planning activities that are regionally significant. The UPWP is developed by the Metropolitan Planning Organization (MPO) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2025-2026 (from July 1, 2025 to June 30, 2026).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet federal laws and regulations, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a regional multi-modal transportation system plan that is integrated with the region's City and County Comprehensive plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff include budgeted salary and benefits as well as overhead costs for project administrative and technical support.

Transportation planning and project development activities

Metro, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as

transportation project development activities and included in the MTIP.¹ The descriptions are consistent with the Oregon planning process and definitions.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or TIP process and documents.

Transportation planning activities to be administered or tracked through the UPWP process

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

UPWP Definitions

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental clearance analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a

¹ If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds only. The coordination and administration of the planning work will be completed within the UPWP process.

continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

“Transportation Needs, Local” means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

“Transportation Needs, Regional” means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

“Transportation Needs, State” means needs for movement of people and goods between and through regions of the state and between the state and other states.

“Function” means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

“Mode” means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

“General location” is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project that emerges from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may require a land use decision under Oregon's statewide planning program. *See Table 1 for a description of how Metro's various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

Table 1. Role of Metro’s Federal, State and Regional Planning Documents

| | |
|--|---|
| <p>Regional Transportation Plan (RTP)</p> | <p>Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.</p> |
| <p>Regional Transportation Functional Plan (RTFP)</p> | <p>Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.</p> |
| <p>Metropolitan Transportation Improvement Program (MTIP)</p> | <p>Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.</p> |
| <p>Unified Planning Work Program (UPWP)</p> | <p>Annual program of federally funded transportation planning activities in the Metro region (including ODOT planning projects). Includes Metro's annual self-certification with federal planning requirements.</p> |

Organization of UPWP

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led regionwide planning
- Metro led Corridor/area planning
- Metro Administrative and support

- State led transportation planning of regional significance, and
- Locally led planning of regional significance

Development of UPWP

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Regional Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the UPWP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2025 through June 30, 2026. During the consultation, public review and adoption process for the 2025-2026 UPWP, draft versions of the document were made available to the public through Metro's website and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

The UPWP is a living document and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2nd quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments will be reported to TPAC, ODOT and TriMet as they occur and can be submitted at any time during the fiscal year for the current UPWP. All UPWP amendments require USDOT approval.

Federal Requirements for Transportation Planning

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), approved in 2021, includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Regulations implementing IIJA require state Departments of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address climate change, resiliency, safety, and other concerns broadly identified in the legislation. The new regulations are expected in the next 2-3 years and will be incorporated into Metro's planning processes as part of future updates to the RTP and MTIP.

A. Planning Emphasis Areas (PEAs)

The USDOT encourages MPOs to incorporate planning emphasis areas (PEAs) into the metropolitan transportation planning process. Metro is very supportive of the PEAs emphasis on addressing equity, environmental justice and climate change. These are core elements of the policies in the 2023 RTP and are reflected in the planning efforts described in the 2025-26 UPWP. The following is an excerpt from the [PEAs](#):

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: *Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.*

Equity and Justice in Transportation Planning: *Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.*

[Executive Order 13985](#) (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets: *Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future*

transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.

The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement: *Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination: *Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots.*

The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Focus on integration of transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Planning and Environment Linkages (PEL): Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning: To address the emerging topic areas of data sharing, needs, and analytics, incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making."

B. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key participants who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and

other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that

provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.

- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

Table 2. Status of Metro’s federally required planning documents

| Plan Name | Last Update | Next Update |
|--|--|---|
| Unified Planning Work Program (UPWP) | Adopted in May 2025 | Scheduled for adoption in May 2026 |
| Regional Transportation Plan (RTP) | Adopted in November 2023 | Scheduled for adoption in November 2028 |
| Metropolitan Transportation Improvement Program (MTIP) | Adopted in July 2023 | Scheduled for adoption in July, 2026 |
| Annual Listing of Obligated Projects Report | Completed at the end of each calendar year | Scheduled for December 31, 2025 |
| Title VI/ Environmental Justice Plan | Updated in December 2022 | Scheduled for August 2025 |
| Public Participation Plan | Updated in March 2024 | TBD |
| ADA Self-Evaluation & Facilities Update Plan | Updated in June 2024 | June 2025 |

Metro Overview

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes, see map on the following page. The multiple boundaries for which Metro has a transportation and growth management planning role are:

- Metro Jurisdictional Boundary
- Urban Growth Boundary (UGB)
- Urbanized Area Boundary (UAB)
- Metropolitan Planning Area Boundary (MPA)
- Air Quality Maintenance Area Boundary (AQMA)

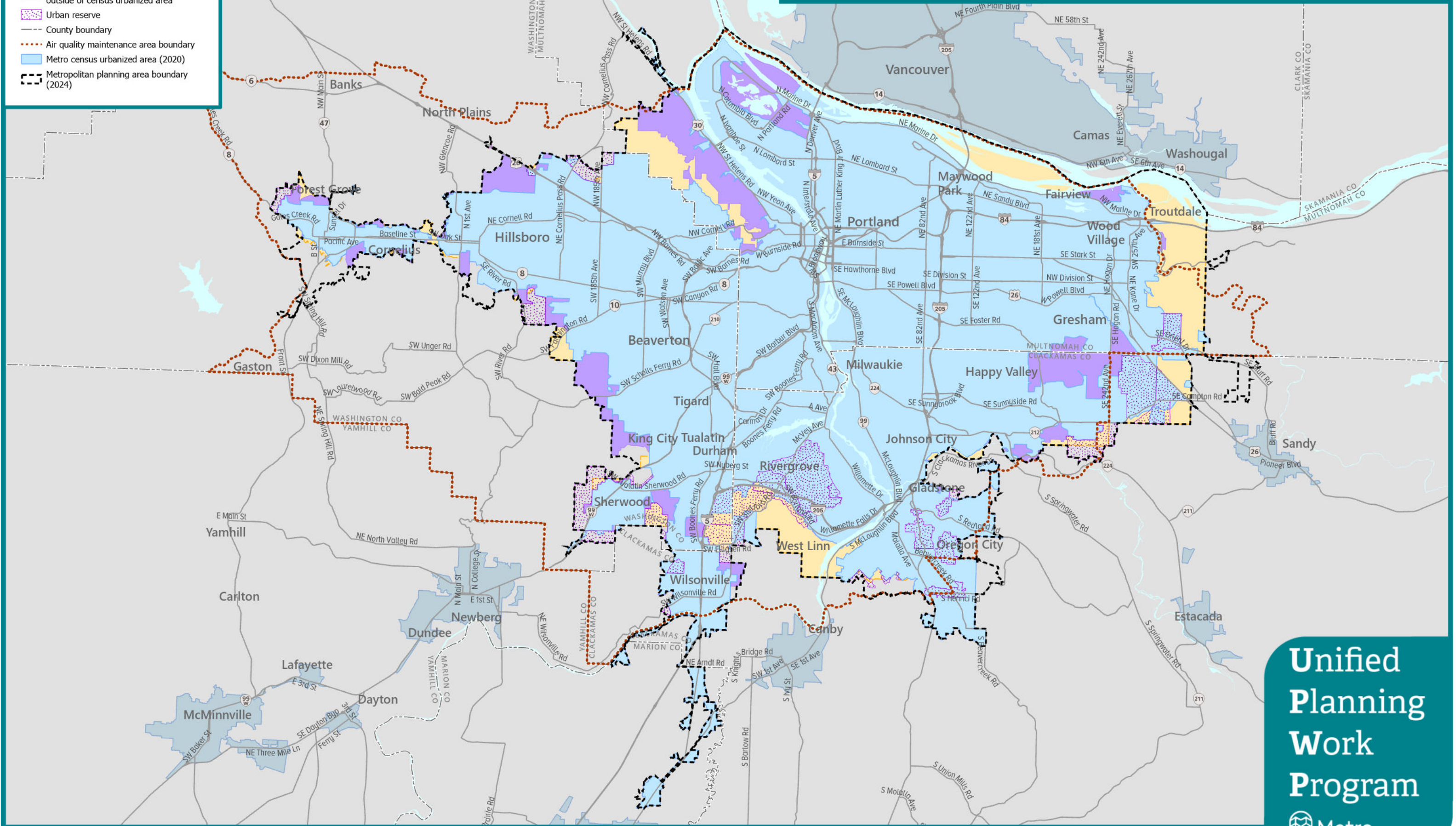
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region urban growth boundary that encompasses 24 cities and portions of the 3 counties that make up our region.

Third, the Urbanized Area Boundary (UAB) is defined by the U.S Census Bureau and is distinct from the Metro UGB. This boundary is shown in the map below and described in the legend as “Census Urbanized Area (2020).”

Regional Planning Boundaries

- Other census urbanized area (2020)
- Metro jurisdictional boundary area outside of census urbanized area
- Metro urban growth boundary area outside of census urbanized area
- Urban reserve
- County boundary
- Air quality maintenance area boundary
- Metro census urbanized area (2020)
- Metropolitan planning area boundary (2024)



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 Metro

Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA).

A fifth boundary is the federally designated AQMA, which includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000's due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

Regional Policy Framework

The 2023 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2023 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity

- Safety
- Mobility
- Economy
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2023 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2023 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

Metro Governance and Committees

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are approved by JPACT and recommended to the Metro Council. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school

districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

Metro Technical Advisory Committee (MTAC)

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and

destinations.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

The regional affordable housing bond framework included these core values:

- Lead with racial equity to ensure access to affordable housing opportunities for historically marginalized communities.
- Prioritize people least well-served by the market.
- Create opportunity throughout the region by increasing access to transportation, jobs, schools, and parks, and prevent displacement in changing neighborhoods.
- Ensure long-term benefits and good use of public dollars with fiscally sound investments and transparent community oversight.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

Planning Priorities in the Greater Portland Region

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound and fiscally responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Development Project

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2023 RTP update continues to use an outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for

performance base planning.

- The Regional Freight Delay and Commodities Movement Study was developed in 2023 to address rapidly changing port conditions in our region, including the effects of COVID on goods movement and emerging role of e-commerce.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth. The High-Capacity Transit element of the strategy was further updated in 2023.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.
- The region's Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2023 RTP.
- The Congestion Management Process (CMP) was adopted as part of 2023 RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget.

Quadrennial certification review took place in February 2025 and is covered under this work program.

Glossary of Resource Funding Types

PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs)

STBG– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted

5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies

FTA / FHWA / ODOT – Regional Travel Option grants from FTA, FHWA and ODOT

Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.

Metro Required Match – Local required match support from Metro general fund or other sources.

Local Partner Support – Funding support from local agencies including



Metro-Led Regionwide Planning

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Transportation Planning

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs
- Compliance with federal performance measures

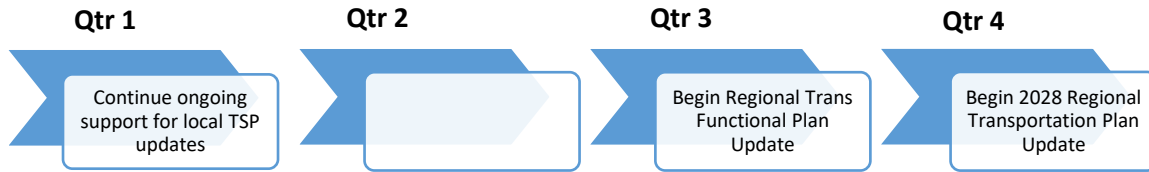
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involved ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2025-26, major efforts within this program include implementation of the 2023 Regional Transportation Plan (RTP), including an update to the Regional Transportation Functional Plan, the regulatory document that implements the RTP through local city and county transportation system plans. Implementation work will also include support for local jurisdictions required to update comprehensive plans to be consistent with statewide climate rulemaking and other ongoing transportation policy support for major planning projects at Metro and our cities and counties. An update to the 2023 RTP could begin as early as the fourth quarter of FY 2025-26.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

| | |
|-----------------------------------|--------------|
| Personnel Services | \$ 1,689,277 |
| Materials & Services ¹ | \$ 213,400 |
| Indirect Costs | \$ 1,157,155 |

Resources:

| | |
|--------------------|--------------|
| PL | \$ 251,283 |
| PL Match (ODOT) | \$ 14,380 |
| PL Match (Metro) | \$ 14,380 |
| 5303 | \$ 235,299 |
| 5303 Match (Metro) | \$ 26,931 |
| STBG | \$ 619,276 |
| STBG Match (Metro) | \$ 70,879 |
| Metro Direct | \$ 1,827,403 |

TOTAL \$ 3,059,832

TOTAL \$ 3,059,832

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Climate Smart Strategy Implementation

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart Strategy Implementation program is an ongoing activity to support regional and local climate action to meet state-mandated carbon pollution reduction targets, including implementation of the region's [Climate Smart Strategy](#) (first adopted in 2014). This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the [Regional Transportation Plan \(RTP\)](#), and ensuring implementation activities and updates to the strategy and RTP meet the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#) (OAR Division 44) and the Oregon [Transportation Planning Rule](#) (OAR Division 12). The program also provides technical and policy support to integrate climate action in other Metro activities, including the Metropolitan Transportation Improvement Program (MTIP), corridor planning and funding decisions. The program supports implementation of the statewide [Climate-Friendly and Equitable Communities \(CFEC\) Program](#), the [Statewide Transportation Strategy \(STS\) for Reducing Greenhouse Gas Emissions from Transportation](#), and Oregon's [Carbon Reduction Strategy](#). This program supports RTP policy goals: climate action and resilience, equitable transportation, safety, mobility, and thriving economy.

Typical program activities include maintaining a public web page; providing technical and policy support; working with state, regional and local partners; coordination with other Metro climate work; and reporting on local and regional implementation and monitoring activities.

Key FY 24-25 deliverables and milestones included:

- Provided technical and policy support for Climate Smart Strategy implementation and monitoring at the local, regional and state levels, including:
 - o participation in DLCD review of OAR Division 44;
 - o coordination with the statewide CFEC Program implementation;
 - o development of the EPA Comprehensive Climate Action Plan (CCAP); and
 - o submission of annual CFEC implementation report to DLCD.
- Conducted research on climate resilience and adaptation planning best practices.
- Began update to Climate Smart Strategy in coordination with development of EPA Comprehensive Climate Action Plan (CCAP).
- Coordination with Metro Research Center and State of Oregon data partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts and future climate monitoring and evaluation efforts.
- Provided technical and policy support for allocation of federal Regional Flexible Funds Allocation (RFFA) and Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework in coordination with ODOT and in alignment with Oregon's Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy.
- Provided planning and legislative support to the Metro Council and agency leadership on issues specific to climate change, including participation in an agency Climate Justice and Resilience Task Force and the Cooling Corridors Study.

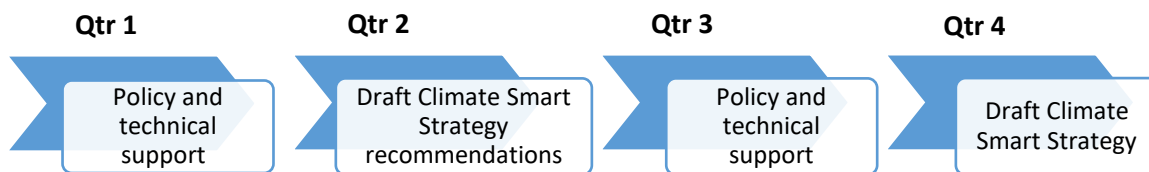
Anticipated work in FY 25-26 includes:

- Update to Climate Smart Strategy in coordination with development of EPA Comprehensive Climate Action Plan (CCAP).
- Consultant services will support climate communications and completing Climate Smart Strategy update.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional climate data and climate analysis tools and capabilities to inform policy and investment decisions that have climate impacts.
- Ongoing and expanded communication and engagement with local partners on Climate Smart implementation, including planning work to further implement RTP climate policies and Climate Smart Strategy through the Regional Transportation Functional Plan update.
- Submission of annual CFEC implementation report to DLCD.
- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon emissions.

Other UPWP projects that will support implementation of the Climate Smart Strategy include: Regional EPA Climate Pollution Reduction Grant (CPRG), Transportation Planning (particularly local transportation system plan updates), Regional Transit Program, Better Bus Program, Community Connector Transit Study, Complete Streets Program, Regional Travel Options Program, Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Regional Emergency Transportation Routes (Phase 2), Southwest Corridor Transit Project, Tualatin Valley Highway Transit and Development Project, 82nd Avenue Transit Project, TriMet Comprehensive Service Planning, TriMet Park and Ride Optimization Plan, TriMet FX System Plan, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy.

More information can be found at oregonmetro.gov/climatesmart and [the Regional Transportation Plan at oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

| | |
|-----------------------------------|------------|
| Personnel Services | \$ 402,363 |
| Materials & Services ¹ | \$ 260,000 |
| Indirect Costs | \$ 275,619 |

Resources:

| | |
|--------------------|------------|
| STBG | \$ 608,353 |
| STBG Match (Metro) | \$ 69,629 |
| Metro Direct | \$ 260,000 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

TOTAL \$ 937,982

TOTAL \$ 937,982

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Resource Development Manager, Ted.Leybold@oregonmetro.gov – until RD Manager hired

Description

The MTIP represents the four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located on the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost estimates and project schedules needed for programming ensure USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, although the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

When undergoing a major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the updated MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. Between major MTIP updates, the MPO manages and amends the MTIP as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. In

addition, Metro also administers local projects that were awarded federal funds, but where those funds were exchanged for local dollars. These local projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP investment priority outcomes of Safety, Equity, Climate, Mobility and Economy to inform their prioritization for funding.

In the 2025-26 State Fiscal Year, the MTIP is expected to implement the following work program elements:

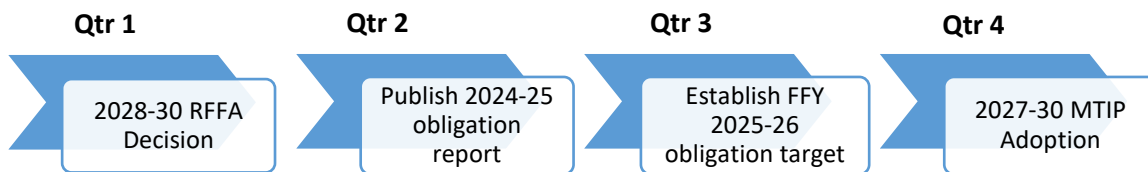
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 in the first quarter of state fiscal year 2025-26. This allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP. (Quarter 1 of FY25-26)
- *Development of the 2027-30 MTIP.* Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP. This will include coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, and documentation of this cooperative development. Development of the MTIP performance analysis methodologies will also occur during this fiscal year. (On-going through end of FY 25-26)
- *Implementation of transportation projects and programs from the regional flexible fund allocation.* The transportation projects and programs previously awarded regional flexible funds will be supported for implementation. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation. Additionally, Metro staff will administer and monitor those transportation projects previously awarded regional flexible funds but then had federal funds exchanged for local funding. (On-going)
- *Publish the Federal Fiscal Year (FFY) 2024-25 Obligation report.* All project obligations for federal fiscal year 2024-25 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year. (Quarter 2 in FY2025-26)
- *Report on FFY 2025-26 Funding Obligation Targets, Adjust Programming.* Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2024-25 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming. (October 2025 report on FFY 2024-25 performance, January 2026 report to establish FFY 2025-26 target amount)

- *Refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff are working in cooperation with other MPOs in the state, ODOT and transit agencies to implement a data management system to improve MTIP administrative capabilities. Metro expects to be actively utilizing the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to consider development of additional modules of the database, such as a long-range planning project module. (On-going)

There are several additional MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund exchange of federal RFFA funding with local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|---------------------|--------------------|---------------------|
| Personnel Services | \$ 1,039,431 | PL | \$ 1,599,385 |
| Materials & Services ¹ | \$ 40,000 | PL Match (ODOT) | \$ 91,528 |
| Indirect Costs | \$ 712,010 | PL Match (Metro) | \$ 91,528 |
| | | STBG | \$ 8,076 |
| | | STBG Match (Metro) | \$ 924 |
| TOTAL | \$ 1,791,441 | TOTAL | \$ 1,791,441 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Air Quality Program

Staff Contact: Grace Cho, grace.cho@oregonmetro.gov

Description

Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition to carrying out provisions of the SIP, the program coordinates with other air quality initiatives in the Portland metropolitan area.

This is an ongoing program. Typical program activities include:

- Stay up-to-date on the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date on technical tools and resources to assess emissions of air pollutants with a focus on emissions generated from transportation sources
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings; continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent 2023 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Work completed FY 2024-25 included:

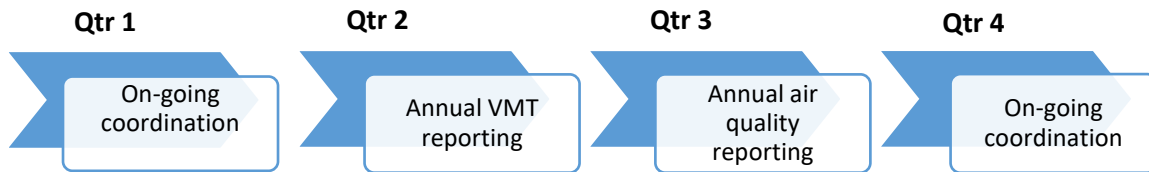
- Participation in quarterly U.S. EPA region 10 transportation conformity meetings.
- Implementation of MOVES4.
- Providing Oregon DEQ an update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.

- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, etc.)

Anticipated work to be completed in FY 2025-26 includes, but not limited to:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.
- Providing Oregon DEQ an update on the region’s vehicle miles traveled per capita per the required monitoring from the SIP.
- Update to the MOVES5 emissions model.
- Continued coordination efforts as they emerge.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|------------------|--------------------|------------------|
| Personnel Services | \$ 10,231 | STBG | \$ 15,469 |
| Indirect Costs | \$ 7,008 | STBG Match (Metro) | \$ 1,770 |
| TOTAL | \$ 17,239 | TOTAL | \$ 17,239 |

Regional Transit Program

Staff Contact: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

Description

Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy (RTS) to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The Regional Transit Strategy provides a roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region.

During FY 2025-26, work will include:

- Work on the Community Connector Transit (CCT) Study, which is building from the high-capacity transit network re-envisioned in 2023 to consider how micro-transit could be used to further expand its reach and as a solution for underserved suburban and new growth areas in particular.
- Reconciling the RTS and Regional Transportation Functional Plan with updates from both the CCT Study and the High Capacity Transit Strategy updated as part of the 2023 Regional Transportation Plan (RTP).

The vision outlined in the RTP and RTS also includes high speed rail along the I-5 Corridor from Vancouver, BC to Portland, supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. The Cascadia Ultra-High-Speed Rail Project led by the Washington Department of Transportation includes the pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions which Metro will co-lead with ODOT for Oregon. Metro is currently participating on the technical and policy advisory committees to support the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process.

Metro's Regional Transit Program work also includes:

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects
- Periodic support for major transit planning activities in the region
- Coordination with state transit planning officials.

During FY 2024-25, the program supported:

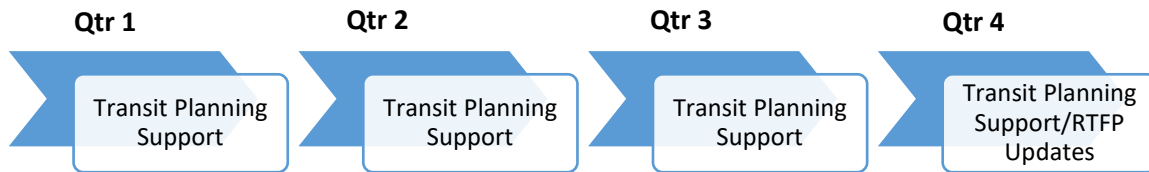
- Development of a monthly transit highlight report for Metro committees
- Concepts seeking funding for future transit planning work
- Metro's Climate Smart Strategy Implementation, Regional Rail Futures Study and Parks & Nature Racial Equity, Diversity and Inclusion Plan Transit Access Implementation

- Transit planning for local Transportation System Plans (i.e., Cornelius, Tualatin)
- TriMet’s Forward Together Phase II and FX Implementation plans and HB 2017 Transit Advisory Committee

During FY 2025-26, the program is expected to continue to support:

- A monthly transit highlight report for Metro committees
- Metro’s Climate Smart Strategy and Parks & Nature Racial Equity, Diversity and Inclusion Plan Transit Access Implementation
- Transit planning for local Transportation System Plans
- TriMet’s Forward Together (Phase I and II) and FX Implementation plans and HB 2017 Transit Advisory Committee

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|------------------|--------------------|------------------|
| Personnel Services | \$ 19,593 | STBG | \$ 29,624 |
| Indirect Costs | \$ 13,421 | STBG Match (Metro) | \$ 3,391 |
| TOTAL | \$ 33,014 | TOTAL | \$ 33,014 |

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

General Freight Program Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion, which address the policy guidance in the 2023.

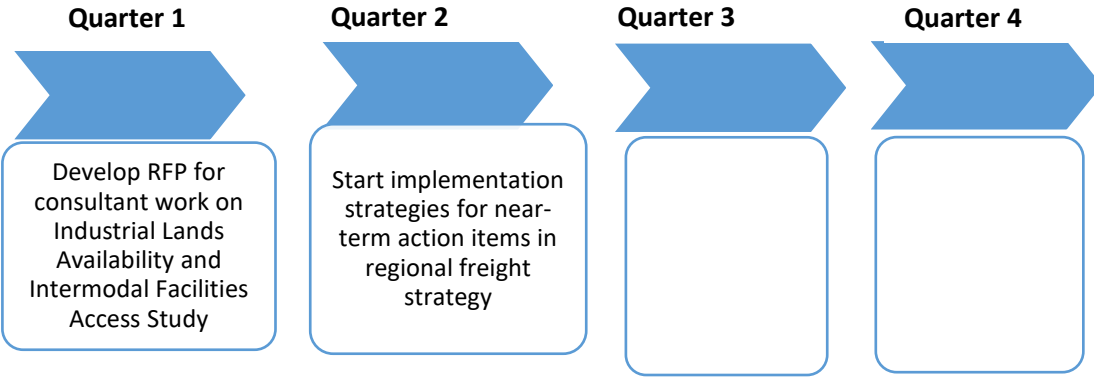
Work completed in FY 2024-25:

- Developed a work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2025-26.
- Completed needed updates to the 2018 Regional Freight Strategy.
- Finalize work plan for Regional Industrial Lands Availability and Intermodal Facilities Access Study

Key Project Deliverables / Milestones

Throughout the 2025-26 FY, near-term action items within the regional freight action plan will be addressed. A request for proposals (RFP) of consultant work and the hiring process for the Industrial Lands Availability and Intermodal Facilities Access Study will be completed.

The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



FY 2025-26 Cost and Funding Sources

| | | | |
|----------------------|------------------|--------------------|------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 58,777 | STBG | \$ 88,868 |
| Indirect Costs | \$ 40,262 | STBG Match (Metro) | \$ 10,171 |
| TOTAL | \$ 99,039 | TOTAL | \$ 99,039 |

Complete Streets Program

Staff Contact: André Lightsey-Walker, andre.lightsey-walker@oregonmetro.gov

Description

Metro’s Complete Streets Program activities implement 2023 Regional Transportation Plan (RTP) and the 2040 Vision of safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Staff develop and use complete streets design tools to support local agencies designing and constructing the transportation system. Outcomes supported through complete streets design include physical health and safety, healthy environment and economies, reduction in vehicle miles traveled, reduction in greenhouse gas emissions, adapting to climate change, eliminating serious traffic crashes, managing stormwater runoff, and reduction in noise and light pollution.

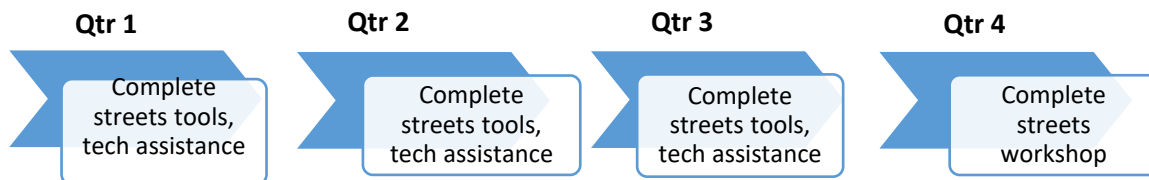
Staff completed the following in FY 2024-25:

- Provided workshop on complete streets, regional design guidance and tools.
- Supported the 2028-30 Regional Flexible Funds application process and allocation, including providing one-on-one technical assistance for applications.
- Provided technical support for Transportation System Plans, corridor plans, and projects.
- Maintained the Designing Livable Streets webpage and materials and expanded the publicly accessible complete streets photo library.

In FY 2025-26 the Complete Streets Program will:

- Develop tools to support understanding, access and application of the Designing Livable Streets and Trails Guide and complete streets policies.
- Maintain Designing Livable Streets webpage and materials and continue to expand the publicly accessible complete streets photo library.
- Provide technical support for Transportation System Plans, corridor plans, and projects.
- Provided at least one workshop on complete streets, regional design guidance and tools.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-------------------------|-----------|---------------------------|-----------|
| Personnel Services | \$ 71,050 | PL Set Aside ¹ | \$ 90,428 |
| Materials & Services | \$ 4,000 | STBG | \$ 29,872 |
| Indirect Costs | \$ 48,669 | STBG Match (Metro) | \$ 3,419 |
| TOTAL \$ 123,719 | | TOTAL \$ 123,719 | |

¹ The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

Regional Travel Options/Safe Routes to School

Staff Contact: Grace Stainback, grace.stainback@oregonmetro.gov

Description

The Regional Travel Options (RTO) Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management (TDM) components of the RTP. The RTO program is also the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: Commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region's government, educational and non-profit partners working to reduce auto trips.

Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. The 2023 RTP includes new policy direction regarding TDM, containing more specific policy language directing a higher level of TDM strategic direction, investment and coordination than previously seen. These RTP policy elements include a new section specific to TDM as well as updates to the Regional Mobility Policy. Responding to the 2023 RTP will drive the RTO Program's work direction in the 2025-2026 fiscal year. In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. This project is an implementation action identified in Chapter 8 of the RTP, approved by JPACT and Metro Council. This project comprises of two phases:

- Phase I Assessment: RTO Program Evaluation and Regional TDM Needs Assessment
- Phase II Strategy Development: Regional TDM Strategy and RTO Program Strategy Update

The project will be completed by December 2025. Please reach out to RTO program staff and/or visit the project webpage to learn more about the Regional TDM Strategy, and view project updates:

www.oregonmetro.gov/traveloptionsplan

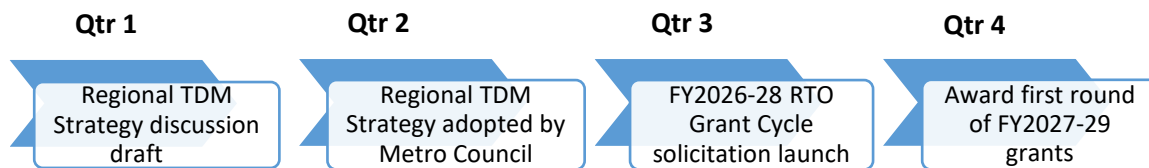
Highlights of work completed in FY2024-2025 (July 2024-June 2025):

- Evaluation and planning: Phase I (Assessment) of the Regional TDM Assessment and Strategy project was completed during the first quarter of 2025. Phase II (Strategy Development) began in January 2025, including the formation of a technical working group comprised of local TDM practitioners, RTO partners, local jurisdiction staff, and state level staff who support TDM work in the region.
- Grants: The annual grant solicitation for the FY2024-2026 RTO Grant cycle became available January 2025. Projects funded through this opportunity will begin on or after July 1, 2025, and will be one year in duration.

Anticipated work in FY2025-26 (July 2025 - June 2026):

- The Regional TDM Strategy, and an accompanying update to the RTO program-specific Strategy, are expected to be completed in Fall 2025. The plans will be brought to TPAC, JPACT and Metro Council for adoption. Implementation will occur directly following adoption, with integration of recommendations informing the next RTO competitive grant solicitation that will open in January 2026.
- Grants: The first, and primary round of funding for the FY2027-2029 RTO Grant Cycle will open in January 2026. Projects to be funded through this opportunity will begin on or after July 1, 2026, and will be one to three years in duration.
- Work will begin on July 1, 2025 for the three-year FHWA Safe Streets for All Demonstration grant, that focuses on Safe Routes to School work at 7 schools in North Portland.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|--------------|---|-------------------------|
| Personnel Services | \$ 816,687 | RTO/Safe Routes (FTA Grant) | \$ 5,324,905 |
| Materials & Services ¹ | \$ 5,262,000 | RTO/Safe Routes (FTA Grant) Match (Metro) | \$ 184,032 ² |
| Indirect Costs | \$ 559,431 | RTO (ODOT/FHWA Grant) | \$ 602,976 |
| | | RTO (ODOT/FHWA Grant) Match (Metro) | \$ 39,598 ³ |
| | | Portland TDM (FTA Grant) | \$ 155,000 ⁴ |
| | | Safe Routes SS4A (NHTSA Grant) | \$ 285,607 ⁵ |
| | | Metro Direct | \$ 46,000 |
| TOTAL \$ 6,638,118 | | TOTAL \$ 6,638,118 | |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.
² In addition to the above Metro provided match, an additional \$425,427 of match is provided by Metro’s grantees.
³ Only a portion of this grant has a match requirement.
⁴ Match requirement is met by the City of Portland.
⁵ Match requirement is met by Metro’s partners.

Transportation System Management and Operations – Regional Mobility Program

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

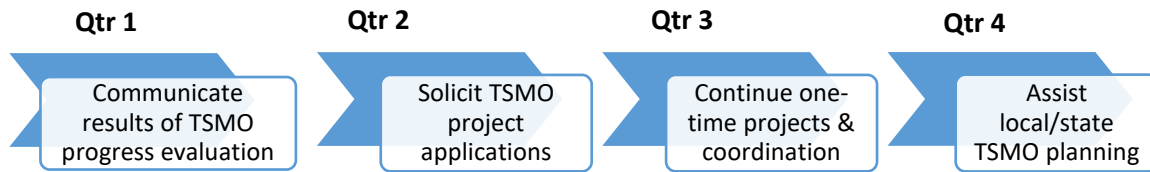
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety, all through a racial equity focus incorporated into the regionally-adopted 2021 TSMO Strategy. In FY 2024-25, TSMO partners began work on ten (10) regionally prioritized, Metro-funded TSMO projects. Several bring capabilities to all regional TSMO partners including multimodal data services from Portland State University, Metro coordination for better sidewalk data and City of Portland data network for traffic signals. TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) meets monthly to share expertise on all TSMO-related projects. Policy Update. Planning work in FY 2025-2026 will include:

- TSMO Program support by engaging operators through TransPort; project management for TSMO-funded partner-led projects (e.g., PSU PORTAL); facilitating system monitoring, performance measurement (i.e., Congestion Management Process (CMP) and Regional Mobility Policy Update TSMO System Completeness); tracking implementation of the 21 Actions in the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand); providing coordination and leadership for related efforts (e.g., research).
- TSMO Program Plus (one-time funds) to assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill equity gaps, training for TSMO partners and support for communicating TSMO to more audiences.
- Accessible, routable sidewalk data, region-wide (one-time funds) will involve residents and partners to improve data sets used for planning trips to be customized by people with disabilities to support their access needs.
- TSMO Program Investment (one-time funds) for three tasks: update the region’s Intelligent Transportation System (ITS) Architecture document and data files; coordinate transit signal priority projects; and, evaluate progress on the 2021 TSMO Strategy.

The TSMO Program is ongoing and the one-time funds support planning described above that will continue into the next fiscal year. Consultant services will be used to support some of the one-time funded tasks. Metro is certified to deliver planning projects with Federal Funds and will procure these services.

The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland, City of Gresham (along with many other city partners), Port of Portland, Portland State University and Southwest Washington State partners. Metro staff request anyone working in parallel efforts to the 21 actions in the TSMO Strategy to join regional coordination. Information and updates can be found at www.oregonmetro.gov/tsmo including monthly TransPort meetings. Please email staff with any questions.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

| | |
|-----------------------------------|------------|
| Personnel Services | \$ 342,892 |
| Materials & Services ¹ | \$ 927,703 |
| Indirect Costs | \$ 234,881 |

Resources:

| | |
|--|------------|
| STBG | \$ 454,177 |
| STBG Match (Metro) | \$ 51,983 |
| TSMO Program Plus (ODOT/FHWA Grant) | \$ 103,543 |
| TSMO Program Plus (ODOT/FHWA Grant) Match (Metro) | \$ 11,851 |
| TSMO Accessible Sidewalk (ODOT/FHWA Grant) | \$ 685,964 |
| TSMO Accessible Sidewalk (ODOT/FHWA Grant) Match (Metro) | \$ 78,512 |
| TSMO Program Investment (ODOT/FHWA Grant) | \$ 107,180 |
| TSMO Program Investment (ODOT/FHWA Grant) Match (Metro) | \$ 12,267 |

TOTAL \$ 1,505,476

TOTAL \$ 1,505,476

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Better Bus

Staff Contact: Alex Oreschak, alex.oreschak@oregonmetro.gov

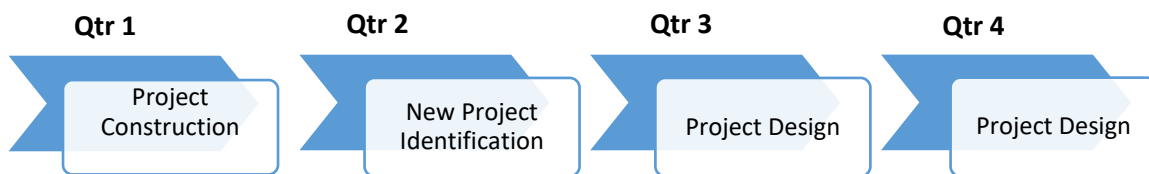
Description

The Better Bus program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet bus lines or streetcar lines, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2024-2025, Metro and TriMet continued to advance design work on the first round of selected projects and identified candidate projects for construction funding. These projects were identified when the program assessed transit delay across the entire TriMet service area, and looked at currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program also investigated opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap.

In FY 2025-2026, the Better Bus program will finalize designs and provide construction funding for identified projects, and local agency partners will construct the Better Bus improvements. The program will also initiate a second round of evaluation and a call for partnerships with local agencies on candidate projects in areas of high transit delay.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|----------------------|---------------------|-------------------|---------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 248,995 | Metro Direct | \$ 5,029,557 |
| Materials & Services | \$ 4,610,000 | | |
| Indirect Costs | \$ 170,562 | | |
| TOTAL | \$ 5,029,557 | TOTAL | \$ 5,029,557 |

Community Connector Transit Study

Staff Contact: Ally Holmqvist (ally.holmqvist@oregonmetro.gov)

Description

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding transit access is also key to meeting our mobility goals, improving transportation equity and achieving climate goals. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP) update, and additional work to complement that study to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the update.

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services.

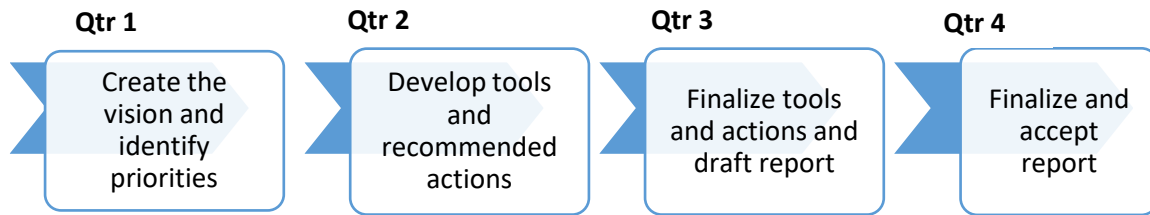
This study is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is using consultant services in building upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and being completed in close coordination with public transit service providers in the region.

Key deliverables and milestones for the study completed in FY 2024-25 included:

- identifying the regional inventory and planning context to build from,
- establishing the policy framework and role of community connectors in the regional network,
- developing criteria and methods and largely completing work to assess community connector and mobility hub opportunities toward re-envisioning the future transit network, and
- standing up the study working group and engaging staff and community advisory committees and business and community groups in major study milestones.

By the end of FY 25-26, the study will complete its final milestones to update the future transit vision and define priorities, develop and finalize tools and recommended regional actions for supporting the updated transit vision, and describing the study work and outcomes in a final report, as summarized below. One other key outcome of the Community Connector Transit study is that it will make recommendations for consideration in the 2028 RTP update also beginning in FY 25-26.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|-----------------------------------|-------------------|--------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 130,567 | STBG | \$ 197,411 |
| Materials & Services ¹ | \$ 255,286 | STBG Match (Metro) | \$ 22,595 |
| Indirect Costs | \$ 89,438 | Metro Direct | \$ 255,286 |
| TOTAL | \$ 475,291 | TOTAL | \$ 475,291 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Regional Rail Futures Study

Staff Contact: Elizabeth Mros O’Hara, Elizabeth.Mros-OHara@oregonmetro.gov

Description

The RTP establishes a strong vision for transit to help the Portland metropolitan region meet its transportation goals and provide communities with equitable, economic, safety and climate benefits. However, gaps remain in the transit system. While the region’s long-term target is 36% of jobs accessible by transit (*within 45 minutes during peak travel periods*), our 2045 RTP constrained investments would only provide access to 8% of jobs. Reuse of existing freight rail lines is a potential solution to improve access already leveraged in the region (e.g., WES, Council Creek).

In April 2024, the Oregon State Legislature passed Senate Bill 5701, calling on Metro to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. Metro, with the help of a consultant team, will assess heavy rail corridors for their ability to serve travel markets. In addition, staff anticipate organizing a technical advisory group that will provide feedback on the findings. The end result will be a memorandum to the Oregon legislature. The Regional Rail Futures memo will document findings, assess corridor readiness- barriers and opportunities, and make recommendations to inform the region’s vision for passenger rail priorities. It will recommend next steps (near and longer term), as well as identify areas that need more analysis, corridors that are likely to serve the most riders, and opportunities and barriers to implementation.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|-------------------|-----------------------|-------------------|
| Personnel Services | \$ 132,558 | Metro Direct | \$ 173,360 |
| Materials & Services ¹ | \$ 200,000 | State of Oregon Grant | \$ 250,000 |
| Indirect Costs | \$ 90,802 | | |
| TOTAL | \$ 423,360 | TOTAL | \$ 423,360 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Safe Streets for All Project

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Metro was awarded Federal discretionary Safe Streets and Roads for All (SS4A) funds in 2023 for regional safety planning activities, and funds to suballocate to the City of Tigard, Multnomah County and Washington County to develop safety action plans. The funding provides an opportunity for Metro to update the Regional Safety Strategy and establish the regional safety program services and tools. Supporting cities and counties with safety data, strategies and tools is a key focus of the project.

The Safe Streets for All project implements regional safety policies and goals in the 2023 Regional Transportation Plan (RTP) and the Regional Transportation Safety Strategy. The project will wrap up at the end of 2025, so halfway through FY 2025-26.

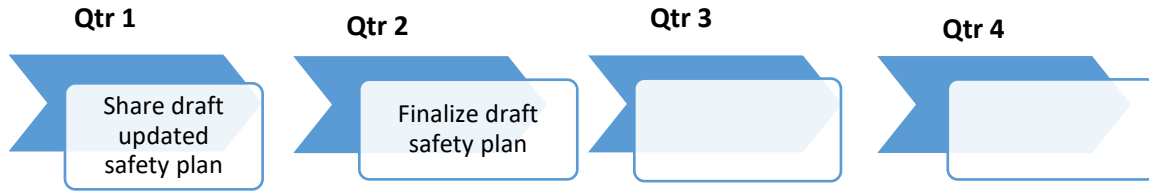
The following notable activities were completed in FY 2024-25:

- Identified local high injury corridors (HIC), created and HIC Explorer tool and StoryMap & downloadable data layers for cities/counties, and held an HIC workshop for partners
- Developed a Safe Streets for All Communication Plan, Talking Points, and social media posts
- Created a safety data warehouse, scripted safety data output worksheets for regional partners, and developed a Power Bi safety data platform
- Provided annual updates to technical and policy committees
- Developed a Safe Streets for All webpage
- Developed recommended policy and strategic action updates
- Convened regional partners to identify pedestrian safety quick-build projects
- Developed annual safety analysis report
- Convened bi-monthly Safety Practitioners Roundtable

In FY 2025-26 the Safe Streets for All project will:

- Support development of Safety Action Plans for the City of Tigard, Multnomah County and Washington County, and other local partners
- Develop and finalize update to the Regional Transportation Safety Strategy
- Assess RTP safety projects for alignment with the Safe System approach
- Test use of a Regional Crash Prediction Model for the RTP
- Review recommended safety strategies and policies with regional partners
- Provide annual safety analysis report to track progress
- Provide annual updates to technical and policy committees
- Convene bi-monthly Safety Practitioners Roundtable

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

| | |
|----------------------|------------|
| Personnel Services | \$ 354,063 |
| Materials & Services | \$ 524,653 |
| Indirect Costs | \$ 242,533 |

Resources:

| | |
|-------------------|-------------------------|
| SS4A (FHWA Grant) | \$ 1,001,930 |
| SS4A (FHWA Grant) | \$ 119,319 ¹ |
| Match (Metro) | |

TOTAL \$ 1,121,249

TOTAL \$ 1,121,249

¹ In addition to the above Metro provided match, an additional \$131,164 of match is provided by Metro’s grantees.

Regional EPA Climate Pollution Reduction Grant

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

Description

Metro is leading an EPA Climate Pollution Reduction planning grant (CPRG) for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro inventories and forecasts regional greenhouse gas (GHG) emissions; and identifies measures that reduce these emissions based on factors such as GHG reductions, implementation readiness, and other co-benefits. In addition to reducing emissions and aligning with the authority of agency partners within the region, the plans created under the CPRG grant are expected to prioritize measures that advance equity and workforce development. Planning grant funds support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work involves three deliverables:

- A Priority Climate Action Plan (PCAP), submitted in March 2024, that is focused on identifying high-impact measures to reduce GHG emissions that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Climate Action Plan (CCAP), due in December 2025, that accounts for all major GHG emissions in the region and recommends a broader and potentially longer-term set of reduction measures.
- A status report, due late summer 2027, that provides an update on the reduction measures and identifies any changes to the measures or results of the PCAP and CCAP.

During FY 2024-25, Metro completed the majority of work involved in developing the CCAP, including completing a regional GHG inventory, identifying GHG reduction measures, and analyzing the GHG reductions and other co-benefits of each action. During FY 2025-26, Metro will finalize the CCAP based on feedback from partner organizations across the Metro area, submit the plan to EPA, and begin collecting status updates on GHG reduction measures. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce GHG emissions, which will in turn help to meet the Climate goals and targets in the Regional Transportation Plan.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|-----------------------------------|-------------------|--------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 261,630 | STBG | \$ 221,894 |
| Materials & Services ¹ | \$ 44,851 | STBG Match (Metro) | \$ 25,397 |
| Indirect Costs | \$ 179,217 | CPRG (EPA Grant) | \$ 238,407 |
| TOTAL | \$ 485,698 | TOTAL | \$ 485,698 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Regional Industrial Lands Availability and Intermodal Facilities Access Study

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Study Description

The purpose of this study would be to further work on data collection, transportation impacts, and land use and transportation policy issues around the growing need for larger distribution centers and fulfillment centers, and the potential shortage and/or lack of readiness for industrial land in the region that will meet that need. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Study, which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the Regional Freight Delay and Commodities Movement Study did not allow for studying the future availability, need, and readiness of large industrial sites that may be needed to accommodate the growth in distribution centers and warehousing that meet customer demand for e-commerce deliveries and other industrial products. The Regional Freight Delay and Commodities Movement Study did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large disruption centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study is needed to address these land use and transportation issues, and further study the need for new regional freight and land use policy.

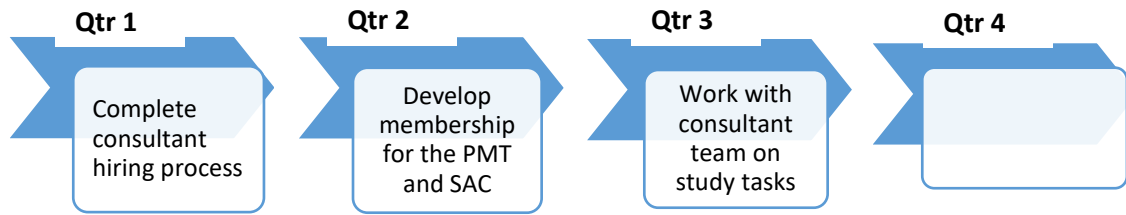
The Regional Industrial Lands Availability and Intermodal Facilities Access Study will provide an update to the Regional Industrial Site Readiness Project's 2017 inventory. The update will examine the supply of large (25+ acre) industrial sites available to accommodate existing and future employers. The updated 2022 inventory will consider industrial sites within the Portland metropolitan area Urban Growth Boundary (UGB) and select urban reserves. The Regional Industrial Lands Availability and Intermodal Facilities Access Study will inform the "Future Vision" work that Metro will be commencing in FY 2024-25; and is outlined in Chapter 8 of the 2023 Regional Transportation Plan.

In FY 2024-2025, a scope of work for this study was completed. In FY 2025-26 the following activities are expected:

- Consultant hiring process
- Formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study
- Early study tasks in the work plan

The study will address the 2023 RTP policy guidance for equity, mobility and enhancing the regional economy.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Materials & Services¹ \$ 150,000

TOTAL \$ 150,000

Resources:

Metro Direct \$ 150,000

TOTAL \$ 150,000

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Economic Value Atlas (EVA) Implementation

Staff Contact: David Tetrick, David.tetrick@oregonmetro.gov

Description

Metro's Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

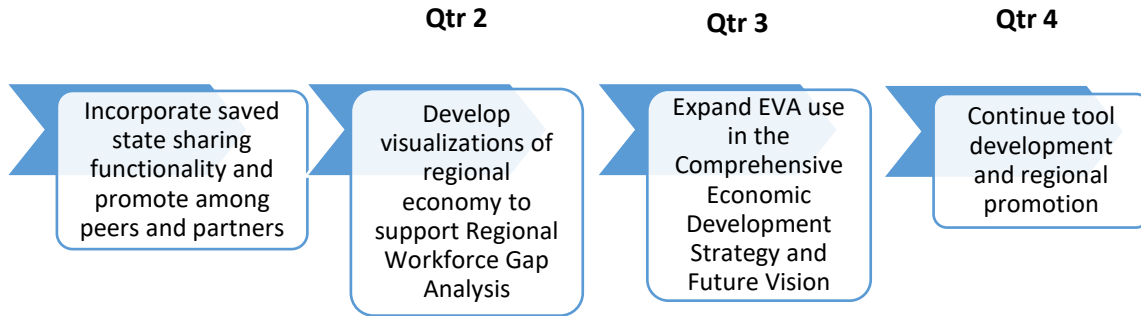
This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions for the SW Corridor High Capacity Transit project and elsewhere in the region. These aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects. In FY 2020-2021, Metro participated in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment and data benchmarking of the Comprehensive Economic Development Strategy, continues to support the Columbia Connects project, and was integrated into the Comprehensive Recovery Data dashboard by Metro research and data staff.

The EVA tool informed the Emerging Growth Trends report, Regional Transportation Plan (Economy Policy Guidance), and Industrial Site Readiness Toolkit in FY 2023-2024, and in FY 2024-2025 informed Metro's Urban Growth Report. The tool supports policy decisions on an ongoing basis and was improved in this role with new saved state sharing functionality in FY 2024-2025.

In FY 2025-26, the EVA will support the Regional Workforce Gap Analysis project to address current and future workforce development needs to support growing our regional economy and Oregon Metro's Future Vision project, a 50-year planning vision for the region. The Comprehensive Economic Development Strategy will also be updated in FY 2025-26 and the EVA will be actively used to visualize our regional economy and devise strategies to grow our traded sector and local-serving businesses.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|------------------------|-----------|------------------------|-----------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 37,944 | STBG | \$ 29,358 |
| Indirect Costs | \$ 25,992 | STBG Match (Metro) | \$ 3,360 |
| | | Metro Direct | \$ 31,217 |
| TOTAL \$ 63,936 | | TOTAL \$ 63,936 | |

Regional Emergency Transportation Routes

Staff Contact: John Mermin, John.Mermin@oregonmetro.gov

Description

Identified in Chapter 8 of the [2023 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region’s transportation system to natural disasters, extreme weather events and climate change.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006.

A second phase of follow-on work is underway (2024-2026) to prioritize/tier the routes in the updated network. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2024-25, Metro and RDPO completed scoping activities, recruited a project workgroup, developed an RFP and hired a consultant team. The consultants researched best practices and assisted with project workgroup meetings and stakeholder workshops to develop a tiering methodology with subject matter experts as well as community-based organizations.

In FY 2025-26, the tiering methodology will be applied and refined; the final report will be developed and brought to regional decision-making bodies for endorsement.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding

Requirements:

Personnel Services \$ 95,552
 Indirect Costs \$ 65,453

Resources:

STBG \$ 88,872
 STBG Match (Metro) \$ 10,172
 RDPO Grant \$ 61,961

TOTAL \$ 161,005

TOTAL \$ 161,005



Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge, kelly.betteridge@oregonmetro.gov

Description

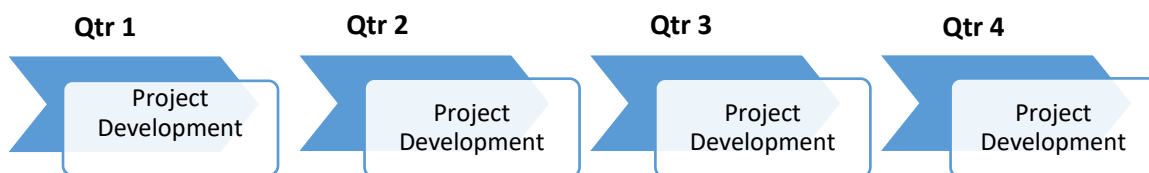
Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, transit-oriented development (TOD) in the region’s mixed-use areas, conducting multijurisdictional planning processes to evaluate high-capacity transit and other transportation improvements and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional, and state investments in economic investment areas that support the region’s growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro aids local jurisdictions with the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2024-2025, Investment Areas staff have supported partner work on TV Highway, Better Bus, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Southwest Equitable Development Strategy, Sunrise Corridor visioning, and mobility and transit capacity improvements across the region.

- This is an ongoing program; staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 489,596

Resources:

STBG \$ 487,312

| | | | |
|-------------------------------|------------|---|------------|
| Materials & Services | \$ 31,920 | STBG Match (Metro) | \$ 55,775 |
| Indirect Costs | \$ 335,373 | Metro Direct | \$ 165,233 |
| | | Montgomery Park (City of Portland IGA) | \$ 148,570 |
| <hr/> TOTAL \$ 856,889 | | <hr/> TOTAL \$ 856,889 | |

Southwest Corridor Transit Project

Staff Contact: Jessica Zdeb, jessica.zdeb@oregonmetro.gov

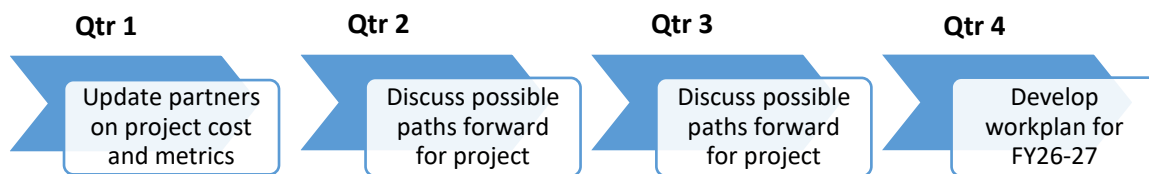
Description

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The identified project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to roadway, sidewalk, bike, transit and stormwater infrastructure. The project advances 2023 RTP policy direction on equitable transportation, mobility options, climate action and resilience, safe systems, and a thriving economy. It provides progress on travel options and congestion and is a model for incorporating equitable outcomes into transportation projects.

Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after the regional transportation funding measure did not pass. The project, as defined in 2020, has completed environmental review and has a Record of Decision from FTA issued in 2022. In FY 25-26 Metro and TriMet will continue to work with partners to identify potential paths forward for the project. This is an ongoing program. Please contact staff for more detail.

Metro is also continuing to work with the Southwest Corridor Equity Coalition (SWEC) to support the goals of the Southwest Corridor Equitable Development Strategy. This work seeks to implement community-identified priorities that ensure resident and business stability in the face of corridor investment. Metro will work to find opportunities to continue advancing this work.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|-------------------|-------------------|-------------------|
| Personnel Services | \$ 114,210 | SWEDS (FTA Grant) | \$ 246,557 |
| Materials & Services | \$ 226,000 | SWEDS (FTA Grant) | \$ 61,639 |
| Indirect Costs | \$ 78,234 | Match (Metro) | |
| | | Metro Direct | \$ 110,248 |
| TOTAL | \$ 418,444 | TOTAL | \$ 418,444 |

TV Highway Transit and Development Project

Staff Contact Kate Hawkins, kate.hawkins@oregonmetro.gov

Description

The Tualatin Valley (TV) Highway Transit and Development Project creates a collaborative process with the surrounding communities and relevant jurisdictions to advance a bus rapid transit project on the TV Highway corridor between Beaverton and Forest Grove. The project also brings together community to develop an Equitable Development Strategy (EDS) that identifies actions to stabilize and support community when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.

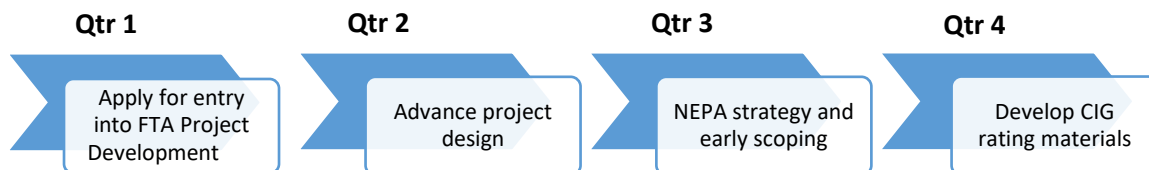
In FY 24-25, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and adoption into local plans, JPACT and Metro Council endorsement of the LPA, and then codifying the LPA into the 2023 Regional Transportation Plan via amendment. During FY 25-26, the project team will apply for entry into FTA CIG Small Starts Project Development, and success willing, begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. Key milestones will include:

- Apply for entry into FTA CIG Small Starts Project Development phase
- Continue supporting EDS community partners with project implementation
- Determine NEPA strategy and begin process of early scoping
- Advance project design to approximately 30%
- Develop materials for FTA CIG Small Starts project rating to be submitted in subsequent year

This project supports the 2023 Regional Transportation Plan policy guidance on equity, safety, climate, mobility and economy. It also advances the 2023 High Capacity Transit Strategy, which identifies TV Highway as a priority corridor for transportation investments.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|---------------------|--|---------------------|
| Personnel Services | \$ 506,337 | STBG | \$ 379,581 |
| Materials & Services ¹ | \$ 600,000 | STBG Match (Metro) | \$ 43,445 |
| Indirect Costs | \$ 346,841 | TV Highway (FTA Grant – Flex Transfer) | \$ 924,355 |
| | | TV Highway (FTA Grant – Flex Transfer) Match (Metro) | \$ 105,797 |
| TOTAL | \$ 1,453,178 | TOTAL | \$ 1,453,178 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

82nd Avenue Transit Project

Staff Contact: Melissa Ashbaugh, melissa.ashbaugh@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor. The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future – in particular, BIPOC and low-income individuals – through context-sensitive transit improvements in a constrained corridor. The 82nd Avenue Transit project is consistent with Regional Transportation (RTP) 2023 goals of mobility options, a safe system, equitable transportation, and a thriving economy. The project will be delivered in close coordination with the City of Portland’s Building a Better 82nd work and will undergo a shared National Environmental Policy Act (NEPA) process.

In FY2024-25, the 82nd Avenue Transit Project:

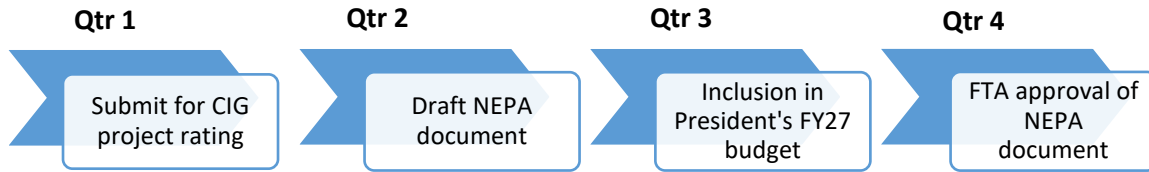
- Selected the Locally Preferred Alternative (LPA), which was endorsed by the Steering Committee, local jurisdictions, and Metro Council, and begin the process for adoption into the fiscally-constrained Regional Transportation Plan
- Entered FTA CIG Small Starts Project Development on July 23, 2024, and developed materials for a Small Starts project rating
- Determined NEPA strategy and began process of early scoping, including coordination with City of Portland’s Building a Better 82nd project
- Supported community partners development of an Equitable Development Strategy (EDS)

In FY2025-26 Metro will lead the environmental analysis required under NEPA and support the continued design, engagement, and FTA CIG Small Starts funding processes. Key work includes:

- Submitting for FTA CIG Small Starts Project Rating
- Developing materials for CIG Small Starts Grant Agreement
- Developing environmental analysis and NEPA documentation
- Supporting EDS community partners with project implementation

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

| | |
|-----------------------------------|--------------|
| Personnel Services | \$ 681,544 |
| Materials & Services ¹ | \$ 1,825,000 |
| Indirect Costs | \$ 466,858 |

Resources:

| | |
|--------------------------------------|--------------|
| 82nd Ave (FTA Grant – Flex Transfer) | \$ 2,656,281 |
| Metro Direct | \$ 317,121 |

TOTAL \$ 2,973,402

TOTAL \$ 2,973,402

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.



Metro Administration & Support

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MPO Management and Services

Staff Contact: Tom Kloster (tom.kloster@oregonmetro.gov)

Description

The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and that coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

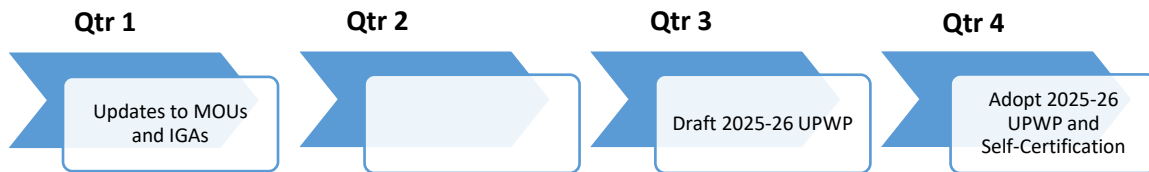
- DOT/Metro Annual Unified Planning Work Program funding agreement (*updated annually*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*extended through November 30, 2025*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2027*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

In 2025-26, Metro will work with our federal partners to implement actions required in our 2025 onsite federal certification review, including responding to any recommendations and actions with a work program to guide our subsequent, annual self-certifications.

Key Project Deliverables / Milestones

The primary deliverable include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements and an onsite federal MPO certification. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|-------------------|-------------------|-------------------|
| Personnel Services | \$ 303,461 | PL | \$ 487,855 |
| Materials & Services | \$ 49,600 | PL Match (Metro) | \$ 27,919 |
| Indirect Costs | \$ 207,871 | PL Match (ODOT) | \$ 27,919 |
| | | Metro Direct | \$ 17,239 |
| TOTAL | \$ 560,932 | TOTAL | \$ 560,932 |

Civil Rights and Environmental Justice

Staff Contact: Molly Cooney-Mesker, molly.cooney-mesker@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the region's underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners.

In FY2024-25, Metro:

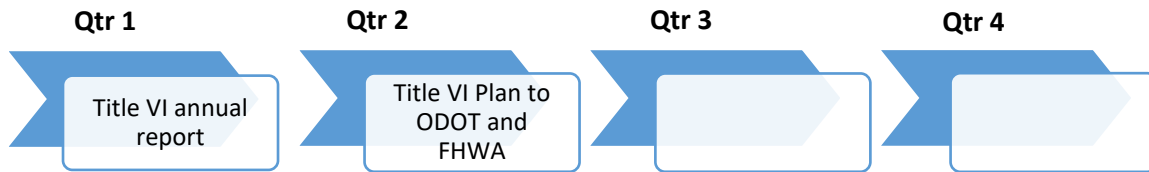
- Updated its Title VI Program, including its Limited English Proficiency Plan, and submit to FTA
- Updated its Title VI Program and submitted to FTA
- Submitted its Title VI annual report to ODOT
- Participated in FHWA and FTA's TMA certification process
- Conducted focused engagement with communities of color, persons with limited English proficiency and people with low incomes to plan for transit investments on 82nd Avenue and Tualatin Valley (TV) Highway.
- Started assessment of potential impacts of the 82nd Avenue Transit project on communities of color, people with low incomes and other marginalized communities as part of the NEPA process.

In FY2025-26, Metro will:

- Submit its Title VI annual report to ODOT
- Submit its Title VI Plan to ODOT and FHWA
- Continue to conduct focused engagement with communities of color, persons with limited English proficiency and people with low incomes to plan for transit investments on 82nd Avenue and TV Highway

-
- Continue assessment of potential impacts of the 82nd Avenue Transit project on communities of color, people with low incomes and other marginalized communities as part of the NEPA process
 - Assess potential impacts of the TV Highway Transit project on communities of color, people with low incomes and other marginalized communities as part of the NEPA process

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Note: Civil Rights and Environmental Justice costs are allocated through Metro’s overhead rate.

Data Management and Visualization

Staff Contact: Madeline Steele, madeline.steele@oregonmetro.gov

Description

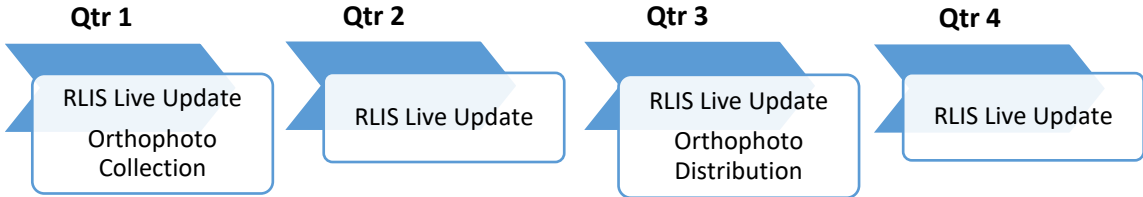
Metro’s Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency and performance measurement activities. The DRC also coordinates joint purchase of digital aerial orthophotography and lidar by local governments and nonprofit groups in the greater Portland region. Consortium purchase reduces each member's cost of obtaining photography through cost sharing.

In FY2024-25, The DRC continued supporting Metro’s MPO functions via the Regional Land Information System (RLIS) by maintaining and publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public transit routes; annual updates to crash data, vehicle miles traveled, and equity focus areas; and continued work on emergency transportation routes and their incorporation into online applications. Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans, and vacant land inventory, also inform transportation planning. RLIS is an on-going program with a 30+ year history of regional GIS leadership and providing quality data and analysis in support of Metro’s MPO responsibilities. In addition, the Data Management and Visualization program continued to provide GIS and BI governance and developed new tools such as the “Quick Facts Viewer,” which provides easy access to commonly requested demographic summaries for areas of interest like the MPA boundary. DRC staff also provided on-demand analytics support for MPO projects, and made enhancements to MetroMap, Metro’s flagship mapping application, such as adding printing. The DRC also completed a rebuild of the RLIS API, which provides programmatic access to RLIS data and receives millions of hits per year. The old version of the API was dependent on obsolete technology and at risk of failure. This was also an active year for the Regional Photo Consortium: the 6-year Strategic Plan was renewed with stakeholder input, a leaf-off orthophoto flight was collected in March followed by a leaf-on flight in June, and the Consortium partnered with the USGS to collect lidar for the region.

In FY2025-26, the DRC will complete necessary server upgrades to support the entire geospatial technology platform. The Photo Consortium project manager will again coordinate collection and distribution of summer orthophotos, and the DRC will continue to support the MPO through RLIS. Strategic improvements will be made to RLIS based on the results of a formal project prioritization process completed in FY2024-25. In addition, the DRC will work towards making all of its public-facing content and applications fully accessible to ensure compliance with the DOJ’s ruling on web accessibility prior to the April 2027 deadline. The DRC will also collaborate with the IT department in developing an agency-wide data governance and AI policy.

For additional information about the Data Resource Center’s data management and visualization projects, email madeline.steele@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|--------------|---------------------------|--------------|
| Personnel Services | \$ 1,277,711 | STBG | \$ 1,011,893 |
| Materials & Services ¹ | \$ 402,999 | STBG Match (Metro) | \$ 92,708 |
| Indirect Costs | \$ 875,232 | STBG Match (ODOT) | \$ 23,108 |
| | | Metro Direct | \$ 1,428,234 |
| TOTAL \$ 2,555,942 | | TOTAL \$ 2,555,942 | |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Land Use and Socio-Economic Modeling Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro’s regional transportation planning and transportation policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models that are applied to produce the abovementioned forecasts.

Previously this entry also included long-range economic and demographic modeling tasks. Metro now has a centralized department that conducts economic forecasting. These forecasts continue to inform transportation corridor studies, regional transportation plans, climate change scenarios, and land use planning alternatives. The work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro’s core forecast toolkits are critical to Metro’s jurisdictional and agency partners to do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region’s most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro’s partners. The analytical tools are also a key source of data and metrics used to evaluate the region’s progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

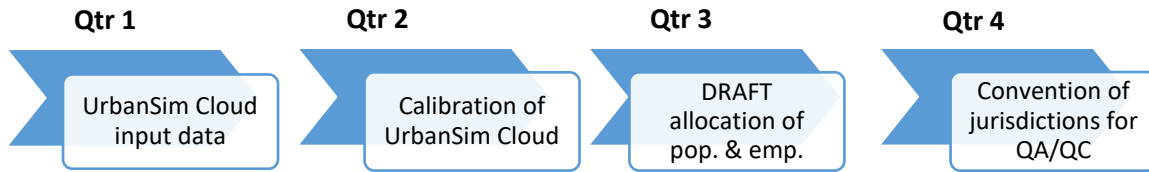
Work completed (July 2024 – June 2025):

- Revision of draft urban growth report, buildable land inventory, and construction demand and capacity forecasts in support of final sexennial urban growth management decision
- Initial implementation of UrbanSim cloud-based land use modeling platform, including:
 - Assembly, quality control, and importation of input data
 - Modification of defaults for employment categories, housing types, and demographics
 - Minimum necessary integration with transportation model(s)
- Calibration and validation of UrbanSim Cloud model over 2010 to 2020
- Sensitivity testing of UrbanSim Cloud model on select alternative scenarios
- Short-term application of UrbanSim Cloud model for update of decennial census to 2024 base year data and delivery to activity-based transportation model development team
- DRAFT long-term application of UrbanSim Cloud model to allocation of regional population and employment forecast adopted in council’s sexennial growth management decision, also known as the “distributed forecast”
- Outreach with cities & counties to reconcile distributed forecast with local knowledge

Work to be initiated/continued/completed (July 2025 – June 2026):

- Completion of reconciliation of distributed forecast with local jurisdictions
- Finalization of distributed forecast
- Review of UrbanSim Cloud model for possible feature additions and areas of improvement
- Collaboration with LCOG in Lane County, Oregon in attempt to rebuild their open-source UrbanSim Classic version and transfer the model to the Portland Metro area
- Incorporation of UrbanSim Classic features into UrbanSim Cloud model or vice versa
- Incorporation of Metro’s Developer Supply Preprocessor (DSP), a custom pro-forma construction supply model, into UrbanSim platform, if feasible
- Final selection of UrbanSim Classic or Cloud version
- Development of new UrbanSim features, add-ins, or post processors, which may include methods to analyze
 - Housing and transportation affordability,
 - Greenhouse gases,
 - Racial equity, and
 - Non-transportation public infrastructure investments

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|-------------------|--------------------|-------------------|
| Personnel Services | \$ 222,370 | 5303 | \$ 338,904 |
| Materials & Services ¹ | \$ 156,000 | 5303 Match (Metro) | \$ 38,789 |
| Indirect Costs | \$ 152,323 | Metro Direct | \$ 153,000 |
| TOTAL | \$ 530,693 | TOTAL | \$ 530,693 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Travel Model Program

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro’s jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region’s most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro’s partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region’s progress toward meeting its equity, safety, climate, and congestion goals. This is an ongoing program.

Work completed (July 2024 – June 2025):

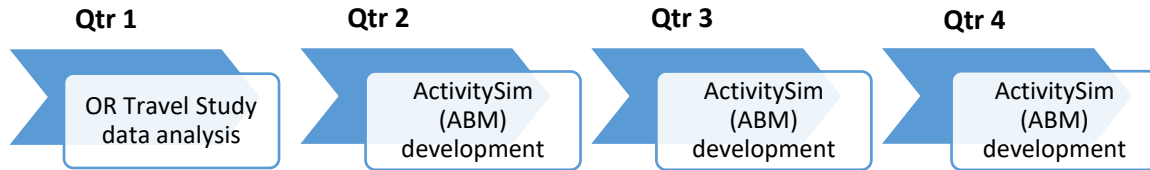
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Updated Population Synthesizer (i.e., PopulationSim)
 - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks
 - Completed initial calibration, reasonableness checks, and region-specific customization
- DTA model development and application in support of regional pricing studies
- Implementation and application of FTA’s STOPS model in support of regional transit studies
- Freight Model Dashboard validation and application
- Regional Mobility Policy metric application update
- Oregon Travel Study survey completion

Work to be initiated/continued/completed (July 2025– June 2026):

- Completion of Oregon Travel Study survey data delivery, analysis, and implementation
- Activity-based Travel Demand Model (i.e., ActivitySim) development
 - Initial statewide estimation of ActivitySim model using Oregon Travel Study survey results

- Porting of statewide estimation of ActivitySim model to Portland region
- Further refinement of networks, land use, and other inputs to ActivitySim model

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|-----------------------------------|---------------------|------------------------|---------------------|
| Personnel Services | \$ 612,681 | 5303 | \$ 716,639 |
| Materials & Services ¹ | \$ 238,850 | 5303 Match (Metro) | \$ 82,023 |
| Indirect Costs | \$ 419,686 | Metro Direct | \$ 207,331 |
| | | Local Support (TriMet) | \$ 265,225 |
| TOTAL | \$ 1,271,217 | TOTAL | \$ 1,271,217 |

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

Technical Assistance Program

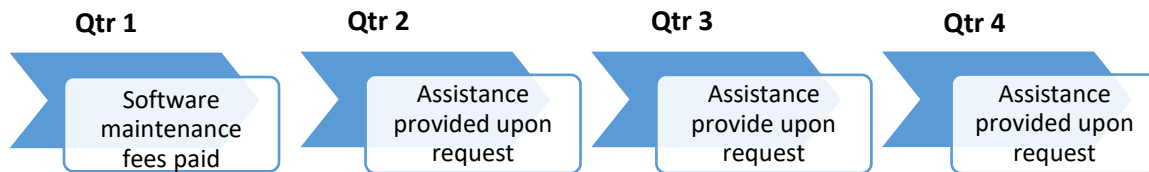
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses, and the general public.

Client agencies may also use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. An annual budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|-------------------|--------------------|-------------------|
| Personnel Services | \$ 117,986 | STBG | \$ 214,281 |
| Materials & Services | \$ 40,000 | STBG Match (Metro) | \$ 24,525 |
| Indirect Costs | \$ 80,820 | | |
| TOTAL | \$ 238,806 | TOTAL | \$ 238,806 |



State-Led Transportation Planning of Regional Significance

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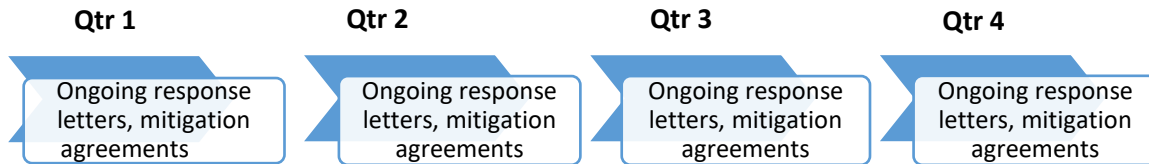
ODOT Development Review

Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time. In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 573,750
 Materials & Services \$ 0

TOTAL \$ 573,750

Resources:

Federal grant \$ 514,826
 Local Match \$ 58,924

TOTAL \$ 573,750

ODOT – Transportation and Growth Management

Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.oregon.gov

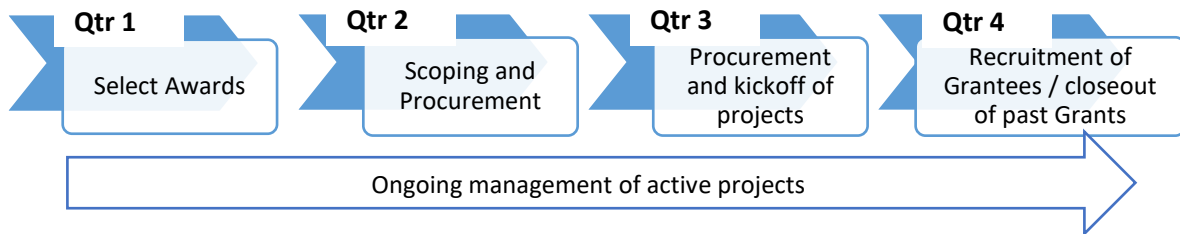
Description

The Transportation and Growth Management (TGM) program is a partnership between the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan for long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets. The Goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation
3. Support economic vitality by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$150,000 to \$300,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: (Est.) | | Resources: | |
|----------------------|-------------------|---------------|-------------------|
| Personnel Services | \$ 100,000 | Federal grant | \$ 852,435 |
| Materials & Services | \$ 850,000 | Local Match | \$ 97,565 |
| TOTAL | \$ 950,000 | TOTAL | \$ 950,000 |

Region 1 System Analysis and Technical Assistance

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of these projects is to ensure that ODOT and its partners always have up to date and useful data available. These efforts provide technical assistance, updates and refinements to important reference data sets and documents.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 115,000
 Materials & Services \$ 110,000

TOTAL \$ 225,000

Resources:

Federal grant \$ 201,893
 Local Match \$ 23,108

TOTAL \$ 225,000

Region 1 Planning for Operations

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

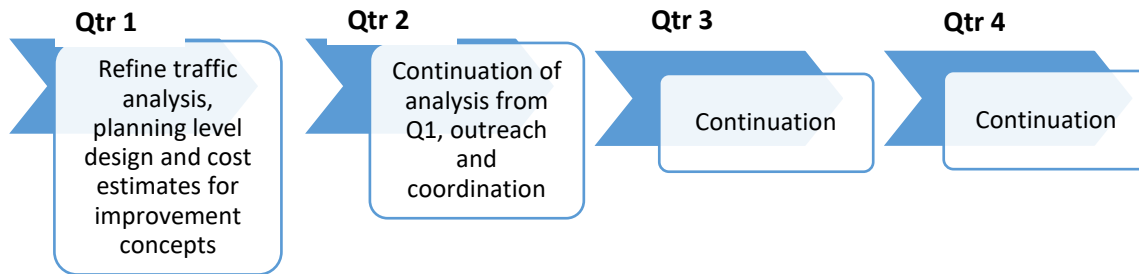
Description

ODOT seeks to leverage its work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT’s ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement’s identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, which can lead to improvements in congested conditions and climate impacts, which is consistent the 2023 RTP policy guidance related to safety, congestion and climate change. In FY 2025-26 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts. Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|----------------------|-------------------|-------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 40,000 | Federal grant | \$ 89,730 |
| Materials & Services | \$ 60,000 | Local Match | \$ 10,270 |
| TOTAL | \$ 100,000 | TOTAL | \$ 100,000 |



Locally Led Transportation Planning of Regional Significance

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I-205 Multi-Use Path Gap Alternatives Analysis

Staff Contacts: Jeff Owen; jowen@clackamas.us and Scott Hoelscher; scotthoe@clackamas.us

Description

The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop a community-backed design solution for a preferred route within the one-mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility. Currently, cyclists use substandard bike lanes on SE 82nd Dr. that frequently contain depressed storm grates, often leaving only 1-2' of smooth pavement, placing riders near high-speed vehicle and truck traffic. Most sidewalks lack ADA compliant curb ramps, and many have buckled and/or cracked, creating barriers to walking and wheelchair access. In addition, several areas lack appropriate access management controls, creating conflicts points for all modes. The project is needed to address these system deficiencies.

Clackamas County and the Oregon Department of Transportation (ODOT) will partner to assess up to four route alternatives and engage the local community throughout the planning process. The project will result in a preferred alignment through the 205 MUP “gap” and a design solution for the alignment, setting the stage for future construction funding. The project will fill a gap in the regional active transportation network and provide connections to the Springwater Corridor; Marine Drive MUP; Trolley Trail; Sunnyside Road cycle track and Sunrise Multiuse Path.

In the previous fiscal year, it is anticipated the *I-205 Multi-Use Path Gap Alternatives Analysis* will have:

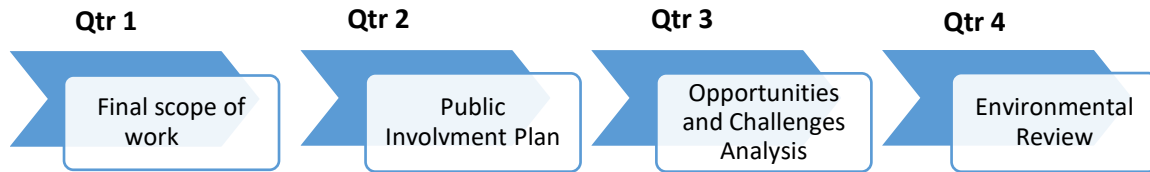
- Entered into an Intergovernmental Agreement (IGA) with ODOT to deliver the project.
- Developed a scope of work for the project.
- Contracted with a private consultant to assist in project delivery.

The project is consistent with the Regional Transportation Plan (RTP) goals, including supporting a healthy economy by providing transportation options to the Clackamas County industrial regional center; improved transportation connectivity for disadvantaged groups; and climate resiliency by providing a viable alternative to travel on Interstate 205.

The *I-205 Multi-Use Path Gap Alternatives Analysis* project complements and is within the Sunrise Corridor Community Visioning (Sunrise) project area. The Sunrise project is a joint Clackamas County, ODOT, Metro and Happy Valley planning effort to develop a shared vision for the future Sunrise Corridor. Sunrise will recommend actions for land use housing and

transportation. These multimodal improvements will connect and complement the I-205 MUP work.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|----------------------|-------------------|-------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ \$350,000 | Federal grant | \$ \$450,000 |
| Materials & Services | \$ 146,215 | Local Match | \$ \$46,215 |
| TOTAL | \$ 496,215 | TOTAL | \$ 496,215 |

Clackamas County Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety as well as equity into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe Streets and Roads for All Program of the USDOT.

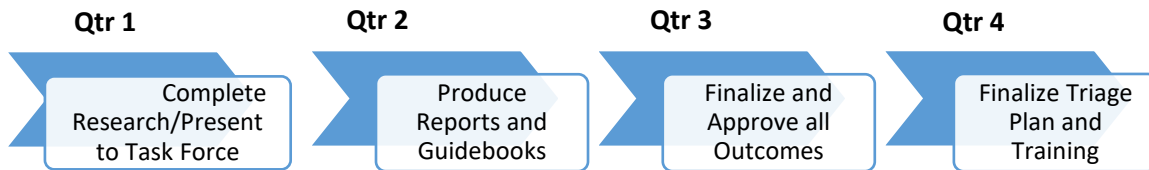
The project is broken down into six distinct outcomes or tasks:

1. Develop a Post-Crash Evaluation and Trauma Support Framework
2. Evaluate and Integrate Equity into Planning Processes
3. Perform a Safe Systems Approach Readiness Assessment
4. Maintain Crash and Data and Produce Regular Reports
5. Update the 2019 Transportation Safety Action Plan
6. Integrate the Safe Systems Approach into county policies and plans.

Work began in November 2024 and will be completed by December 31, 2026. Work anticipated to be completed in FY 2024-25 includes: a kick-off meeting for an external advisory task force, peer practice interviews and research, visioning and data collection and analysis. This project connects with the County’s Transportation System Plan and the Walk/Bike Plan.

Work to be completed in FY 2025-26 includes: complete all assessments and plans, publish guides for other communities, adopt plans and begin integrated safe systems into county plans and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|-------------------|---------------|-------------------|
| Personnel Services | \$ 139,750 | Federal grant | \$ 139,750 |
| Materials & Services | \$ 651,250 | Local Match | \$ 651,250 |
| TOTAL | \$ 791,000 | TOTAL | \$ 791,000 |

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jen Garbely, GarbelyJ@MilwaukieOregon.gov

Description

The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate countermeasures to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

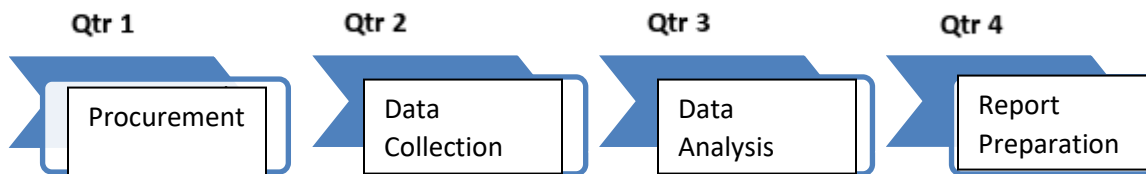
In FY2024-25, the City of Milwaukie solicited for and procured engineering services through competitive bid process. The team kicked off the project in Spring of 2025. Survey efforts, traffic modeling, safety analysis and report preparation will be conducted during FY2025-26.

This project considers many facilities managed by agencies outside of Milwaukie such as ODOT (OR-224, and OR-99), railroad (Union Pacific Railroad and Portland & Western Railroad), and Trimet (Bus and Max services). In addition, the project will support transportation functionality for local police (City of Milwaukie) and fire (Clackamas Fire District #1) agencies.

This project will also support Metro’s 2023 RTP policy guidance by considering safety improvements for all users (Safety), bike and pedestrian access and connectivity (Mobility), and improving efficiency for freight and delivery services (Economy)

For mor information, contact Jen Garbely at GarbelyJ@MilwaukieOregon.gov

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| | | | |
|----------------------|-------------------|-------------------|-------------------|
| Requirements: | | Resources: | |
| Personnel Services | \$ 400,000 | Federal grant | \$ 320,000 |
| Materials & Services | \$ 0 | Local Match | \$ 80,000 |
| TOTAL | \$ 400,000 | TOTAL | \$ 400,000 |

TriMet Comprehensive Service Planning

Staff Contacts: Kate Lyman, lymank@trimet.org; Grant O’Connell, connelg@trimet.org; Alex Page, pagej@trimet.org

Description

In FY25-26, TriMet will complete its medium-term and long-term service planning efforts. In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend near-term changes to address the changing transit needs of our region as a result of the pandemic. These plans were communicated with the public in fall 2022 and began implementation in spring 2023. They continued to be implemented in FY24-25 and will also be implemented in FY25-26. More information on this plan is available at trimet.org/forward.

During FY23-24, TriMet began development of a long-range strategic plan for service upgrades for both bus and MAX light rail beyond the Forward Together timeline, referred to as Forward Together 2.0. This long-range plan will incorporate stakeholder interests in additional TriMet service and will include a financial analysis to determine resources needed to allow implementation of those services. This plan was drafted in FY24-25 and is expected to be complete in FY25-26, following a public outreach period.

This work will be coordinated with the FX system plan so that the region has a comprehensive, long-range bus network vision that includes local bus and FX. This work supports the 2023 RTP policy guidance in equity, climate, and mobility.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

| Requirements: | | Resources: | |
|----------------------|-------------------|---------------|-------------------|
| Personnel Services | \$ 0 | Federal grant | \$ 100,000 |
| Materials & Services | \$ 100,000 | Local Match | \$ 0 |
| TOTAL | \$ 100,000 | TOTAL | \$ 100,000 |

TriMet Park & Ride Optimization Plan

Staff Contact: Guy Benn, benng@trimet.org

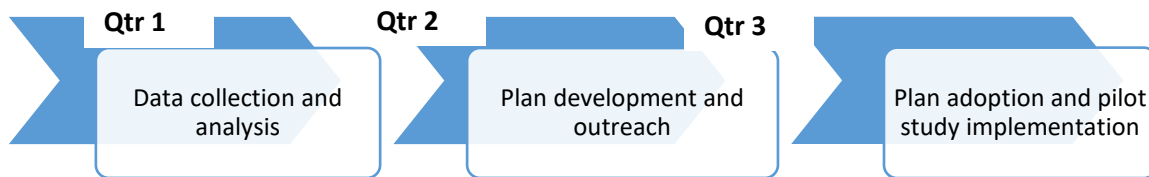
Description

Through an ODOT & DLCD Transport and Growth Management (TGM) grant, this planning work will develop a roadmap for TriMet park & ride operations. Specifically, it will assess the performance of TriMet’s managed park & ride facilities, and how they meet customer and community needs. The Park & Ride Optimization Plan (PROP) will complement TriMet’s Regional TOD Plan by in-depth analysis of park & ride demand and usage across the region, and thus reinforce the TOD site prioritization framework in the TOD plan. The PROP study will assess the impact of changing work trends on park & ride usage, and how anticipated road pricing, climate change, or events might further influence usage. Measures that promote efficiency (including P&R consolidation, densification, and redevelopment) will be assessed, as well as shared/district parking models that can catalyze development close to park & ride sites. A pilot study will test key conclusions, and an equity lens (used throughout) will ensure actions taken do not have a disproportionately negative impact on disadvantaged stakeholders.

Notification of grant award occurred at the end of September 2023. Working with ODOT and DLCD, TriMet developed project scope and solicited for consultant participation in early 2024. In FY 24-25, TriMet selected a consultant and began data collection and planning work. Completion and adoption of the PROP study is forecast for late 2025.

Key Project Deliverables / Milestones

The Park & Ride Optimization Plan will provide a data-driven and clear plan for the future strategy and operations of TriMet’s managed park & ride portfolio. Efficient and streamlined park & ride operations will assist TriMet as it pushes to drive ridership, improve customer experience, and support communities across the region. By optimizing its managed park & ride portfolio, TriMet can bring activation and economic opportunity to the spaces and communities around its transit infrastructure. Further information on all the above is available from the project manager.



FY 2025-26 Cost and Funding Sources

| | | | |
|----------------------|-------------------|--|-------------------|
| Requirements: | | Resources: | |
| Personal Services | \$ 29,400 | State Transportation & Growth Management Grant | \$ 210,000 |
| Materials & Services | \$ 210,000 | Local Match | \$ 29,400 |
| TOTAL | \$ 239,400 | TOTAL | \$ 239,400 |

Frequent Express System Plan

Staff Contact: Dave Aulwes, aulwesd@trimet.org

Description

TriMet, in coordination with Metro, is developing a Frequent Express System Plan (FX Plan) to guide the development of a network of FX bus service connecting the region. FX is TriMet's premier bus service, and is currently operated on one line, the FX2-Division. It features all-door boarding on high-capacity vehicles, transit signal priority that speeds buses through intersections, optimized station spacing, bus-only lanes, and other enhancements. The result for transit riders is faster, more reliable, safer and more comfortable service. In its first years of operation, this service has significantly increased transit ridership, demonstrating its potent capacity to advance the Portland region's climate goals.

The FX Plan will contain Standards detailing what defines FX service; a System Map showing the preferred future network of FX service; and Project Prioritization outlining the recommended order of FX service implementation.

Work completed in FY 2024-25: In FY 2024-25, draft FX Standards were completed; corridors in the System Map were refined and analyzed for FX suitability, ridership and cost risk; and Project Prioritization was begun.

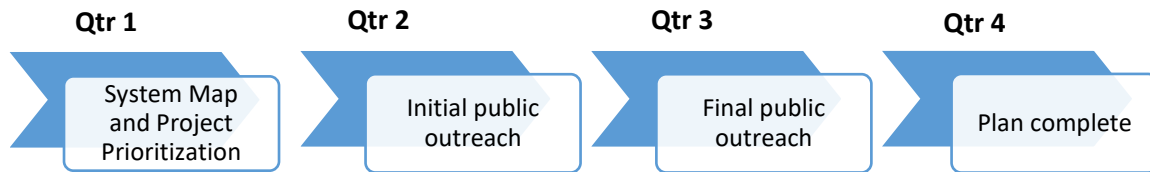
Anticipated work in FY 2025-26: In FY 2025-26, we anticipate finalizing the System Map and Project Prioritization, and opening public feedback on the FX Plan.

Relationship of the project to other agencies' work: The FX service envisioned in the FX Plan will be delivered by TriMet in partnership with Metro, local road authorities, and where applicable, the Oregon Department of Transportation. This work will be presented to the public in coordination with the work described under project 37- Comprehensive System Planning, also referred to as "Forward Together 2.0."

Relationship of the project to the 2023 RTP policy guidance:

- *Equitable transportation:* The FX Plan envisions a transit system that provides marginalized communities faster, more reliable, safer and more comfortable transit service and greater access to destinations and economic opportunities.
- *Mobility options:* By providing transit riders faster, more reliable, safer and more comfortable trips that compete (and win) against other transportation modes, FX service expands mobility options in our region.
- *Thriving economy:* FX service increases riders' access to destinations and mobility generally, fueling economic opportunities for transit users and the business enterprises they visit.
- *Safe system:* FX service increases transit riders' safety through enhanced safety and security features.
- *Climate action and resilience:* FX service attracts riders to transit, directly reducing one of the largest sources of greenhouse gas emissions. It gives riders resiliency by expanding their transportation options and the destinations they are able to reach.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 325,000
 Materials & Services \$ 250,000

TOTAL \$ 575,000

Resources:

Federal grant \$ Amount
 Local Match \$ Amount

TOTAL \$ Total Amount

City of Portland - Reconnecting Albina Planning Project

Staff Contact: Mike Serritella, Mike.Serritella@portlandoregon.gov

Description

Reconnecting Albina (formerly known as Lower Albina Reconnecting Communities) is a collaboration between the City of Portland and Albina Vision Trust to align the community vision and aspiration to revive the historic Black neighborhood in Lower Albina with city policy. The City of Portland received an \$800,000 grant award from the FHWA Reconnecting Communities Pilot program in February 2023, matched by \$200,000 of local funds, to perform this work. The main project deliverable is a transportation and land use development framework plan for the Lower Albina area. The project seeks to advance the years of engagement lead by Albina Vision Trust in developing a vision for the future of the Lower Albina area. This effort will translate that vision into a series of policy changes, actions, and projects that advance that vision and are aligned with other transportation projects in Albina and with local and regional policy.

In FY 2024-25, the Reconnecting Communities project:

- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models for further consideration
- Developed public realm and programming concepts
- Completed a preliminary Urban Design Framework Development

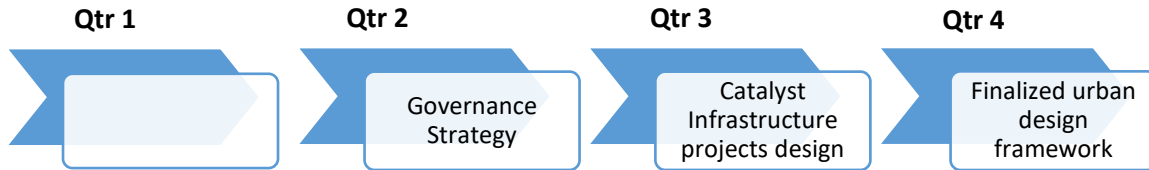
In FY 2025-26, the project will refine a street framework plan, develop the resultant transportation projects, create scenarios for land use and development, and develop recommendations for city policy amendments in partnership with community.

The Lower Albina Reconnecting Communities project supports ODOT's I-5 Rose Quarter Improvement Project (RQIP) by improving surface streets that connect to the improved streets and highway covers that will be created through RQIP. The project is also consistent with the 2040 Vision, which calls for the continued development of Rose Quarter and the surrounding area into a regional center; and with prior area planning completed by the City of Portland, including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the RQIP, which is an ODOT-led project included in the RTP.

For additional detail on the project, please contact Mike Serritella with PBOT (Mike.Serritella@portlandoregon.gov). For more info about Albina Vision Community Investment Plan, visit <https://albinavision.org/our-work/>

Key Project Deliverables / Milestones

[Please read instructions & delete before sending narrative to Shannon/John. Please include in the text boxes below a few expected highlights of the project/program during the 2025-26 Fiscal year. Include no more than 1 deliverable/milestone per quarter. (Note - you don't necessarily need to include one for every quarter). Please limit words to what can fit legibly in the text boxes provided.]



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 375,000
 Materials & Services \$ 0

TOTAL \$ 375,000

Resources:

Federal grant \$ 300,000
 Local Match \$ 75,000

TOTAL \$ 375,000

City of Portland – Central Eastside Railroad Crossings Study

Staff Contact: Bryan Graveline, Bryan.Graveline@portlandoregon.gov

Description

The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade separated crossings. These at-grade railroad crossings stretch from SE Stark Street at the north end of the study area to SE 12th Avenue at the south end of the study area, and all the crossings are located on the mainline of the Union Pacific Railroad (UPRR) between UPRR's Albina Yard and Brooklyn Yard. The at-grade railroad crossings in this area have been subject to increased blockages in recent years with growing frequency and length of time per blockage, and these blockages in turn create significant delays and safety concerns for pedestrians, people bicycling, and people driving due to unsafe behaviors resulting from delays. The delays also impact public transit (including the new FX2 Division Bus Rapid Transit Line and the existing Amtrak passenger rail service) and driving, as well as delays for goods movement by truck in the Central Eastside Industrial District surrounding these crossings. By identifying and developing at-grade crossing solutions such as advisories, traffic control device upgrades, closures and grade separations, this planning study will result in a list of safety improvement projects and operational strategies that are well-scoped and ready for future funding opportunities.

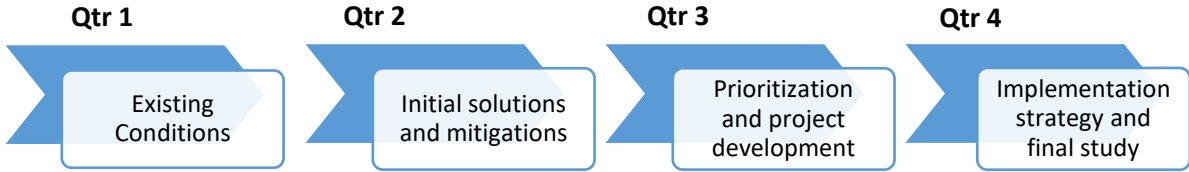
This planning study is funded through a grant from the federal Railroad Crossing Elimination Program and is expected to take roughly 12 months to complete and will primarily take place in FY 2025-2026. The scope includes:

- Developing a public involvement plan
- Documenting existing conditions
- Developing initial ideas for potential solutions and mitigations
- Prioritizing solutions and mitigations
- Developing more detailed strategies and concepts for the highest priorities
- Developing an implementation strategy
- Finalizing the study.

The project is consistent with 2023 RTP policy guidance supporting equity (addressing train blockages impacting safety in high-equity areas and impacting access to living-wage jobs), safety (reducing safety risks at at-grade rail crossings), climate (reducing long delays and detours that add vehicle miles traveled and ped/bike/transit delay), and economy (improving goods movement and access to jobs in the only industrial area of the Central City).

For additional detail on the project, please contact Bryan Graveline with PBOT (Bryan.Graveline@portlandoregon.gov)

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

| | |
|----------------------|------------|
| Personnel Services | \$ 150,000 |
| Materials & Services | \$ 500,000 |

TOTAL \$ 650,000

Resources:

| | |
|---|------------|
| Federal Railroad Crossing Elimination Program | \$ 500,000 |
| Local Match | \$ 150,000 |

TOTAL \$ 650,000



Appendices

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METRO

| Requirements | Resources ¹ | | | | | | | | | | | | | |
|---|---------------------------------|------------------|---------------------------|------------------------------|------------------|---------------------------|------------------|--------------------------------|---|---|---------------------------|----------------|---------|-------------------|
| | Total Direct and Indirect Costs | PL | PL Set Aside ² | PL Match (Metro/ODOT) 10.27% | 5303 | 5303 Match (Metro) 10.27% | STBG | STBG Match (Metro/ODOT) 10.27% | Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others) | Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others) Match (Metro) Match % Varies ³ | Metro Direct Contribution | Local Support | Total | |
| METRO-LED REGIONWIDE PLANNING | | | | | | | | | | | | | | |
| 1 Transportation Planning | 3,059,832 | 251,283 | | 28,760 | 235,299 | 26,931 | 619,276 | 70,879 | | | 1,827,403 | | | 3,059,832 |
| 2 Climate Smart Implementation | 937,982 | | | | | | 608,353 | 69,629 | | | 260,000 | | | 937,982 |
| 3 Metropolitan Transportation Improvement Program | 1,791,441 | | | 183,057 | | | 8,076 | 924 | | | | | | 1,791,441 |
| 4 Air Quality Program | 17,239 | | | | | | 15,469 | 1,770 | | | | | | 17,239 |
| 5 Regional Transit Program | 33,014 | | | | | | 29,624 | 3,391 | | | | | | 33,014 |
| 6 Regional Freight Program | 99,039 | | | | | | 88,868 | 10,171 | | | | | | 99,039 |
| 7 Complete Streets Program | 123,719 | | 90,428 | | | | 29,872 | 3,419 | | | | | | 123,719 |
| 8 Regional Travel Options/Safe Routes to School Program | 6,638,118 | | | | | | | | 6,368,487 | 223,630 | 46,000 | | | 6,638,118 |
| 9 Transportation System Management & Operations - Regional Mobility Program | 1,505,476 | | | | | | 454,177 | 51,983 | 896,687 | 102,630 | | | | 1,505,476 |
| 10 Better Bus Program | 5,029,557 | | | | | | | | | | 5,029,557 | | | 5,029,557 |
| 11 Community Connector Transit Study | 475,291 | | | | | | 197,411 | 22,985 | | | | 255,286 | | 475,291 |
| 12 Regional Rail Futures Study | 423,360 | | | | | | | | | | | 173,360 | 250,000 | 423,360 |
| 13 Safe Streets for All | 1,121,249 | | | | | | | | 1,001,930 | 119,319 | | | | 1,121,249 |
| 14 EPA Climate Pollution Reduction Grant | 485,698 | | | | | | 221,894 | 25,397 | 238,407 | | | | | 485,698 |
| 15 Industrial Lands Availability and Intermodal Facilities Access Study | 150,000 | | | | | | | | | | 150,000 | | | 150,000 |
| 16 Economic Value Atlas | 63,936 | | | | | | 29,358 | 3,360 | | | 31,217 | | | 63,936 |
| 17 Regional Emergency Transportation Routes | 161,005 | | | | | | 88,872 | 10,172 | 61,961 | | | | | 161,005 |
| Metro-led Regionwide Planning Total: | 22,115,956 | 1,850,667 | 90,428 | 211,817 | 235,299 | 26,931 | 2,391,249 | 273,689 | 8,567,472 | 445,579 | 7,772,824 | 250,000 | | 22,115,956 |
| METRO-LED CORRIDOR / AREA PLANNING | | | | | | | | | | | | | | |
| 1 Investment Areas (Corridor Refinement and Project Development) | 856,889 | | | | | | 487,312 | 55,775 | | | 165,233 | 148,570 | | 856,889 |
| 2 Southwest Corridor Transit Project | 418,444 | | | | | | | | 246,557 | 61,639 | 110,248 | | | 418,444 |
| 3 TV Highway Transit and Development Project | 1,453,178 | | | | | | 379,581 | 43,445 | 924,355 | 105,797 | | | | 1,453,178 |
| 4 82nd Ave Transit Project | 2,973,402 | | | | | | | | 2,656,281 | | 317,121 | | | 2,973,402 |
| Metro-led Corridor / Area Planning Total: | 5,701,913 | | | | | | 866,893 | 99,220 | 3,827,193 | 167,436 | 592,601 | 148,570 | | 5,701,913 |
| METRO ADMINISTRATION & SUPPORT | | | | | | | | | | | | | | |
| 1 MPO Management and Services | 560,932 | 487,855 | | 55,837 | | | | | | | 17,239 | | | 560,932 |
| 2 Data Management and Visualization | 2,555,942 | | | | | | 1,011,893 | 115,816 | | | 1,428,234 | | | 2,555,942 |
| 3 Land Use and Socio-Economic Modeling Program | 530,693 | | | | 338,904 | 38,789 | | | | | 153,000 | | | 530,693 |
| 4 Travel Model Program | 1,271,217 | | | | 716,639 | 82,023 | | | | | 207,331 | 265,225 | | 1,271,217 |
| 5 Technical Assistance Program | 238,806 | | | | | | 214,281 | 24,525 | | | | | | 238,806 |
| Metro Administration & Support Total: | 5,157,591 | 487,855 | | 55,837 | 1,055,543 | 120,812 | 1,226,173 | 140,341 | | | 1,805,804 | 265,225 | | 5,157,591 |
| GRAND TOTAL | 32,975,460 | 2,338,523 | 90,428 | 267,654 | 1,290,843 | 147,743 | 4,484,315 | 513,250 | 12,394,665 | 613,015 | 10,171,229 | 663,795 | | 32,975,460 |

As of 1/15/25

¹Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

²The IJIA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

³The match amounts vary based on the requirements of each individual grant. Summaries of match requirements are provided below. Additional details can be found in the budget footnotes of the project narratives.

Regional Travel Options/Safe Routes to School Program: FTA Grants: 10.27% (some of which is provided by Metro's grantees); ODOT/FHWA Grant: 10.27% (except for the Rideshare and Innovative Mobility portions of the grant's scope which have no match requirement).

Portland Transportation Demand Management: FTA Grant: 10.27% (which is provided by Metro's grantee)

Safe Streets for All Demonstration/Safe Routes to School: NHTSA Grant: 20% (which is provided by Metro's partners)

Transportation System Management & Operations - Regional Mobility Program: ODOT/FHWA Grants: 10.27%

Safe Streets for All: FHWA Grant: 20% (some of which is provided by Metro's grantees)

EPA Climate Pollution Reduction Grant: No match requirement

Regional Emergency Transportation Routes: City of Portland Grant under DHS: No match requirement

Southwest Corridor Transit Project: FTA Grant: typically a 20% match rate, however Metro committed to overmatch by \$200k for an effective match rate of 31.43% some of which is provided by a Metro partner

TV Highway Transit and Development Project: FTA Grant: 10.27%

82nd Ave Transit Project: FTA Grant: 10.27% (which is provided by Metro's grantee)

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2024 Metro Transportation Management Area (TMA) Certification Review Table

Corrective Actions, Recommendations & Proposed Actions

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|---|--|--|
| <p>1. Metropolitan Transportation Plan (MTP)</p> | <p>Corrective Action 1: By December 23, 2023, with the update of the MTP, Metro must create a financial plan that meets the requirements of 23 CFR 450.324(f)(11), including:</p> <ul style="list-style-type: none"> • Document revenue and cost estimates in YOE dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. | <p>Status: Completed as proposed.</p> <p>Metro will change its methodology to account for the effects of inflation on financial constraint and reflection of “year of expenditure dollars” from a discounting of revenues method to an inflation of costs method.</p> <p>Metro participates in the statewide working group led by ODOT to forecast federal and state transportation revenues for long-range plans. This forecast information will serve as the basis for forecasting what portions of those revenues are reasonably expected to be available in the Metro MPO region for the 2023 RTP update. Federal and state revenues will be reported separately. A methodology for how these funds will be applied to OM&P and capital project costs prioritized in the plan update will also ensure federal, state, and local revenues as applied to those costs can be tracked separately.</p> <p>Metro will provide guidance to be followed for the development of local revenue to create consistency in the forecast approach. However, locally generated revenues used for transportation purposes (e.g. system development charges or parking revenues) can be unique, and may continue to utilize forecasting methods appropriate to their locally unique conditions. Any unique methods for</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|------------|---|--|
| | | <p>the forecast of local revenues will be vetted at the regional level and documented.</p> <p>Metro will work with agencies to create definitions of operations, maintenance, preservation, and capital projects and programs, and develop cost estimation guidance to consistently apply these definitions to cost categories. These definitions will be consistent with ODOT and the region’s transit agency cost methods. Transit state of good repair, TAM plans and service plans will be used as sources for cost estimates of transit operations and maintenance activities.</p> <p>Local agencies provide cost estimates for their operations, maintenance and preservation, and each agency’s method may differ. For example, one agency may consider asphalt sealant a maintenance activity while another considers it a preservation activity. It may not be possible for agencies to tease apart and re-estimate category costs in strict adherence to a regional guidance document. These slight differences will not impact total cost estimates for these OM&P activities that then allow the region to establish revenues available for capital projects. Nor will they have measurable impacts to performance measures related to OM&P activities on the NHS.</p> |
| | <p>Recommendation 1: As part of fiscal constraint documentation, Metro should develop cost and revenue estimates for functional categories (e.g., preventive maintenance, operations and management, capital), time periods (e.g., 2020-2030, 2030-2040) and by major travel modes</p> | <p>Metro staff will work with agency staff to develop cost estimates for functional categories. OM&P costs will be attributed to time periods (or cost bands).</p> <p>The current revenue forecast and capital project cost estimating methodologies anticipates that</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|------------|---|---|
| | (e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime. | <p>revenue forecasts will be developed for time periods within the plan years of 2024 through 2040. Capital projects will be assigned for implementation within time periods in YOE costs, limited to the revenue capacity within those time periods.</p> <p>Capital projects will identify all major travel modes provided or impacted by the project. For projects that provide or impact multiple modes, it may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p> |
| | Recommendation 2: Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes. | Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update. |
| | Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format. | <p>As part of the 2023 RTP update, Metro is considering options for preparing a simplified version of the plan that is more accessible to the general public. We are contacting peer MPOs for examples.</p> <p>One of the burdens unique to our MPO is that our RTP is also regulated by Oregon’s statewide planning laws, as well as Metro’s own regional planning requirements under a voter-approved charter. As a result, our RTP serves many masters, each with specific requirements for its content and degree of detail.</p> <p>Given these conditions and requirements, we are considering a separate, simplified summary version aimed at the general public and policy makers. The MTC in the Bay Area is a good example of this</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|--|---|--|
| | | approach, though our own work will be subject to budget and capacity availability. |
| | Recommendation 4: Metro should include the timelines for re-evaluation points, equity milestones, and follow-up actions to ensure accountability and benchmarks for success in the <i>Transportation Equity Evaluation</i> section of the MTP/RTP. | Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP. |
| 2. Transportation Improvement Program | Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP. | Metro staff will look to extract from the programming tables and the more detailed appendices of revenue and programming information, a user-friendly table of each federal funding source by amount and year within the main document of the 2024-27 MTIP. |
| | Recommendation 6: Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes. | Metro will request ODOT and transit agencies to document how their prioritized investments and programming address their ADA Transition Plans. Additionally, the MTIP will document how the allocation of U-STBG, TAP and CMAQ funds accounted for ADA Transition Plans. |
| 3. Congestion Management Process | Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> • Methods to monitor and evaluate the performance of the multimodal transportation system by identifying the underlying causes of recurring and non-recurring congestion; identifying and evaluating alternative strategies; | As part of the 2023 RTP update Metro is working in partnership with ODOT to update the region’s mobility policy. This work is expected to conclude in mid-2022 and recommendations from the work will be carried forward to be applied and incorporated into the 2023 RTP. The updated policy will also be considered for amendment into the Oregon Highway Plan by the Oregon Transportation Commissions. |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|--------------------------------|--|--|
| | <p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. | <p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p> |
| 4. Consultation | <p>Corrective Action 2: By June 30, 2022, Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p> | <p>Status: Completed as proposed.</p> <p>Metro has created a more formal process for consultation for consulting with other governments and agencies and has incorporated it into the 2023 RTP work plan and 2023 MTIP project plan. MPO staff will extract those elements into a separate consultation document by December 31, 2023 and include additional learnings from the RTP and MTIP processes.</p> |
| 5. Public Participation | <p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document | <p>Status: Completed as proposed.</p> <p>Metro is in the process of updating the agencies Public Engagement Guide, with the completion goal of meeting the PPP components by June 30, 2023. The current PPP, titled “Get involved</p> |

| | | |
|--|--|--|
| | | in Transportation Planning”, will be incorporated into the Public Engagement Guide and revised to include the points requested and required. |
|--|--|--|

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|------------|---|---|
| | <p>accessible and comprehensible to the widest possible audience</p> <ul style="list-style-type: none"> • Explicit procedures for outreach to be conducted at the identified key decision points. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes. • A minimum public comment period of 45 calendar days shall be provided before the revised participation plan is adopted by the MPO. | <p>Regarding the recommendation to simplify through summaries, visualizations and other techniques, Metro staff would benefit from additional direction from FHWA, and would welcome the opportunity to review PPP documents from other MPOs that could be used as strong examples.</p> |
| | <p>Recommendation 8: Metro should use just one document as the MPO’s Public Participation Plan to make it easier for the public participation processes.</p> | <p>Metro plans to update to the “practitioner’s portion” of the Public Engagement Guide and include that as secondary content (appendices and attachments) in the updated Public Engagement Guide, which will serve as the PPP. This Public Engagement Guide update was launched as a process but was cut short in March 2020 due to impacts from the COVID-19 pandemic. The process has resumed in 2023.</p> |
| | <p>Recommendation 9: Metro should include information in the PPP on how the public can volunteer to serve on committees.</p> | <p>Metro will pursue this recommendation, understanding that multiple departments outside of the MPO function also manage and recruit for committees.</p> |
| | <p>Recommendation 10: Metro should update the <i>Language Assistance</i> link on its website so it’s stated in the prominent languages in the region, as determined in the LEP Four-Factor Analysis and the Safe Harbor Provision.</p> | <p>Metro is currently developing its next website to comply with technical support and security updates to its Drupal platform. This recommendation has been included in the requirements and project plan for the new website, and the initial version was expected in early 2023 but has been delayed to 2025 due to COVID pandemic-related budget and staffing issues.</p> |

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|--|--|---|
| <p>6. Civil Rights (Title VI, EJ, LEP, ADA)</p> | <p>Corrective Action 4: By December 31, 2022, Metro must complete an ADA self-evaluation of all Metro programs, services, and activities that identifies universal access barriers and describes the methods to remove the barriers, along with specified timelines to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. The self-evaluation and transition plan should include a list of advocacy groups/individuals consulted with as part of the self-evaluation/transition plan process and be posted on Metro’s website for public information and opportunity to provide feedback.</p> | <p>Status: Completed as proposed.</p> <p>Metro has assigned a project manager to create the self-evaluation and action plan for programs, services and activities and including these elements. The project was expected to be completed by December 31, 2022 but Metro asked for and was granted an extension from FHWA for completion December 31, 2023.</p> |
| | <p>Recommendation 11: It is recommended Metro ensure the ADA Notice can be easily located on its website, and in Metro buildings, and include the basics of ADA requirements of the State or local government, written in easy to understand plain language format, and contact information of the ADA Coordinator.</p> | <p>These recommendations are included in the work of the ADA Coordinator and ADA self-assessment project manager. This information has also been referred to the website update project team, and we expect this notice to be easier to locate on the new site. The current site has been updated to include an “Access” category prominently displayed in the bottom “wrap” (information that transfers across all web pages). This Access category includes plain language categories of “Know your rights” and “Accessibility at Metro,” both of the pages for which include the ADA Notice, requirements and ADA Coordinator contact information.</p> |

| | | |
|--|---|---|
| | <p>Recommendation 12: It is recommended Metro work with ODOT’s Title VI staff to:</p> <ul style="list-style-type: none"> • Clarify compliance reporting procedures and timelines; • Ensure that USDOT Standard Assurances associated with FHWA financial assistance are signed and incorporated into Metro’s Title VI Plan; • Confirm ODOT’s expectations related to collection and analysis of Title VI data; • Revise its Title VI complaint procedures to include FHWA’s guidance on processing Title VI complaints; • Remove age and disability from the Title VI Plan, complaint procedures, and any other associated documents and ensure only appropriate groups are included. | <p>Metro will continue to – and more actively – work with ODOT Title VI staff. Metro intends to update its Title VI Plan this year, incorporating the elements recommended.</p> <p>Metro staff would benefit from more direction from FHWA regarding removing the age and disability from the Title VI Plan. From a program management and public communications perspective, Metro strives to address Civil Rights holistically, while still meeting our responsibilities for Title VI programming and reporting under its MPO functions. Metro has also taken guidance from USDOT practice in its program and communications around Civil Rights, addressing protections and processes beyond the Title VI requirements for race, color and national origin. See: https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process.</p> <p>One potential path is to clarify that Metro’s Civil Rights program has that holistic approach, and reflect that in a “Civil Rights Plan,” inclusive of but in place of a “Title VI Plan,” that meets the regulations and requirements of FHWA for Title VI.</p> |
|--|---|---|

| Topic Area | Corrective Action / Recommendation | Proposed Action |
|--|--|---|
| | <p>Recommendation 13: It is recommended Metro use the U.S. Census <i>American Community Survey</i> data as the primary data sources for identifying Limited English Proficiency populations and incorporating a more comprehensive, multiple data-set, approach.</p> | <p>Metro agrees with this recommendation and continues to follow this practice. The ACS remains our primary data source for identifying Limited English Proficiency populations. Oregon Department of Education data is used as a secondary source where ACS data aggregates LEP populations such as “Other Indo-European languages”; “Other African languages”; etc. as the best data to align with ACS data and disaggregate languages which may fall within the Safe Harbor guidance.</p> |
| <p>7. Transit Representation on MPO Board</p> | <p>Recommendation 14: Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by interlocal agreements between the transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).</p> | <p>In 2008, JPACT updated the committee bylaws to clarify a formal role for TriMet as representative of all transit service providers, and in turn, TriMet would be expected to coordinate directly with area transit providers, including C-TRAN.</p> <p>More recently, South Metro Area Rapid Transit (SMART) asked JPACT to consider adding a second transit seat to the committee. Metro offered to SMART and TriMet to work with a third-party consultant to convene facilitated meetings between the transit agencies to discuss a mutually beneficial path forward and improve communication between agencies. At this time, TriMet continues to serve as the representative at JPACT with the expectation that they represent all transit providers at JPACT.</p> <p>TPAC has somewhat different representation than JPACT, and its bylaws already include two transit representatives. TriMet holds a voting position on TPAC and C-TRAN has a non-voting position on the committee.</p> |

Placeholder: SW Washington Regional Transportation Council UPWP