
Appendix C. Reasonably Foreseeable Future Actions

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REASONABLY FORESEEABLE FUTURE ACTIONS COMPARISON

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Project: K19071 I-5 Rose Quarter Improvement Project

To: Steve Drahota

From: Brian Bauman

Subject: Reasonably Foreseeable Future Actions Comparison

1.0 INTRODUCTION

Reasonably Foreseeable Future Actions (RFFAs) having the potential to contribute to a cumulative effect with the Build Alternative for the I-5 Rose Quarter Improvement Project (Project) were identified in 2019 technical reports supporting the Project's Environmental Assessment (EA) and the Finding of No Significant Impact (FONSI) and Revised EA. The purpose of this memo is to review the RFFAs documented in the 2019 technical reports and update them based on changes in plans for future development in the Project vicinity. The updated RFFAs presented herein are used in the assessment of cumulative environmental effects of the Project's Revised Build Alternative presented in the I-5 Rose Quarter Improvement Project Supplemental EA.

2.0 RFFA ASSESSMENT

As part of the cumulative impacts analysis included in the 2019 technical reports, ODOT considered planned and programmed projects in the Project Area and surrounding areas that are likely to be implemented by 2045 to be reasonably foreseeable. Future (2045) traffic conditions were interpolated from Metro's regional travel demand model which is built on population and employment growth forecasts adopted by the Metro Council and the financially constrained project list included in the 2014 Regional Transportation Plan (RTP). This updated RFFA **assessment** compares projects included in the most recent 2018 RTP that may contribute to a cumulative effect with the Project with the RFFAs documented in the 2019 technical reports.

2.1 LAND USE ASSUMPTIONS - LAND USE AND ASSUMPTIONS FOR RFFAS

The RFFAs included in the 2019 technical reports include City-owned parcels proposed for redevelopment (East/West parking garages, Benton surface parking lot, Phase II Entertainment Lot); improvements to the Veterans Memorial Coliseum, Moda Center, Annex lot plus building; and private redevelopment (Vulcan/Thunderbird site west of N Interstate and the Weston-owned site at N Larrabee and N Broadway). In addition to these actions, public entities such as the Portland Water Bureau, TriMet, Metro/Oregon Convention Center, Portland Public Schools, and Multnomah County plan to undertake improvement projects within the area before 2045.

Both the 2014 and 2018 RTPs support the implementation of the 2040 Growth Concept, which is the region's adopted land use and transportation strategy for managing growth and building healthy, equitable communities and a strong economy. The RFFAs listed above were included in both the 2014 RTP and the 2018 RTP and are the only projects that may have an impact on traffic within the I-5 Rose Quarter Improvement Project Area. Additional assumptions can be found in Appendix M Attachment 3 (Page 77) of the 2018 RTP dated December 6th, 2018.

For the 2019 Traffic Analysis Technical Report and the **2023 Revised** Traffic Analysis Supplemental Technical Report, the Project team utilized the regionally adopted population and employment numbers associated with Metroscope and the Regional Travel Demand Model as the baseline for travel demand development in conjunction with Metro. Additionally, the adopted I-5 Rose Quarter Project in the RTP was coordinated with the updates to the Comprehensive Plan and Zoning designations in the NNE quadrant plan covering the project study area. It should be noted that the comprehensive plan and zoning designations in the study area were designated primarily General Commercial (GC) which allows for the maximum density. While there have been changes or additional detail to proposed developments in the Project Area, these do not change the underlying assumptions of build-out of those parcels in accordance with the applicable comprehensive plan designations.

Since the FONSI and Revised EA were released in 2020, the Portland Public School's Long Range Facility Plan lists Harriet Tubman Middle School (HTMS) as under consideration for relocation (PPS 2021) and funding for the relocation is provided to the Oregon Department of Administrative Services in Oregon House Bill 5202, Section 323 which was signed by Governor **Brown** on April 4, 2022. The relocation of HTMS is a new RFFA for purposes of cumulative analyses for the Supplemental EA. The middle school occupies approximately 2.2 acres zoned Commercial Mixed Use and 0.13 acres zoned

Open Space. After the school use of the existing building relocates, re-use of the land and building could include several potential outcomes, and it is not possible to predict how the land will be used. In the event the buildings are demolished, and the site is redeveloped under the current zoning, the 2.2-acre Commercial Mixed Use 3 portion could support a large-scale mixed-use building with 6–7 stories including retail, office, residential, institutional, and limited industrial uses. There is a minimum residential density requirement of 1 unit per 1,000 square feet of site area, which would translate to a minimum of approximately 95 residential units.

2.2 TRANSPORTATION ASSUMPTIONS - FREEWAY VOLUMES AND 2019 ASSUMPTIONS

The **Columbia River Crossing** Project is included in the 2014 RTP financially constrained project list and is in Metro’s 2014 regional travel demand model (RTDM). The **Columbia River Crossing** Project remained in the financially constrained list in the 2018 RTP (See Table 4 in Appendix M of the 2018 RTP dated December 6th, 2018, on Page 13). Tolling was assumed as a part of the **Columbia River Crossing** Project (**Appendix 3.4 of the 2014 RTP Technical Appendix on Page 337 and Appendix M of the 2018 RTP on Page 13**). No other major projects have been completed or incorporated into the RTP that would **substantially** affect travel volumes, therefore there are no changes to the RFFAs in the **Revised Traffic Analysis Supplemental** Technical Report.

Projects under the Oregon Toll Program were not on the 2014 or 2018 RTP financially constrained list and, therefore, were not included as part of the future modeling scenarios in the 2019 Traffic Analysis Technical Report. Tolling is currently in an environmental review process for I-205 at the **Abernethy Bridge (I-205 Toll Project)**, as well as in a planning phase for I-5 and other portions of I-205 (**Regional Mobility Pricing Project; RMPP**). Volume development for the traffic analysis for the Supplemental EA was conducted from November 2021 to December 2021. Metro added the I-205 Toll Project (which, at that time included tolls at the Abernethy and Tualatin River bridges) to the RTP financially constrained list in May 2022; i.e., after volume development for the Supplemental EA was complete. Regional modeling performed for the I-205 Toll Project in 2021 determined that daily volume changes resulting from the I-205 Toll Project alternatives would be negligible (less than 2% in volume) on I-5

at the Marquam Bridge (i.e., south of the I-5 Rose Quarter Improvement Project)¹. Therefore, the RFFAs for the I-5 Rose Quarter Improvement Project were not updated to include the I-205 Toll Project and ODOT determined there would not be analytical value to performing sensitivity tests related to the effects of the I-205 Toll Project on the I-5 Rose Quarter Improvement Project.

The RMPP is not on the 2018 RTP financially constrained list and therefore was not considered as an RFFA in the Supplemental EA. Due to public interest, ODOT had its consultant team conduct a sensitivity analysis of the potential influence of the RMPP on I-5 in the Project area. The results of that analysis are contained in Appendix D of the 2023 Revised Traffic Analysis Supplemental Technical Report. Because the RMPP is in the early stages of planning, and assumptions used in the sensitivity analysis are likely to change as the RMPP project elements become more defined in subsequent phases, the results have many limitations.

2.3 TRANSPORTATION ASSUMPTIONS - LOCAL STREET VOLUMES AND 2019 ASSUMPTIONS

As a part of the multi-modal traffic modelling work, the 2019 Traffic Analysis Technical Report included additional network refinement and operational detail based on input from the City of Portland, including elements of the Central City in Motion project. The primary change was lane reallocations on Broadway. These changes were incorporated in the 2018 RTP, and thus the change is consistent with that plan. The Broadway Multi-Modal Corridor project is project #11646 in the 2018 RTP. No other projects have been completed or incorporated into the RTP that would affect travel volumes, therefore there are no changes to the RFFAs in the Traffic Analysis Supplemental Technical Report.

3.0 FINDINGS

The RFFAs identified for the 2019 technical reports to support the cumulative impacts analysis of the Project Build Alternative were reviewed to determine if updates were needed to assess traffic and cumulative impacts of the Revised Build Alternative. The 2014 and 2018 RTPs were also reviewed and compared. No projects were added to or removed from the RFFA list that would affect traffic impacts, volumes, or performance in

¹ I-205 Toll Project Comparison of Screening Alternatives (March 31, 2021).

https://www.oregon.gov/odot/tolling/Documents/FINAL%20I-205%20Comparison%20of%20Screening%20Alternatives%20Report%20033121_508.pdf

the project area. The relocation of HTMS may impact future use of the existing site; however, neither the relocations nor the RFFAs have resulted in updates that would result in any changes to trip generation, travel demand or to modeling used in the evaluation of the Project.