



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Tuesday, June 23, 2026

10:00 AM

Metro Regional Center, Council chamber;
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
[https://www.youtube.com/watch?
v=tuAim2--en4](https://www.youtube.com/watch?v=tuAim2--en4)

This Council Meeting will adjourn to a Work Session

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> (Webinar ID: 615 079 992); <https://www.youtube.com/@OregonMetro/streams>

1. **Call to Order and Roll Call**
2. **Public Communication**

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. **Resolutions**

- 3.1 Resolution No. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

[RES 26-5599](#)

Presenter(s): Gabriela Lopez, Senior Transportation Planner
Kelly Betteridge, Investment Areas Manager

Carley Francis, Interim Interstate Bridge Replacement
Program Administrator

Attachments: [Resolution No. 26-5599](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1 - IBR Program MPA Staff Memo](#)
[Attachment 2 - IBR Program Modified Locally Preferred Alternative](#)
[Attachment 3 - IBR Program Maps](#)
[Attachment 4 - IBR Program Pre-Completion Tolling Map](#)

4. Adjourn to Work Session

Metro respects civil rights

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Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщощо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ។ ប្រសិនបើលោកអ្នក មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែសម្រាប់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwv ua ntej ntawm lub rooj sib tham.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 3.1

File #: RES 26-5599

Agenda Date:6/23/2026

Resolution No. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

Gabriela Lopez, Senior Transportation Planner

Kelly Betteridge, Investment Areas Manager

Carley Francis, Interim Interstate Bridge Replacement Program Administrator

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING OR
ADDING FOUR I-5 INTERSTATE BRIDGE
REPLACEMENT PROGRAM PROJECTS TO
THE 2024-27 MTIP TO MEET FEDERAL
PROJECT DELIVERY REQUIREMENTS**) RESOLUTION NO. 26-5599
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal with
) concurrence of Council President
) Juan Carlos González

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, Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies; and

WHEREAS, bridge users are impacted by heavy congestion, safety issues, limited public transit options, and inadequate active transportation facilities; and

WHEREAS, the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) are working together to design, replace, and construct a new I-5 Interstate Bridge across the Columbia River; and

WHEREAS, the I-5 Interstate Bridge Replacement (IBR) Program will also include system upgrades that include reconstructed interchanges, new auxiliary lanes, active transportation upgrades, and an extension of the TriMet MAX light rail system line to Vancouver; and

WHEREAS, benefits from the new I-5 bridge are anticipated to provide earthquake resilience to the I-5 corridor, improve, safety, congestion, and reliability, improve freight movement and connections, expand transit options and alternatives to single-occupancy vehicles, plus support tens of thousands of jobs in the region; and

WHEREAS, the IBR Program's Supplemental Environmental Impact Statement has been signed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and the federal environmental process is expected to conclude this summer with the issuance of an amended Record of Decision (ROD) which will allow the program to proceed in construction and retain federal Bridge Investment Program (BIP) grant and Mega grant funding; and

WHEREAS, the IBR Program's 2026 Financial Plan estimates the total project cost between \$13.5 billion to \$15.2 billion dollars; and

WHEREAS, major infrastructure projects are often constructed in phases over time to align with available funding and workforce, and to minimize disruption to local communities; and

WHEREAS, in March 2026, the governors of Oregon and Washington reaffirmed their commitment to building the full IBR Program of investments over time and WSDOT and ODOT announced a core set of projects to advance while working toward building the full five-mile program; and

WHEREAS, the first step toward building the core set of projects is to complete the replacement Columbia River Bridge with space to accommodate light rail transit, construct bridge approaches to connect to I-5 in Oregon and Washington, construct modified SR 14 connections, construct tolling infrastructure, removal of existing structures, and advance design to complete 60% design for light rail transit elements; and

WHEREAS, the development of SBE contractors is essential to the local economy, we acknowledge the importance of SBE participation goals and targets with contract packaging and quarterly reporting; tracking available data tied to consistent equity outcomes, and consistent application of an accountability reporting framework when possible for SBEs; and

WHEREAS, we seek shared prosperity for adjacent communities, and support this region's commitment to implementing a Community Benefits plan, and a plan for preventing displacement and mitigating construction impacts with measurable outcomes; and

WHEREAS, having secured the necessary funding to begin construction, the IBR Program is requesting to program additional funds and scope in the MTIP and the Statewide Transportation Improvement Program (STIP); and

WHEREAS, the amendment programming will increase total funding from \$2,057,861,000 to \$5,681,887,000; and

WHEREAS, the I-5 IBR Program expects to implement bridge tolling in 2028 to help generate required bridge revenues to cover part of the replacement bridge's costs and future maintenance funding needs; and

WHEREAS, the formal amendment amends the **I-5: Columbia River (Interstate) Bridge** project to increase the Preliminary Engineering phase by \$300,493,000, increase the Utility Relocation phase by \$26,926,000, decrease the Right-of-Way phase by \$86,684,000, and change the project description; and

WHEREAS, the formal amendment amends the **I-5: Columbia River Bridge Replacement** project to increase the Preliminary Engineering phase by \$233,767,000, increase the Construction phase by \$3,071,479,000, and change the project description; and

WHEREAS, the formal amendment amends the **I-5 OR & WA Pre-completion Tolling Signage** project to increase the Construction phase by \$1,510,000, increase Other phase by \$25,834,000, and change the project name and description; and

WHEREAS, the formal amendment adds the **I-5: Columbia River Bridge Replacement Transit Design** with a Preliminary Engineering phase funded with \$50,701,000 of Mega grant funds awarded to WSDOT; and

WHEREAS; Oregon Transportation Commission (OTC) approval is required to program the funding in the STIP and occurred on May 26, 2026; and

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

WHEREAS, on June 5, 2026, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 16, 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

WHEREAS, on June 18, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the four projects, 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 23rd day of June 2026.

Juan Carlos González, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Proposed Amendment: MTIP ID 71083 - I-5: Columbia River (Interstate) Bridge

ODOT Key 21570	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type Capital Project	Total Cost \$795,364,000
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Project Description

Planning, design, right of way, and utility relocation for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Project also includes right of way acquisition for the demolition of the current Interstate Bridge.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	State Match	\$1,641,917	\$0	\$0	\$0	\$0	\$0	\$1,641,917
Planning	STBG - State	\$6,567,667	\$0	\$0	\$0	\$0	\$0	\$6,567,667
Total Planning		\$8,209,584	\$0	\$0	\$0	\$0	\$0	\$8,209,584
Preliminary Engineering	Advance Construction	\$128,759,197	\$0	\$0	\$0	\$0	\$0	\$128,759,197
Preliminary Engineering	Bridge Program	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Preliminary Engineering	HB5005	\$172,141,000	\$0	\$0	\$0	\$0	\$0	\$172,141,000
Preliminary Engineering	HIP - Bridge Improvement Program 2022	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
Preliminary Engineering	Local Match	\$6,436,462	\$0	\$0	\$0	\$0	\$0	\$6,436,462
Preliminary Engineering	NHFP	\$18,800,000	\$0	\$0	\$0	\$0	\$0	\$18,800,000
Preliminary Engineering	NHPP	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000
Preliminary Engineering	Other	\$249,401,000	\$0	\$0	\$0	\$0	\$0	\$249,401,000
Preliminary Engineering	State Match	\$7,725,757	\$0	\$0	\$0	\$0	\$0	\$7,725,757
Total Preliminary Engineering		\$605,213,416	\$0	\$0	\$0	\$0	\$0	\$605,213,416
Right of Way	Advance Construction	\$0	\$0	\$0	\$48,526,000	\$0	\$0	\$48,526,000
Right of Way	HB5005	\$0	\$0	\$0	\$56,715,000	\$0	\$0	\$56,715,000
Right of Way	Other	\$0	\$0	\$0	\$39,774,000	\$0	\$0	\$39,774,000
Total Right of Way		\$0	\$0	\$0	\$145,015,000	\$0	\$0	\$145,015,000
Utilities	HB5005	\$0	\$0	\$0	\$8,411,000	\$0	\$0	\$8,411,000
Utilities	Other	\$0	\$0	\$0	\$28,515,000	\$0	\$0	\$28,515,000
Total Utilities		\$0	\$0	\$0	\$36,926,000	\$0	\$0	\$36,926,000
Total Prior Costs		\$613,423,000	\$0	\$0	\$0	\$0	\$0	\$613,423,000
Total Programmed		\$613,423,000	\$0	\$0	\$181,941,000	\$0	\$0	\$795,364,000

Previously Approved Amendment 71083 - I-5: Columbia River (Interstate) Bridge

ODOT Key 21570	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Project Type	System Investment Type	Total Cost
Highway	-	\$554,629,000

Project Description

Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	State Match	\$1,641,917	\$0	\$0	\$0	\$0	\$0	\$1,641,917
Planning	STBG - State	\$6,567,667	\$0	\$0	\$0	\$0	\$0	\$6,567,667
Total Planning		\$8,209,584	\$0	\$0	\$0	\$0	\$0	\$8,209,584
Preliminary Engineering	Advance Construction	\$50,964,333	\$0	\$0	\$0	\$0	\$0	\$50,964,333
Preliminary Engineering	Bridge Program	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Preliminary Engineering	HIP - Bridge Improvement Program 2022	\$950,000	\$0	\$0	\$0	\$0	\$0	\$950,000
Preliminary Engineering	Local Match	\$6,436,462	\$0	\$0	\$0	\$0	\$0	\$6,436,462
Preliminary Engineering	NHFP	\$18,800,000	\$0	\$0	\$0	\$0	\$0	\$18,800,000
Preliminary Engineering	NHPP	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000
Preliminary Engineering	Other	\$75,179,038	\$0	\$0	\$0	\$0	\$0	\$75,179,038
Preliminary Engineering	State	\$110,949,500	\$0	\$0	\$0	\$0	\$0	\$110,949,500
Preliminary Engineering	State Match	\$20,441,083	\$0	\$0	\$0	\$0	\$0	\$20,441,083
Total Preliminary Engineering		\$304,720,416	\$0	\$0	\$0	\$0	\$0	\$304,720,416
Right of Way	Advance Construction	\$0	\$0	\$0	\$72,036,000	\$0	\$0	\$72,036,000
Right of Way	Other	\$0	\$0	\$0	\$104,048,000	\$0	\$0	\$104,048,000
Right of Way	State	\$0	\$0	\$0	\$37,606,000	\$0	\$0	\$37,606,000
Right of Way	State Match	\$0	\$0	\$0	\$18,009,000	\$0	\$0	\$18,009,000
Total Right of Way		\$0	\$0	\$0	\$231,699,000	\$0	\$0	\$231,699,000
Utilities	Other	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
Utilities	State	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Total Utilities		\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000
Total Prior Costs		\$312,930,000	\$0	\$0	\$0	\$0	\$0	\$312,930,000
Total Programmed		\$312,930,000	\$0	\$0	\$241,699,000	\$0	\$0	\$554,629,000

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Scope Change - Major - Cost and Funding Increase - Major
PROJECT CHANGES	<p>Description changed from "Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river." to "Planning, design, right of way, and utility relocation for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Project also includes right of way acquisition for the demolition of the current Interstate Bridge."</p> <p>Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p> <p>Federal Functional Class changed from "None" to "Interstates"</p> <p>ODOT Work Class changed from "None" to "Structures"</p>
FUNDING CHANGES	<p>State Match</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$12,741,083 to \$25,757 - Decrease funds in FY 2026 in RW from \$18,009,000 to \$0 <p>Advance Construction</p> <ul style="list-style-type: none"> + Increase funds in FY 2022 in PE from \$50,964,333 to \$128,759,197 - Decrease funds in FY 2026 in RW from \$72,036,000 to \$48,526,000 <p>State</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$110,949,500 to \$0 - Decrease funds in FY 2026 in RW from \$37,606,000 to \$0 - Decrease funds in FY 2026 in UR from \$4,000,000 to \$0 <p>Other</p> <ul style="list-style-type: none"> + Increase funds in FY 2022 in PE from \$75,179,038 to \$249,401,000 - Decrease funds in FY 2026 in RW from \$104,048,000 to \$39,774,000 + Increase funds in FY 2026 in UR from \$6,000,000 to \$28,515,000 <p>HB5005</p> <ul style="list-style-type: none"> + Increase funds in FY 2022 in PE from \$0 to \$172,141,000 + Increase funds in FY 2026 in RW from \$0 to \$56,715,000 + Increase funds in FY 2026 in UR from \$0 to \$8,411,000
FEDERAL PROJECT COST	Increased from \$170,318,000 to \$224,602,864 (31.87%)
TOTAL PROJECT COST	Increased from \$554,629,000 to \$795,364,000 (43.40%)

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Proposed Amendment: MTIP ID 71615 - I-5: Columbia River Bridge Replacement

ODOT Key 23877	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type Capital Project	Total Cost \$4,783,888,000
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Project Description

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes and the removal of the existing structures. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Advance Construction	\$0	\$0	\$0	\$361,709,000	\$0	\$0	\$361,709,000
Preliminary Engineering	HB5005	\$0	\$0	\$0	\$12,124,000	\$0	\$0	\$12,124,000
Preliminary Engineering	Other	\$0	\$0	\$0	\$81,731,000	\$0	\$0	\$81,731,000
Total Preliminary Engineering		\$0	\$0	\$0	\$455,564,000	\$0	\$0	\$455,564,000
Construction	Advance Construction	\$0	\$0	\$0	\$952,884,000	\$0	\$0	\$952,884,000
Construction	HB3055	\$0	\$0	\$0	\$720,356,000	\$0	\$0	\$720,356,000
Construction	Other	\$0	\$0	\$0	\$1,155,084,000	\$0	\$0	\$1,155,084,000
Construction	State Match	\$0	\$0	\$0	\$1,500,000,000	\$0	\$0	\$1,500,000,000
Total Construction		\$0	\$0	\$0	\$4,328,324,000	\$0	\$0	\$4,328,324,000
Total Programmed		\$0	\$0	\$0	\$4,783,888,000	\$0	\$0	\$4,783,888,000

Previously Approved Amendment 71615 - I-5: Columbia River Bridge Replacement

ODOT Key 23877	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type -	Total Cost \$1,478,642,000
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Project Description

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Advance Construction	\$0	\$0	\$0	\$177,437,000	\$0	\$0	\$177,437,000
Preliminary Engineering	Other	\$0	\$0	\$0	\$22,180,000	\$0	\$0	\$22,180,000
Preliminary Engineering	State	\$0	\$0	\$0	\$750	\$0	\$0	\$750
Preliminary Engineering	State Match	\$0	\$0	\$22,179,250	\$0	\$0	\$0	\$22,179,250
Total Preliminary Engineering		\$0	\$0	\$22,179,250	\$199,617,750	\$0	\$0	\$221,797,000
Construction	Advance Construction	\$0	\$0	\$0	\$1,005,474,000	\$0	\$0	\$1,005,474,000
Construction	Other	\$0	\$0	\$0	\$31,725,970	\$0	\$0	\$31,725,970
Construction	State	\$0	\$0	\$0	\$2,500	\$0	\$0	\$2,500
Construction	State Match	\$0	\$0	\$0	\$219,642,530	\$0	\$0	\$219,642,530
Total Construction		\$0	\$0	\$0	\$1,256,845,000	\$0	\$0	\$1,256,845,000
Total Programmed		\$0	\$0	\$22,179,250	\$1,456,462,750	\$0	\$0	\$1,478,642,000

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost and Funding Increase - Major - Project limits change - Major - Scope Change - Major
PROJECT CHANGES	<p>Description changed from "Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570." to "Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes and the removal of the existing structures. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under project key 21570."</p> <p>Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p>
FUNDING CHANGES	<p>Advance Construction</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$177,437,000 to \$361,709,000 - Decrease funds in FY 2026 in CN from \$1,005,474,000 to \$952,884,000 <p>State Match</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PE from \$22,179,250 to \$0 + Increase funds in FY 2026 in CN from \$0 to \$1,500,000,000 - Decrease funds in FY 2026 in CN from \$219,642,530 to \$0 <p>State</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PE from \$750 to \$0 - Decrease funds in FY 2026 in CN from \$2,500 to \$0 <p>Other</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$22,180,000 to \$81,731,000 + Increase funds in FY 2026 in CN from \$31,725,970 to \$1,155,084,000 <p>HB5005</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$0 to \$12,124,000 <p>HB3055</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in CN from \$0 to \$720,356,000
FEDERAL PROJECT COST	Increased from \$1,182,911,000 to \$1,314,593,000 (11.13%)
TOTAL PROJECT COST	Increased from \$1,478,642,000 to \$4,783,888,000 (223.53%)

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Proposed Amendment: MTIP ID 71613 - I-5: Oregon & Washington Pre-completion Tolling

ODOT Key 23876	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type Capital Project	Total Cost \$51,934,000
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Project Description

Install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Complete education, marketing, system integration, and customer service activities to support tolling launch. Design is completed in project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	HB5005	\$0	\$0	\$0	\$11,800,000	\$0	\$0	\$11,800,000
Construction	Other	\$0	\$0	\$0	\$11,800,000	\$0	\$0	\$11,800,000
Total Construction		\$0	\$0	\$0	\$23,600,000	\$0	\$0	\$23,600,000
Other	HB5005	\$0	\$0	\$0	\$14,158,000	\$0	\$0	\$14,158,000
Other	Other	\$0	\$0	\$0	\$14,176,000	\$0	\$0	\$14,176,000
Total Other		\$0	\$0	\$0	\$28,334,000	\$0	\$0	\$28,334,000
Total Programmed		\$0	\$0	\$0	\$51,934,000	\$0	\$0	\$51,934,000

Previously Approved Amendment 71613 - I-5: Oregon & Washington Pre-completion Tolling

ODOT Key 23876	RTP ID 10866	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type -	Total Cost \$24,590,000
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Project Description

Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Construction	Other	\$0	\$0	\$0	\$9,795,000	\$0	\$0	\$9,795,000
Construction	State	\$0	\$0	\$0	\$12,295,000	\$0	\$0	\$12,295,000
Total Construction		\$0	\$0	\$0	\$22,090,000	\$0	\$0	\$22,090,000
Other	Other	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Total Other		\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
Total Programmed		\$0	\$0	\$0	\$24,590,000	\$0	\$0	\$24,590,000

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project limits change - Major - Cost and Funding Increase - Major - Project Name Change (AM) - Scope Change - Major
PROJECT CHANGES	<p>Title changed from "I-5 OR & WA Pre-completion Tolling Signage" to "I-5: Oregon & Washington Pre-completion Tolling"</p> <p>Description changed from "Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570." to "Install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Complete education, marketing, system integration, and customer service activities to support tolling launch. Design is completed in project key 21570."</p> <p>Plan Revision Name changed from "JU25-11-JUN" to "FFY26-NO.7-JUN"</p> <p>FTA Conversion Code changed from "None" to "N/A"</p> <p>Flex Transfer to FTA changed from "None" to "No"</p>
FUNDING CHANGES	<p>State</p> <p>- Decrease funds in FY 2026 in CN from \$12,295,000 to \$0</p> <p>Other</p> <p>+ Increase funds in FY 2026 in CN from \$9,795,000 to \$11,800,000</p> <p>+ Increase funds in FY 2026 in OT from \$2,500,000 to \$14,176,000</p> <p>HB5005</p> <p>+ Increase funds in FY 2026 in CN from \$0 to \$11,800,000</p> <p>+ Increase funds in FY 2026 in OT from \$0 to \$14,158,000</p>
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$24,590,000 to \$51,934,000 (111.20%)

**Exhibit A to Resolution 26-5599
2024-2027 Metropolitan Transportation Improvement Program (MTIP)**



Proposed New Project: MTIP ID 71646 - I-5: Columbia River Bridge Replacement Transit

ODOT Key 24473	RTP ID 10866	RFFA ID -	Lead Agency Washington DOT
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Project Type Transit	System Investment Type Capital Project	Total Cost \$50,701,000
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Project Description

Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Other	\$0	\$0	\$0	\$50,701,000	\$0	\$0	\$50,701,000
Total Preliminary Engineering		\$0	\$0	\$0	\$50,701,000	\$0	\$0	\$50,701,000
Total Programmed		\$0	\$0	\$0	\$50,701,000	\$0	\$0	\$50,701,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$0
TOTAL PROJECT COST	\$50,701,000

Exhibit B to Resolution 26-5599



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: June 17, 2026
To: JPACT, Metro Council, and Interested Parties
From: Gabriela Lopez, Senior Transportation Planner
Subject: Public Comment Period Summary
June FFY 2026 MTIP IBR Program Formal Amendment (FFY26-NO.07-JUN)

The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes:

- Amends the I-5: Columbia River (Interstate) Bridge project
- Amends the I-5: Columbia River Bridge Replacement project
- Amends the I-5 OR & WA Pre-completion Tolling Signage project
- Adds the I-5: Columbia River Bridge Replacement Transit project

Public Comment Period Notice and Invitation to Participate

Beginning April 27, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. On May 18, 2026 Metro updated the Public Comment Period notice with programming changes to the formal amendment and extended the public comment period for 30 days to conclude at 5 p.m. on June 16, 2026.

The notice and invitation to participate was posted on the Metro website:
<https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program>

Comments were accepted via email to summer.blackhorse@oregonmetro.gov.

Metro received:

- Five email comments
- Three written testimonies
- Testimony from five attendees at the JPACT meeting on May 21, 2026

No mailed letters or voicemail comments were received.

Table 1 includes a summary of the comments received. Copies of the emails and transcripts of the testimony are attached.

Table 1: Summary of Comments received from April 27, 2026 through June 16, 2026

*** denotes comments received after June 8, 2026.** These comments were not included in the draft Public Comment Report that Metro published on June 11, 2026 in the meeting packet for the June 18, 2026 JPACT meeting.

Number	Date	Name	Comment Type	Brief Summary of Comments
1	05/06/2026	Aisha Dixon	Email	Opposed I-5 IBR tolling.
2	05/19/2026	Sharon Nassett	Written Testimony from the Washington Transportation Commission Meeting	Concerned about the lack of transparency and oversight, the project's impacts to congestion, impacts of tolling and the need for a full independent inspection of existing bridge.
3	05/21/2026	Khanh Pham, State Senator District 23	Public Testimony at JPACT	Concerned about the lack of a stable revenue source for the project, cost overruns, impacts of tolling, and prioritization of investments in Oregon's legislature.
4	05/21/2026	Thuy Tran, State Representative District 45	Public Testimony at JPACT	Concerned about the project's impact on congestion, air pollution, traffic fatalities, cost overruns and delays in project delivery schedule.
5	05/21/2026	Joe Cortright	Public Testimony at JPACT	Concerned with tolling and diversion based on results from the investment grade analysis.
6	05/21/2026	Sharon Nassett	Public Testimony at JPACT	Concerned with the removal of the existing bridge structures given the lack of a full independent inspection of the existing bridge.
7	05/21/2026	Chris Smith	Public Testimony at JPACT	Concerned about cost overruns and the lack of multimodal connection in formal MTIP amendment projects.
8	06/06/2026	Paul O. Edgar	Email	Concerned about cost increase and available revenues, the project's impacts to congestion, and the need for studies to validate the need for the project.
*9	6/15/2026	Lynn Valenter	Email	Comment in favor of bridge funding and replacement.
*10	6/11/2026	Gary Clark	Email	Concerned about cost and transparency around funding and bridge design.

Number	Date	Name	Comment Type	Brief Summary of Comments
* 11	6/16/2026	Ed Trompke	Email	Comment in favor of bridge replacement.
* 12	6/16/2026	Elizabeth Mazzara Myers	Written Testimony from Westside Economic Alliance	Comment in support of funding the bridge.
* 13	06/16/2026	Sam Kim	Written Testimony IBR Community Advisory Group	Comment in support of programming existing committed funds for the bridge.

Attachments

1. Aisha Dixon email 05/06/2026 Page 1
2. Sharon Nasset written testimony and attachments 05/19/2026 Page 2
3. JPACT meeting testimony transcript 05/21/2026 Page 29
4. Paul O. Edgar email 06/06/2026 Page 43
5. *Lynn Valenter email 06/15/2026 Page 52
6. *Gary Clark email 06/11/2026 Page 53
7. *Ed Trompke email 06/16/2026 Page 55
8. *Elizabeth Mazzara Myers Westside Economic Alliance written testimony 06/16/2026 Page 56
9. *Sam Kim IBR Community Advisory Group written testimony 06/16/2026 Page 58

** denotes comments received after June 8, 2026. These comments were not included in the draft report shared with JPACT in the June 18, 2026 meeting packet published on June 11, 2026*

From: [aisha dixon](#)
To: [Summer Blackhorse](#)
Subject: [External sender]Mtip comments
Date: Wednesday, May 6, 2026 8:46:58 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Tolling I-5 interstate bridge is the wrong move.

Commissioners, thank you for the time and energy you have spent to make our transportation system work the best it can for as many citizens as possible

The Washington Governor recently pointed to the cornerstone belief to preserve and maintain our valuable transportation infrastructure as we continue to add needed new infrastructure to keep our economy strong. The Pacific NW relies on trade and transportation to fuel a vibrant economy.

The WA Transportation Commission has and is required to provide Oversight as a Project Signatory Agency. Unfortunately the committees set-up for this Supplemental EIS project are all advisory or steering committees only, including the legislative “oversight” committees. This is why your clear, focus, attention is needed for actual oversight.

The need for additional bridges across the Columbia River in the Vancouver Portland area has been well documented.

The I-5 Corridor Study of 1999 states the congestion damages the economy of 17 states, and that the I-5 freeway through Portland was over-capacity with a FHWA Level Of Service rating of “F”.

The I-5 Corridor Study of 1999 stated we have only two bridges. This is fewer bridges than similar sized US cities. *

The I-5 Portland/Vancouver Transportation and Trade Partnership of 2002 stated to add capacity road, rail, and transit with a new supplemental bridge unless a the I-5 bridge MUST be replaced. *

CRC federal register 2005 called for a range of alternatives including new freeway corridors to be thoroughly studied *

**Commissioners your
IMMEDIATE ACTION IS REQUESTED**

PLEASE PROVIDE THE JUSTIFICATION FOR REMOVING THE I-5 COLUMBIA RIVER CROSSINGS COMMONLY KNOWN AS THE I-5 BRIDGES CROSSING AT PORTLAND AND VANCOUVER

The transportation departments have **NEVER** provided a full independent inspection report on the I-5 bridges even though they have been asked to provide this documentation during the Columbia River Crossing Environmental Impact Statement, during the current Supplement to the CRC EIS and at several meetings.

Have you ever seen an official full inspection report on the I-5 bridges?
Know anyone who has said they have seen a formal inspection?

In 2010 The CRC Independent Review Panel asked for the complete independent inspection report of the I-5 bridges. The request including a list of the needed repairs, cost, and urgency of the projects. They also asked who were the decision-makers concerning removal over repairing the bridges? They wanted them to provide any meetings times, all materials, minutes, citizen sign-in sheets, audio, and videos associated with repairing , replacing the bridge. Especially concerning the meetings held about structural problems with the bridges and removal. The

citizen especially wanted to know who decided to remove the bridges instead of repairing them?

STAFF'S ANSWER

THEY HAD NEVER HAD A FULL INDEPENDENT INSPECTION OF THE BRIDGES STRUCTURALLY OR SEISMIC.

The recommendation to remove the bridges was not made by any oversight or Project Sponsor Agencies. The recommendation was solely staff and the vendor to remove the bridges

Think about that.

The EIS is to study adding capacity across the Columbia River with a Supplemental bridge or bridges. UNLESS the I-5 bridges require urgent replacement. The CRC staff never had an independent full bridge inspection structural or seismic done yet recommended and pushed only for full replacement of the bridges without a reason to remove.

Eight years after the CRC EIS to look at alternatives to add capacity across the Columbia River. On July 19, 2013 US Representative Jaime Herrera-Beutler sent a letter to WA State Department of Transportation Secretary Lynn Peterson asking for an assessment of the safety of the Columbia River Crossing and needed repairs after the Final Environmental Impact Statement had died. The letter from US Rep. Herrera-Beutler was signed by eight WA State elected officials that had been involved in the process and sat on the CRC Project Signatory Agencies SW WA RTC as Board Members and did not have documentation of needed repairs on the bridges or any information that the bridges must be urgently repaired or replaced. CRC spent over \$200-million dollars when the budget was \$50-million

WHERE IS THE ANSWER TO THIS LETTER FROM YOUR WA TRANSPORTATION DEPARTMENT?

The list of urgent repairs that would provide JUSTIFICATION for removal?

My understanding is WA Department of Transportation Secretary Lynn Peterson totally ignored the US Representative and the WA Legislator

Attached is the letter from the Representative Herrera-Beutler . Please have your department provide the response given.

If there was an urgent need to replace the bridges or individual issues that can not be repaired would be pointed out continuously ~ Have you personally seen a list or know anyone that has seen what needs to be repaired and the cost?

2019

At the WA / OR legislative steering committee Bridge Replacement Project's opening meeting elected officials asked for a list of repairs and cost compared to a replacement on an overcapacity freeway. The **STAFF** told the elected officials that, that decision had already been made and this EIS is only about a replacement bridge. Basically sit down and shut-up. Had there been an actual list of urgent repairs that required removal of the federally protected 4(f) Historical Properties of Significance staff would have presented them at that meeting . Staff instead of providing justification for the bridges' removal, they shut down that line of communication immediately and formally. Why?

We do not remove vital infrastructure because of age we celebrate it! The bridges across the Columbia River are both on the federal historical register as 4(f) National Historic Significance

We do have one independent report with the Oregon State Seal from 2005

The formal document states the bridges have more than 60 years of life left, have been well maintained,

and was complimentary to adding an additional bridges. *

May 19 2026

Item 7: 3:15 Columbia River I-5 Bridge Replacement Program & Bi-State Tolling Efforts

Please ask:

Do we need to replace the bridges?

Where is the list or urgent repairs needed and the cost?

In one week the BRP staff will be presenting and answering questions in front of the WA Transportation Commission. Please contact staff to bring the full bridge condition inspection report, list of repairs, cost, and the justification for the bridges removal.

CHANGING THE I-5 FREEWAY'S OFFICIAL DESIGNATION TO A TOLLED HIGHWAY

It is quite a big change for the I-5 interstate "Freeway" to change to an interstate "Toll-Way". From Canada to Mexico, 3,500 miles and three states tolls the entire length. This enormous change of tolls up and down the I-5 interstate. Putting a permanent toll on the main-line of the I-5 means asking for a federal designation change allowing tolls on I-5 for "up-grades". In Oregon tolls can be used on more than just the specific project that has the toll, a whole lot more. Losing the entire freeway system to finance ONE bridge does not seem like a good deal. I have been in meetings where estimates put as many as ten toll pay stations between here and San Fransisco with in a few years of getting the okay for pre-tolling. I know Portland has talked about one at the I-5 bridge, one at I-84 and I-5, and two on I-84.

As a Transportation Commissioner why are you pushing to change I-5 from a freeway to a tollway?

Did you want the I-5 freeway converted to a tollway before you became a Commissioner?

Have you seen how much this new transportation funding system will affect our economy?

When 100% of the fuel taxes collected goes into the funding and approximately 40% of what citizens pay into the tolls goes into transportation funding the rest to tolling companies. Why are you adding an extra layer of expenses by using tolling companies?

Please ask the Washington State Attorney's office of Environmental Justice

The third issue is the lack of a formally Adopted Purpose and Needs Statement, Problem Definition, and Evaluation for this SEIS that started in 2019. The lead documents for this Bridge Replacement Project according to the Freedom Of Information Act to the Oregon Transportation Commission in March of 2024, has had no public meetings, and none of the Projects Signatory Agencies had signed the guilding documents.

Please ask for Washington State Attorney's office of Environmental Justice to explain the need for the foundation documents and their importance. What does it means that the process is this far without the project's documents being formally Adopted?

Thank you.

Sharon Nasset

503.283.9585

SharonNasset@aol.com

Third Bridge Now moving map link <https://www.youtube.com/watch?v=nzaMpNR-Wj8&t=1006>
www.ThirdBridgeNow.org

We would like to thank the Governor of Washington for his recent commitment to our long standing practice of persevering and maintaining our current infrastructure.

Here is what is going on in Portland.

Portland has 13 bridges across the Willamette River 6 are older than both of the 1917 I-5 bridge and 12 are older than the 1958 “twin” bridge.

The 1912 Steel bridge carries light rail, heavy rail, bike, pedestrian, and vehicles. The Steel bridge had significance upgrades in the 1980's.

The 1931 St. Johns' Bridge just had a complete historical renovation

The 1913 Broadway Bridge is currently being updated.

Why are we removing the I-5 Bridges? Why not repair them? What is the urgency?

Documentation

1999 I-5 Corridor Fewer Bridges

I-5 Partnership formal Recommendations at a glance

I-5 Bridge Condition with the Oregon State Seal

SW WA Transportation Director Don Wagner and bridge dates

Oregon State Historic Preservation Office letter of concerning the I-5 bridges

4(f) federally protected properties here are a just a few of the dozens that are now bulldozer bait

Impact on communities in Oregon and Washington Ground Zero. We need you to get it right!

CRC Federal Register

Letter from US Rep. Jaime Herrera-Beulter

Oregon Budget Note forcing oversight on the CRC project

Impact Pictures from bridge removal

A letter from May 19, 2010 Metro President David Bragdon. Metro a CRC Signatory Agency

A letter from May 5, 2021 Metro President David Bragdon. Metro a CRC Signatory Agency

Original Project Scope Columbia River Crossing

<https://www.youtube.com/watch?v=EdoQGGjgHv0>

CRC Project Manager from ODOT Rob DeGraff

Rob DeGraff is explaining the scope of the Columbia River Crossing Project to the

CRC Joint Transportation of Washington and Oregon Commission hearing. Stating previous transportation studies recommend adding capacity as needed across the river NOT replacement of the current bridges. This statement is consistent with the Federal Register and the CRC Study Area map.

CRC Project Manager from ODOT Rob DeGraff

Columbia River Crossing is expected to analyze a Third Bridge Corridor.

Rob DeGraff is addressing the Columbia River Crossing 39 Member Task Force at their second meeting in 2006. The question was asked about "Studying a Third Bridge Crossing." He clearly states that the Federal Highway Administration is expecting it to be looked at and it will be brought in during NEPA Scoping.

Oregon Senator Larry George and Washington Senator Don Benton

<http://www.youtube.com/watch?v=7fi74enogME>

Senator's CRC Oversight Committee stating that they thought a third bridge was being studied and asked why it went, February 16, 2007. Joint Oregon and Washington Senators' hearing on the CRC Process, staff makes false statements when asked where are the alternative bridges and corridors.

Portland Business Alliance representative

www.PortlandDocs.com/CRC/Newman-070222-1.wmv

Jerri Williams Environmental Justice Representative CRC Task Force testimony

www.PortlandDocs.com/CRC/JerriWilliams-070222.wmv

Project Sponsor Signatory Agency Portland Metro February 22, 2007

Metro Councilor Brain Newman comments after over 2 hours of citizens talking about poor treatment by CRC project members and problems with the process.

www.PortlandDocs.com/CRC/Newman-070222-2.wmv

Arch Miller

<http://www.youtube.com/watch?v=jdnbv6Rtgg>

This video is former Vancouver Port Commissioner Arch Miller telling the CRC Task Force citizen advisory committee to remove and not study the Third Bridge Corridor (RC-14) brought in during NEPA Scoping violating the NEPA EIS. The fact that an elected official would brazenly stand up and tell the Official Governors' CRC Task Force and community what "HE" Thinks and What "HE" wants and what "HE" believes. That we MUST do as we are told! Totally scrap having a fair and honest process or a comparable alternative. The Port of Vancouver Commissioner's statements about the I-5 Partnership recommendation were false
<http://www.youtube.com/watch?v=jdnbv6Rtgg> Removal of alternatives and components community supported in the EIS by staff and co-chairs citizen advisory task force

[Opponents say scrap CRC design, build smarter bridge](#)

Several elected officials from Oregon and Washington give a news conference

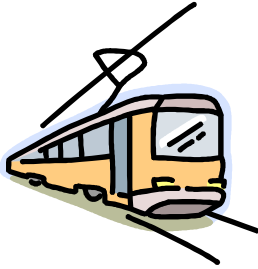
This video is not meant to imply that speakers are members of the concerned citizen Smarter Bridge Committee. After the Record Of Decision on the CRC none of the elected officials or bodies were willing to provide any funding and the ROD died

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Metro Area	Population	Body of Water	Hwy Xings	Rail Xings
Norfolk	1.57 million	Hampton Roads/ Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland- Vancouver	1.92 million	Columbia River	2	1
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

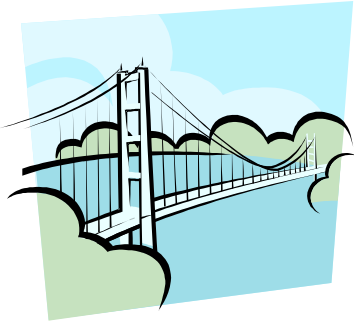
Final Recommendations at a Glance

Transit:



- Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 Corridors.
- Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.

Interstate 5:



- The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.

Additional Rail Capacity:



- Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- The rail forum and regional decision-makers should encourage funding for:
 - Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
 - High Speed Rail service in the Corridor; and
 - The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel

Land Use:



- Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.



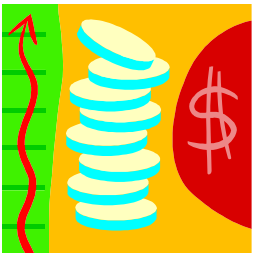
Transportation Demand and System Management:

- Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.
- Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"
- Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.



Environmental Justice

- Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington
- Map low-income and minority communities in the corridor.
- Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.
- Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.
- Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.
- Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.



Finance

- OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects
- Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.
- Establish regional transit financing commitments that will allow for:
 - an aggressive bi-state TDM program and
 - an expansion of transit service to support the light rail loop.
- Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

Next Steps/Implementation



- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.
- Delta Park to Lombard: widen I-5 to 3 lanes
 - Summer 2002-2004: Conduct environmental assessment and design work
 - Post 2004: Construction of Delta Park to Lombard
- 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)
- 2010+: Construct improvements in Bridge Influence Area.



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Interstate Bridges Electrical Upgrade



Project Summary:	A \$10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information

An estimated \$10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History

The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew.

This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay (\$3 million)
- 1995 - Replacement of diesel generator and lift-engine (\$120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes (\$3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge (\$20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between \$500 million and \$1 billion.

ODOT Contact Information

To request a return call or more information call: 503.731.3244
TTY: 1.800.735.2900

(during weekday business hours)

To report after hours issues requiring immediate attention call: 503.412.2353

or by faxing: 503.223.0066



Oregon

Theodore R. Kufengost, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St. NE, Suite C
Salem, OR 97301-1266
(503) 986-0707
FAX (503) 986-0793
www.hcd.state.or.us



March 6, 2007

Hal Dengerink
Henry Hewitt
Columbia River Crossing Task Force
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Co-Chairs Dengerink and Hewitt:

I am writing to express our concerns about the Columbia River Crossing (CRC) staff recommendations considered by the CRC Task Force on February 27, 2007.

The recommendations do not appear to adequately address the cultural resource review process. The northbound bridge is listed in the National Register of Historic Places. The southbound bridge appears to be eligible for National Register designation. Yet there are no alternatives in the Draft Environmental Impact Statement (DEIS) that explore the re-use of either bridge for future use.

I believe that the CRC project and staff would be well served by including alternatives for both bridges in the DEIS. If a legitimate exploration of re-use options does not take place, and the reasons against re-using the bridges are not justified, then the entire project could be exposed to criticism and procedural challenges in the future. Various engineering and transportation studies have no doubt examined options for both bridges. I recommend including the results of those studies and the accompanying rationale for their viability in the DEIS.

We would welcome any discussions from the CRC staff regarding this issue. Our comments are offered with the intent of ensuring CRC's compliance with the cultural resource regulations as well as the spirit of preservation of these historic bridges, if possible. We look forward to a continued dialogue on this issue, and to assisting with an improved crossing over the Columbia River.

Sincerely,

Tim Wood
State Historic Preservation Officer

RIVER BRIDGES IN THE PORTLAND AREA
(Listed in order of age)

<u>Bridge</u>	<u>River</u>	<u>Year Opened</u>
Railroad Bridge 5.1	Willamette	1908 ¹
Railroad Bridge 9.6	Columbia	1909
Hawthorne Bridge	Willamette	1910
Milwaukie/L.O RR Bridge	Willamette	1910
Steel Bridge	Willamette	1912
Broadway Bridge	Willamette	1913
Interstate (NB) Bridge	Columbia	1917 ²
Oregon City Bridge ³	Willamette	1922
Sellwood Bridge ⁴	Willamette	1925
Ross Island Bridge	Willamette	1926
Burnside Bridge	Willamette	1926
St. Johns Bridge	Willamette	1931
Morrison Bridge	Willamette	1958
Interstate (SB) Bridge	Columbia	1958
Marquam Bridge	Willamette	1966
Abernethy Bridge	Willamette	1970
Fremont Bridge	Willamette	1973
Glen Jackson Bridge	Columbia	1982

¹ New lift-span built in 1989

² Two spans replaced with one long span and raised to match new SB Bridge in 1958

³ Currently being rehabilitated

⁴ Load limited – designated for replacement

A Don Wagner quote from a Columbian May 13, 2009 article (this is one continuous, unedited quote of a mid-portion of the article):

"We have a bridge that's functioning, maybe not as good as we would like, but it's there, it's safe, it's open, the freeway's moving," he said. "It's not a 520 Bridge up in Seattle that we worry about sinking with the next windstorm. It's not an Alaskan Way Viaduct that the next earthquake may bring down."

The Big One

Wagner said the existing I-5 spans, opened in 1917 and 1958, are structurally solid.

"About 10 years ago, when we replaced the pulley mechanism that lifts the northbound bridge, we did extensive studies on the steel itself because we got into areas that hadn't been exposed for 70 years at the time," he said. "And the steel was great. In fact, it was thicker than the plans call for. So from that standpoint, they are really quite solid."

But a major earthquake could be disastrous because the bridge is built on 60-foot wood piles driven into the bed of the Columbia River, Wagner said.

"So in an earthquake, a major earthquake of any length, we could get liquefaction out there and the bridges would tend to fall over," he said. "Is that earthquake going to hit next year? 50 years from now? 100 years from now? 500 years? We don't know."

Wagner said he has no doubts the existing crossings are safe, so much so that he drives and cycles across the spans without hesitation.

"If we don't have an earthquake of any magnitude, those two bridges are going to stay there until something hits them," he said.



What regulation protects the bridge?

- Section 4(f) of the Department of Transportation Act protects the northbound bridge (built in 1917) because it is on the National Register of Historic Places and the CRC project is federally-funded



Historic Resources

- 900 resources in area of potential effect (mostly Vancouver): 10 to 20 resources potentially affected
- Supplemental vs Replacement
 - Supplemental keeps the historic bridge
 - Supplemental has less impact on Vancouver National Historic Reserve
 - Replacement affects no historic buildings on Reserve but affects about 1.5 to 2 more acres than Supplemental
 - Mitigation options can reduce impacts to Reserve
- I-5 HCT vs. Vancouver HCT
 - Similar magnitude of direct effects (2 to 4 resources)
 - Vancouver has higher potential secondary impacts to historic resources

Archaeological Resources

- Oregon
 - No known sites on land or in the river
- Washington
 - Several known sites on land and in the river
- Impacts and Mitigation
 - High probability of finding human remains in WA
 - Minor differences among alternatives
 - Intensive investigation, monitoring and coordination can likely avoid significant impacts

What is feasible and prudent?

- Alternatives are *feasible* if they are possible to engineer, design and build.
- Alternatives are not *prudent* if they exhibit unique problems of an extraordinary magnitude, including:
 - Does not meet the project Purpose and Need
 - Operational or safety problems
 - Social, economic, or environmental impacts
 - Community disruption
 - Additional cost
 - Or, an accumulation of these factors that collectively have adverse impacts of an extraordinary magnitude

What factors are we considering to determine “prudence”?

- How would they affect:
 - Traffic performance?
 - Transit performance?
 - Navigation safety and operations?
 - Community and the economy?
 - Natural resources?
- How much do they cost?
- What other considerations? (ownership)
- Prudence is based on performance and impacts relative to the non-avoidance alternatives

What protection does 4(f) provide?

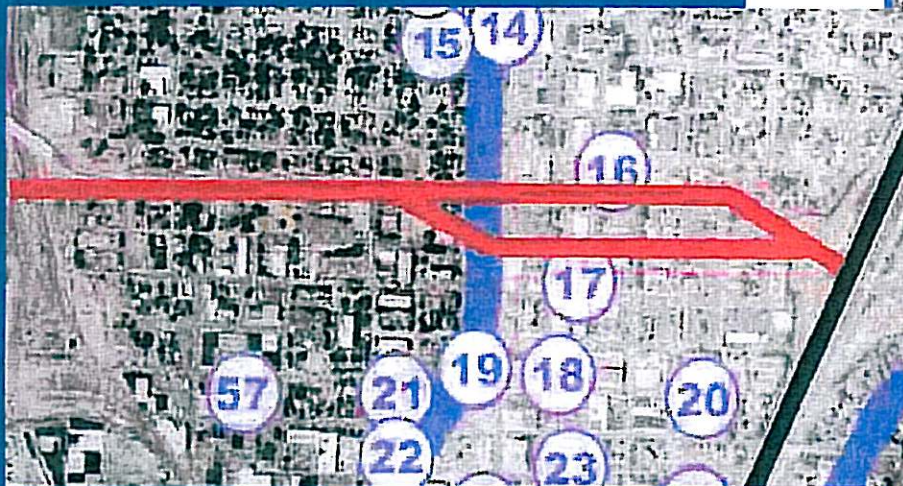
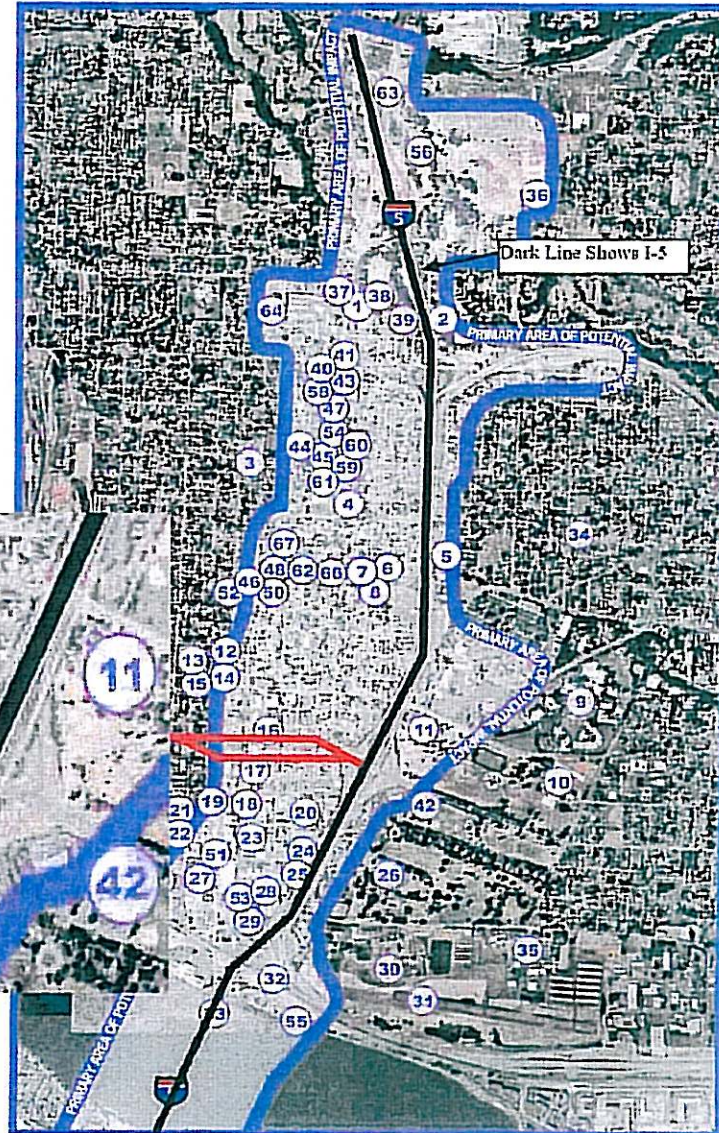
- 4(f) protected resources
 - Publicly owned parks (Delta Park)
 - Recreation area (Delta Park)
 - Wildlife or waterfowl refuge (Oaks Bottom Wildlife Refuge)
 - Significant historic site (Fort Vancouver, northbound bridge)
- Federal transportation agencies cannot approve the change (or 'use') of a 4(f) resource unless:
 - There is no *feasible* or *prudent* alternative; and
 - The project includes all possible planning to minimize harm

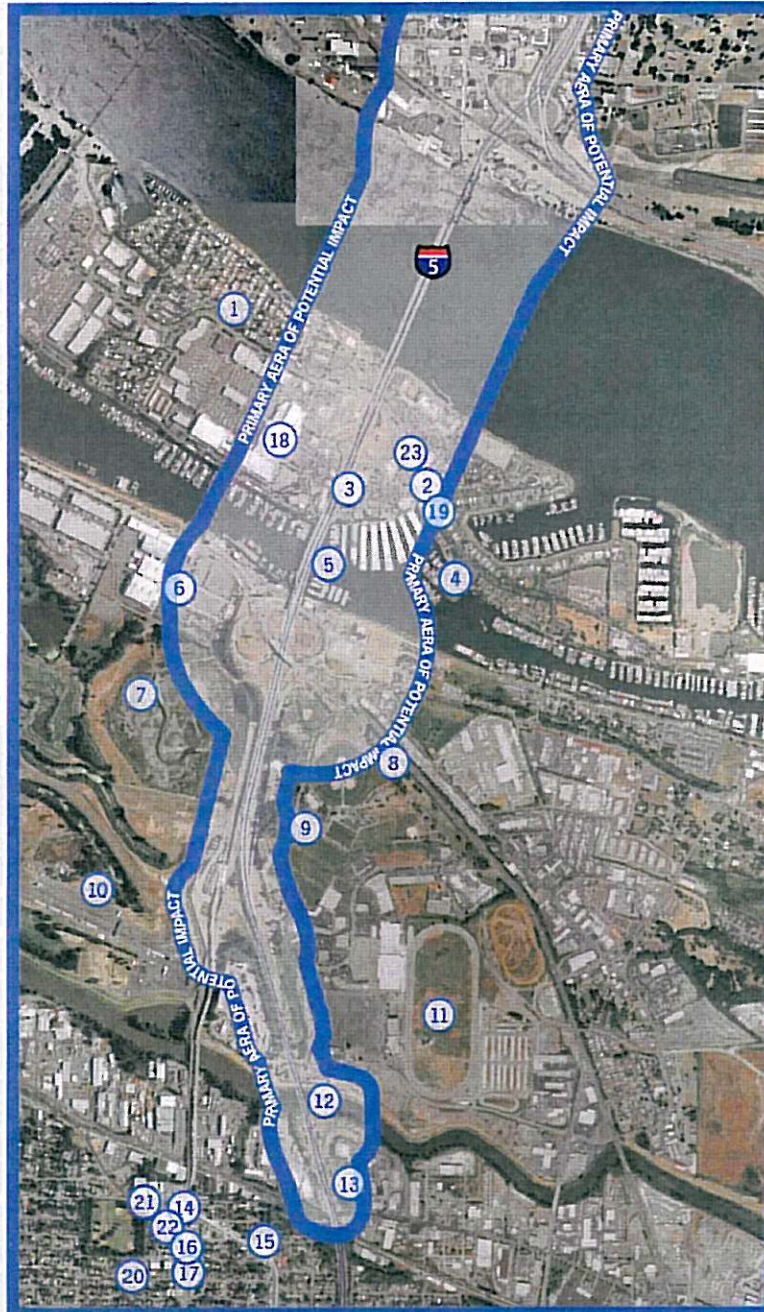
No historical properties demolished or encroached on.

It avoids displacement and has a very small impact.

Washington Neighborhoods resource map

Columbia River  CROSSING

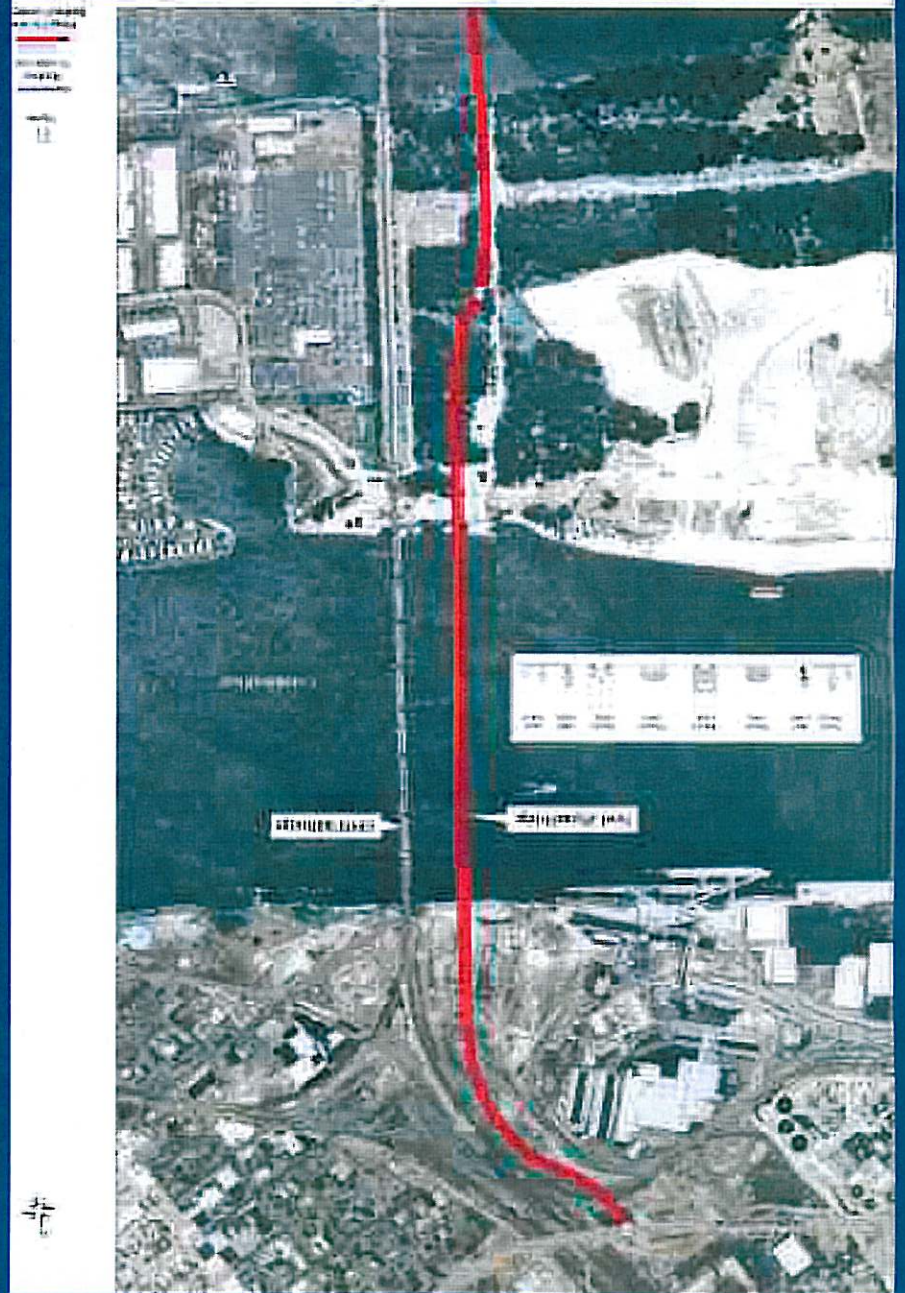






Columbia River
CROSSING

Oregon Neighborhoods
resource map



Congress of the United States
Washington, DC 20515

July 19, 2013

Lynn Peterson
Secretary, Washington State Department of Transportation
310 Maple Park Avenue SE
P.O. Box 47300
Olympia, WA 98504

Secretary Peterson:

We write you today regarding the future of the I-5 bridge over the Columbia River. With the recent announcements by Governors Inslee and Kitzhaber closing the Columbia River Crossing offices, it is time for all interested parties to come back to the table and put forward a plan that both meets the needs of the region and enjoys the support of our constituents.

We remain committed to a long-term solution that will modernize and upgrade the current transportation corridor across the river. As the largest interstate serving the West Coast, connecting Canada to Mexico, I-5 is critical to interstate commerce and Americans' ability to travel throughout the region. Any plan must focus on safety and the movement of highway and river traffic.


In the meantime, we must ensure that the current bridge is safe for the thousands of commuters that cross it each day. We ask that the agency provide us with its assessment of the safety level and potential hazards for the I-5 Columbia River Bridge, as well as options to upgrade and improve the bridge to mitigate whatever risks may exist. We stand ready to fight for funding to ensure that peoples' safety is protected and that the bridge is not compromised by an earthquake or other catastrophic event.

Thank you for your attention to this critical issue. We look forward to working with you on improving the safety and efficiency of our existing infrastructure.

Sincerely,




U.S. Rep. Jaime Herrera Beutler, 3rd Congressional District



Sen. Don Benton, 17th Legislative District



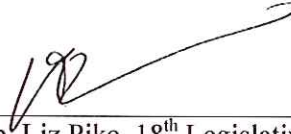
Sen. Ann Rivers, 18th Legislative District



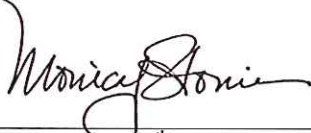
Rep. Paul Harris, 17th Legislative District



Rep. Jim Moeller, 49th Legislative District



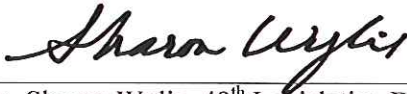
Rep. Liz Pike, 18th Legislative District



Rep. Monica Stonier, 17th Legislative District



Rep. Brandon Vick, 18th Legislative District



Rep. Sharon Wylie, 49th Legislative District

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 05-19207 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360-753-9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503-587-4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206-220-4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of

Transportation (WSDOT) at 360-737-2726 or echols@columbiarivercrossing.org.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360-737-2726 or gundersenh@columbiarivercrossing.org.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at <http://www.columbiarivercrossing.org>.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C-TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I-5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I-5 corridor from the I-5/I-405 interchange in Portland, Oregon in the south to the I-5/I-205 merge in Clark County, Washington in the north.

The existing I-5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I-5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I-5 corridor

between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I-5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I-5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I-5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I-5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C-TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA-LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancouver, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Entrepreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360-737-2726 or echolsa@columbiarivercrossing.org at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangements.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather

Gundersen at gundersenh@columbiarivercrossing.org (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05-19230 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-05-21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A “Standard for Production, Storage, and Handling of Liquefied Natural Gas.”

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, “Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q).” The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal wave probes.

Findings

PHMSA considered SLNG’s waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG’s request for waiver of compliance with § 193.2301 is granted.

Note - IBR comments begin on page 3 - SB

WEBVTT

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Okay, good morning. It is Thursday, May 21st. We're at the ripe early hour of 730. So we'll get going with our JPAC meeting. All calls to order, declare a quorum, and it's good to see all of you

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I'm going to start with roll call for the day. To start out with calling for Multnomah County Commissioner Shannon Singleton

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Present. Good morning

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Good morning. Washington County Commissioner Nafisa Fai.

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Good morning, Chair present

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Good morning. Clackamas County Commissioner Paul Savas.

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President, good morning, everyone.

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City of Portland, Mayor Keith Wilson.

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Okay

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cities of Multnomah County, Mayor Travis Stowall

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Good morning, present.

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Cities of Washington County, Mayor Jeff Dillon.

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Present

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Cities of Clackamas County Mayor Joe Buck

00:01:14.000 --> 00:01:15.000

Present

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ODOT Ryan Winstheimer

00:01:21.000 --> 00:01:22.000
Good morning.

00:01:22.000 --> 00:01:23.000
TriMet General Manager Sam DeSu or JC Vanetta.

00:01:23.000 --> 00:01:24.000
Good morning, Chair present

00:01:24.000 --> 00:01:26.000
Good morning

00:01:26.000 --> 00:01:29.000
Port of Portland database.

00:01:29.000 --> 00:01:31.000
Present. Good morning.

00:01:31.000 --> 00:01:36.000
DEQ, Ali, Mazakhalili.

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President, good morning.

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myself, chair here. Metro Councilor Garrett Rosenthal

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Metro Councilor Ashton Simpson.

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President, good morning.

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Good morning. Wsdot, Devon Rec

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Morning present

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City of Vancouver Mayor Anne McEnery Ogle.

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Good morning. I'm here.

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Good morning, Sea Tran, Leanne Carver

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Taver.

00:02:04.000 --> 00:02:06.000
Here

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Good morning. Okay, we have quorum, and as other folks are joining, we'll let them in.

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First, I'd like Georgia to let us know about the public communications procedures for this first agenda item, public communications.

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Yes, if you're here to testify, testify, now it's time to do so. If you are testifying on Zoom, which all of you are, or by phone, please sign up by using the raise hand function in the reactions or more menus or by dialing star nine

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When it is your turn to testify, I'll call on your phone number or name

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Please click Accept to be promoted to a panelist. Your Zoom window will close briefly before you rejoin as a panelist, and you can turn on your camera if you'd like. Testimony is limited to three minutes and the timer begins when you begin speaking.

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Please state your name for the record before testifying. You do not need to give your physical address.

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And Chair Lewis, we do have some folks who have signed up to testify, so I will promote the folks who signed up in advance first, and then we'll go through the list of the raised hands.

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So the first person that we have who has signed up to testify

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Is State Senator Confam

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And I'm going to promote you to the panelists now

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Hello, good morning, Chair Lewis, members of JPAC for the record, my name is Con Pham, and I am the state senator for Senate District 23 in Northeast and Southeast Portland.

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I'm here this morning because as a legislator, I wanted to speak directly to regional leaders about my concerns about the now \$15 billion interstate bridge replacement project.

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I want to make sure that you're aware of these concerns and potential trade-offs ahead of your IBR presentation this morning, and ahead of a potential vote on the MTIP amendment to authorize spending billions of dollars on just this first phase of the IBR.

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As you all know, next year, Oregon's legislature will have to tackle a massive budget crisis across our entire state government. And additionally, we will be expected to establish a stable revenue source

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to simply maintain our crumbling transportation system

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I have ambitious hopes that we will secure the votes this time needed to do so, and continue the 50-30-20 split that ensures that each of your jurisdictions get what you need to address local priorities to restore and expand statewide transit funding

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And to ensure that ODOT has what the agency needs to preserve and maintain our state highways, mountain passes and coastal bridges that provide connectivity and economic value across our entire region and state.

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Having been in the trenches of the transportation package struggle in Salem last year, I am here this morning to say that it will be challenging to pass a package that meets our region and state's basic needs. If I am also expected to raise additional billions of dollars

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For current and future cost overruns of an oversized highway bridge project, a bridge that, according to a recent investment grade analysis, will move less traffic in 2050 than the existing bridge does today due to the impacts of tolling

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This means it's all the more imperative for policymakers to be confident in our multi-billion dollar investments, and the publication of the IBR's investment grade analysis leaves me even more worried that we'll be able to find additional billions of dollars in the years ahead.

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Only 5.68 billion of the total 13 to \$17 billion of the whole IBR project has been identified, and Oregonians will be on the hook for this gap, and we cannot count on an increasingly unreliable federal government to fill that huge hole. And raising tolls doesn't necessarily mean more money, since it depresses traffic even more.

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As we've seen this week, voters are understandably tax sensitive at the moment. Many are skeptical that Oregon will spend transportation revenue wisely. Oregon households are struggling right now, and we cannot assume

that voters will agree to pay for both the cost of basic upkeep of our roads

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And the escalating billions to fund this ever-growing highway project. But there is a way forward. We can rightsize this project to reduce costs and steward public dollars. States like New Jersey, Ohio, and Kentucky have found the political will to reduce the size of their major bridges by 40%.

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In the case of Ohio and Kentucky, these were also by state bridges, where the DOTs had already passed the environmental review process, and the change isn't expected to affect its environmental approvals or timetable.

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Once shovels are in the ground for this project, we will be expected to complete it, regardless of the cost overruns, underwhelming tolling revenue receipts, or potential loss of additional federal dollars.

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Obviously, as policymakers, we are eager to replace our aging interstate bridge, but we are also desperate to support our local communities, road safety, and maintenance needs as well. We as state and regional leaders have the opportunity to follow what other communities across the country have done and work with our local state DOT

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to right-size these projects to fit the budget and scope that we can afford. When you vote to amend the MTIP in June, I urge you to ask yourself and your local constituents how many local investments you're willing to forego in service of allocating billions of dollars towards a project with continued skyrocketing overruns

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Questionable transparency and increasingly marginal benefits. Approval of this potential MTIP amendment removes one of our last opportunities to provide this regional check and balance on ODOT spending for this bridge, and obligates me as a legislator to sacrifice other transportation needs in order to fund this project.

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Thank you for your time, and I'm happy to chat more if you have any questions.

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Thank you

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Thank you.

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Thank you. Next, we have State Representative Tweet Tran. And then after that, we have Joe Courtright.

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Good morning, Chair Lewis, Vice Chair Simpson, members of the Joint Policy Advisory Committee on Transportation. My name is Thuy Tran, and I'm the representative of House District 45 here in Oregon. I serve on the bi-state I-5 Oversight Committee

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I am finding it difficult to support a project that spends billions of taxpayers dollars on a massive bridge expansion, knowing that this will exacerbate the congestion, air pollution, and traffic fatality in East Portland

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that my constituents have been battling for decades.

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The majority of Portland's deadliest street are east of I-205.

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We see the most fatal crashes and some of the worst sidewalk connectivity. My community has been told again and again that there is no money for better lighting, safe crossing, and expanded transit options.

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I've had to deliver the tough news myself

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If the IBR moves forwards as is, my constituents will ask, why could we not find 3 million for bus rapid transit on 82nd Avenue, but we have limitless dollar to flood our street with air pollution and out of state traffic

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They will ask, why don't we have money to fill potholes in our neighborhood, yet have billions to build a bridge that will move fewer cars and trucks across the existing bridge does today? I will have to defend our choices that

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In my community, having to battle increased traffic in our neighborhoods and on I-205, and drive across town only to pay exorbitant tolls with toll projected well over \$4 during rush hour

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It is simply irresponsible not to have clear mitigation plan to address the traffic diversion that we will surely see on I-205.

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But that is only one missing piece of this puzzle. The proposal before us has alarming outstanding question, starting with the most basic. How will we raise the necessary revenue to build it? And there are many other questions

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When will light rail service begin? Will traffic rates increase or continue to drop? Can we truly justify the need for a 15 billion bridge?

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billion dollar bridge. Oregon and Washington have spent half a billion dollar on consultants for this project over the last 15 years, despite all this money and time, the answer is still unclear. Without serious guardrails in place, there are no limit to how much money the public will have to fork out

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For this hypothetical bridge, while the rest of our roads and bridges continue to crumble, with multi-billion dollar projects of this sort, we need new cost estimates regularly, not once every three years. Our legislature

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As legislature, we are trusted with billions of taxpayers dollars. We make monumental decisions that will affect Oregon for decades. I take that responsibility seriously. I do not rubber stamp project

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I ask question, I dig, and I do my due diligence, because at the end of the day, I answer to the Oregon public who trusts me to have their back

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I want to believe the IBR project team shares that sense of responsibility, yet I am routinely stonewalled when I ask for critical information, only for it to come to light through public record requests days later

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Currently, there are no incentive for consultants to stay within budget or on schedule, and no penalty for dragging this project out indefinitely. The Oregon legislature to this day has only voted to approve \$1 billion in funding for this version of the project

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Yet we are going forward as though the entire 15 billion is a foregone conclusion. I want to be clear that after sitting on the bi-state I-5 oversight committee, I am deeply alarmed by continuing

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To recklessly commit to this project without getting clear approval from the legislature for the full amount of expected costs. I think many of my colleagues will share my concerns about writing a blank check for the bridge

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This bridge, when so many local transportation needs across the state continue to be

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Unmet

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We are missing the full cost to our state

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From the discussion, if we do not seriously take into account our ability to address these needs, which will only become more urgent and more expensive over the next 10, 20 years. JPEC members

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You know even better than I do that we have significantly more needs than we do resources. So how we spend these limited resources matter compared to our friends in Washington, we operate on a very lean budget

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Oregon's GDP is 30th among U.S. state

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Washington is fourth. We cannot afford to have so much of our limited funding consumed by this massive project

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Represent you wrap up, please.

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There are discussion taking place in Oregon's need for economic growth. As a small business owner, I pay taxes and I understand that they will use to be to build and maintain infrastructure. But how we do it is very important

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One project, over a thousand in Oregon's. Please consider this. Thank you.

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Thank you.

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Okay, next we have Joe Courtright. And then after that, I believe we have Sharon Nasset.

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Good morning, Chair Lewis and members of JPAC. For the record, Joe Courtright. I am an economist with City Observatory. And I would like to address specifically the issue of tolling and diversion.

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We know with a certainty that imposing tolls of \$4.60 on I-5 and tolls of zero on the I-205 bridge will produce massive diversion.

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The final environmental impact statement has been in complete denial about that. But what we do have now, thanks to a public records request

that I filed, we have the preliminary results of the investment grade analysis, which is a much more precise and rigorous analysis of traffic trends.

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It is something that the Metro Council voted to insist on prior to moving forward with the project, and it's something that has been repeatedly delayed. And what that investment grade analysis shows is that when you impose high tolls on I-5 and not on I-20

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You will permanently reduce the level of traffic on I-5 from its current level of about 127,000 vehicles per day to about 77,000 vehicles per day initially, and then it will grow slowly but never reach

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The current levels. And that will effectively mean that 50,000 cars will not be on the I-5 bridge, and they will go somewhere else. The bulk of them will likely go to I-205, which will produce massive congestion.

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None of that diversion effect is allowed for in the in the environmental impact statement. That is not revealed.

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Now, the IBR has this delightful PR-constructed talking point that the investment grade analysis is somehow a worst-case scenario, and it's only to be used for financial purposes

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In fact, the investment grade analysis uses exactly the same model that Metro uses. But what it does do is improve and correct it. And in fact, they found that the Metro model is poorly calibrated and that their version of the model in the investment grade analysis

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has one sixth the error level. Your Metro model consistently over predicts traffic on I-5, and has a 15% error factor as proposed to a 2.5% error factor.

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The point is the investment grade analysis is a much more rigorous, much more precise analysis. That's why you've paid over \$2 million for that analysis. And what it shows is that you will permanently reduce traffic on I-5 and divert a huge amount of traffic

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To the parallel I-205 route

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So effectively, what the investment grade analysis shows is you will spend \$15 billion largely to expand highway capacity on I-5, which will never be used because people will not pay \$4.60

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To use it and instead what you'll do is compromise the regional transportation system and the time-critical route that is I-205. And again, just to emphasize, investment grade analyses are not worst case scenarios. If anything, they tend to overestimate traffic

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So this shows that this project would be a transportation disaster for our region. Thank you.

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Thank you. Now we have Sharon Nasset, and then next we have Chris Smith

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Sharon, you are good to go.

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Good morning.

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Good morning.

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Thank you. I'll turn off, Mister Speaker. Good morning. Good morning, Chair Lewis and your your

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Starting your new committee

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I'd like to thank the representatives and Joe for speaking this morning.

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on the bridges, I would like to point out the fact that over and over we have been asking for the justification for removing the bridges.

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I have been involved in this process since 2000

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on committees and we have asked over and over for the full inspection. A list of what needs to be repaired, how urgent it is.

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and the cost. And who decided that we would remove the bridges instead of replacing them, repairing them.

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We have 6 bridges in Portland that are older than the first bridge.

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And the Broadway is older and being repaired, the steel was older and repaired. And we have 12 bridges older than the second bridge. And the St. John's bridge had upgrades.

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They have every time we have asked for a full report, seismic

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And and structural

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They have said they have refused to give it to us. They have said that was the decision was already made in 2010, when the independent panel review asked for who made the decision

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And where was the list of what needed to be repaired

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The CRC staff said they did not

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have a full, independent inspection

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By a bridge

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For the bridge or for seismic by bridge people.

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In 2005, I was in Washington at the Washington Transportation Commission when Don Wagner, the Southwest Washington Regional Transportation Director

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And he is a person you can contact said the bridges were in pristine condition

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They were proud of how well they had been maintained and they had 60 years of life left

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I have handed in a state sealed piece of paper that with the Oregon State seal on it that says those things. What does it say the pristine, but all of that

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Where is the justification of full inspection, a list of what needs to be repaired, and the urgency in 2013, Representative Uf. Representative Butler and 8 Washington representatives

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sent a letter to Secretary of Transportation in Washington for that exact list, and they were not given it. And in 2019, when this process started

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The steering committees, all the communities are steering

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An advisory only, even though they're legislators

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asked and they were told that decision had been made, and they were not talking about what was wrong with the bridge. We do not take out bridges for age.

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Thank you very much. You have a lovely day. I hope you get out to see the sunshine. Carly should be able to bring this information. We've asked for it several times. Oh, Ms. France.

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The next representative we've asked for it many times should be on her tongues. Same with Ryan. He's sitting there in the room. Anybody ever seen a report

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Please speak up.

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Thank you.

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Thank you. Your time is up. Thanks.

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Thank you. Next we have Chris Smith

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Good morning, Chair Lewis, JPACT, Chris Smith representing the Just Crossing Alliance. Our alliance does not yet have a full coalition position on what you should do here. We hope to have one by the time you vote next month

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But we do have some concerns and thoughts that we'd like you to think about as you deliberate on the IBR. The first concern, of course, is cost overruns. The \$5.68 billion MTIP amendment you have in front of you represents something that even the project says only has a 70% chance

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of actually building what's in the scope. There's a 30% chance that they'll have cost overruns. Even if that 70% is not over optimistic, there is still a significant risk that it will cost more and there is no identified funding source

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We have watched the Abernethy Bridge Project consume essentially 100% of state resources for bridge and seismic improvements, leaving thousands of other bridges in Oregon

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unaddressed for their seismic concerns. This is a huge risk that will impact every jurisdiction represented at this table.

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The second concern is that the only reason that the just crossing alliance has entertained this project is because we get a multimodal connection across the river, which we seriously lack today. Nothing in this first MTIP amendment creates that multimodal connection

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It only deals with the freeway traffic

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We agree with Vancouver City Council and CTRAN that the transit project isn't real unless it gets to Library Square where the transit connections are. That should absolutely be in the guaranteed scope. It's not

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We also want to point out that even the project in the EIS for active transportation does not deliver a useful active transportation network. What's in this MTIP amendment gives you a path from Hayden Island to the Vancouver waterfront where you

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100 foot high, half mile long spiral to get down to the ground. We won't have a useful active transportation connection until the path plugs into the city bikeway networks on both sides of the river

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Right now, it leaves you in the air on the Vancouver side. It needs to get to an at-grade landing somewhere near Library Square, and on the Portland side, this doesn't even cross the harbor. I have a very nice path from Hayden Island to, you know, 100 feet high on the Vancouver waterfront. This

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Just doesn't work for active transportation, and that needs to be an essential part of this.

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We also want to address the Iga and the process around that. Now, our coalition pushed very strongly to have the Iga done in 2022

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During the modified locally preferred alternative process, because we knew that the estimate would be much lower, and that information should be available when we're sizing the project, not after we're committed to a size. And I want to introduce one more concept, which is

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When the inevitable cost overruns happen, perhaps the first funding source you should consider is totaling I-205 so that we actually balance the transportation network

00:25:18.000 --> 00:25:20.000

Thank you very much for your time.

00:25:20.000 --> 00:25:23.000

Thank you.

00:25:23.000 --> 00:25:28.000

Thank you and Chair, I'm not seeing any more hands raised in the audience.

00:25:28.000 --> 00:25:51.000

Okay, seeing no further hands raised, I will close public communications for the day. And 1st on my updates, I'd like to bring Anthony up to do our May fatal crash report, please.

00:25:51.000 --> 00:25:59.000

Hello everyone here at JPACT. So I will be providing the fatal crash update

00:25:59.000 --> 00:26:07.000

So, for each month, we acknowledge the people killed in traffic crashes in our three-county region since the last meeting

00:26:07.000 --> 00:26:15.000

We do this to remind ourselves that our transportation work directly impacts lives in our community, and to recommit to our Vision Zero goal.

00:26:15.000 --> 00:26:22.000

We share the age and crash location for each person killed as crash victim names are no longer available through ODOT's reporting system.

00:26:22.000 --> 00:26:25.000

All information is preliminary and subject to change.

00:26:25.000 --> 00:26:31.000

Since our last meeting, at least 12 people died in traffic crashes during the previous month.

00:26:31.000 --> 00:26:35.000

A 66-year-old driving in Portland.

00:26:35.000 --> 00:26:40.000

Three people ages 17, 19, and 20 driving in Portland

00:26:40.000 --> 00:26:44.000

A 53-year-old walking in Portland

00:26:44.000 --> 00:26:48.000

A 56-year-old bicycling in Clackamas

Georgia Langer

From: Paul O. Edgar <pauloedgar1940@gmail.com>
Sent: Saturday, June 6, 2026 5:39 PM
To: Metro Council
Subject: [External sender]The need for a "Reset" with the IBR, and a re-evaluation of its justification

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

FYI, Cam Gilmour is a former Asst. Director of ODOT and WSDOT, where he was also operations manager.

On 6/4/2026 3:50 PM, Cam Gilmour wrote:

Paul, there are these different but nonetheless fatal flaws that exist with the justification for I-5 IBR Bridge Replacement:

- 1) Many bridge structures on I-5 corridor are more likely to fail should a major earthquake occur, making the I-5 corridor no-longer usable.
- 2) Understanding that should the I-5 Columbia River get constructed, there would be no way to get to it, with a major seismic event.
- 3) This one project would obligate and put at risk most future financial needs to maintain, preserve, and invest going into the future. Carlos Gonzalez
- 4) TriMet's LRT is a failing as a transit mode and is no-longer sustainable, and it is not likely to see growth in ridership if extended to Vancouver.
- 5) It is past time to stop the financial bleeding the IBR continues to cause, as it is only going to get worse, not better.
- 6) The corridor to focus own is I-205, the federally designated freight route, and to make the investment to where its choke points are eliminated.

Projects like the proposed westside bypass corridor that Sharon Nasset has been advocating on for years, needs to somehow gain traction. It should be added to the Metro 20-Year Transportation Plan. A side by side comparison of these projects against the IBR would show how the westside bypass collectively better meets the Purpose and Need Statement of the IBR, unlike what the IBR is capable of doing. I think she has already done this.

Cam

On May 31, 2026, at 10:35 AM, Cam Gilmour wrote:

Why won't the IBR be completed? The world is at another significant turning point that will play out for a number of years—not many though. Economic and financial shifts will result in further devaluation of the dollar, which means everything will become more expensive. In 3 or 4 years Social Security incoming revenue will be less than outflows. Cuts will be proposed and more debt will be issued to lessen the impact of these cuts, further inflating the prices as the dollar continues to deflate—takes more \$ to buy the same things.

I imagine highway construction costs will go way up. IBR planners know this (but for different reasons than what I have stated), which accounts for the up \$18 billion cost. Toll bonds will be very expensive. A weaker economy in future years will hit all of us hard, particularly low to middle income households and small businesses. Tolls will be beyond the financial reach for many commuters unless they can find ways to reduce expenditures.

Georgia Langer

From: Paul O. Edgar <pauloedgar1940@gmail.com>
Sent: Saturday, June 6, 2026 5:51 PM
To: Metro Council
Subject: [External sender]Study finds Interstate Bridge tolls will cause large traffic loss but still hit \$1.5B revenue target

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Metro Councilor's, this is a big deal to Clackamas County and I sent to their BCC. Our life line is the I-205 Corridor, and this foreseeable rerouting and diversion to the I-205 corridor can strangle the movement of freight and vehicles in and out of Clackamas County. With our bottleneck between Oregon City and Stafford Interchange, it can create a degree of congestion that will stifle our residents and commerce. I would look for at a minimum of 30,000 new daily trip, just bypass and not pay a toll.

There are proposals for low income rates, but this creates less revenue and higher tolls on others. But with a possible \$10 billion needed, when you include inflation and Phase 2, 3, and 4, my guess is that 80% of those who use the I-5 bridges will not be able to justify the toll rates needed, for \$10 billion in interest and principle debt payments.

Paul Edgar

Study finds Interstate Bridge tolls will cause large traffic loss, but still can hit \$1.5B revenue target.

What does this mean however, in that it is foreseeable that the great majority of rerouting and diversion will be to the I-205 Glenn Jackson Bridge and I-205 corridor and how could this disrupt and cause greater harm elsewhere and what will be those costs?

There is a need for an updated cost to benefit analysis with a reassessment of all assumptions against the Purpose and Need Statement.

If the real target is the need for more than an extra \$300 million in toll revenue, tolling alone will not close the massive updated IBR budget gap (now estimated at \$14.4 billion), it just avoids another budgetary surprise for Phase 1, but how about Phase 2, 3, and 4?

- Rerouting and diversion is estimated to reduce by one third the current trips and use going over the I-5 Bridges.**
- At what rate point in future tolls needed to fund the \$14.4 billion project cost, where the majority cannot afford them?**
- Other I-5 bridges and overpasses are more likely to fail should a major seismic event occur, making the corridor no longer usable.**
- Are there other reasonable considerations, options and alternatives then replacing the two I-5 Bridges and the answer is YES!**
- Errors in Judgement, may well have compounded into the proposed IBR Project, to where it has become to expensive to build!**

ODOT and WSDOT staff gave an overview of the Level 3 Traffic and Revenue study results at joint meeting of the Oregon and Washington transportation commissions.

Author: Anthony Macuk (KGW)

Published: 5:58 PM PDT June 5, 2026

Updated: 6:42 PM PDT June 5, 2026



PORTLAND, Ore. — An in-progress traffic study has confirmed that tolling the Interstate Bridge will generate enough revenue to meet the \$1.5 billion target set by the replacement project's financial plan, in spite of an initial loss of what appears to be about a third of the bridge's current traffic. That's according to a report delivered Friday at a joint meeting of the Oregon and Washington State transportation commissions.

The Level 3 Traffic and Revenue study was conducted by the consulting engineering firm Stantec based on the four toll rate "scenarios" that the Interstate Bridge Replacement (IBR) project team [first outlined in mid-2024](#). The cheapest version would start off with tolls ranging from \$1.55 to \$3.20 throughout the day, while the most expensive would start at \$2.00 to \$4.70.

The schemes are technically placeholders; the two commissions hold the final authority to set the toll rates, which will likely happen in late 2027 ahead of the planned start of tolling in [July 2028](#).

All four scenarios are capable of generating \$1.5 billion in revenue, IBR leaders and state staff told the commission on Friday, primarily through a series of toll-backed bonds issued by the two states or via a toll-backed federal [Transportation Infrastructure Finance and Innovation Act \(TIFIA\) loan](#) if the project is able to successfully apply for one.

[Earlier versions](#) of IBR's financial plan assumed tolls would contribute at least \$1.2 billion to the project's budget, so the confirmation that the same toll rates can bring in \$1.5 billion is arguably good news for IBR — but those earlier financial plans were also based on an assumed project cost of about \$6 billion. An updated financial estimate published in March raised the price tag to [\\$14.4 billion](#).

Another \$300 million in toll revenue won't do much to close that gargantuan budget gap, but it does mean that state and IBR leaders won't be faced with yet another budgetary pitfall as they work to keep the so-called "[Phase 1](#)" of the project on track.

The full \$14 billion project includes not only a replacement of the twin bridges that carry Interstate 5 over the Columbia River, but also a light rail extension across the new bridge to Vancouver, a full replacement of the North Portland Harbor Bridge that carries the freeway to Hayden Island from the Oregon side, and full or partial rebuilds of a half dozen I-5 interchanges to the north and south of the river.

After the updated price tag dropped in March, state leaders quickly pivoted and began calling for IBR to focus solely on the "[core components](#)" of the project, defined as completion of the new main twin bridges and the necessary ramps to connect them to I-5, removal of the old bridges and getting the light rail extension up and running, albeit on a shortened route that ends at the Vancouver Waterfront instead of continuing to Evergreen Boulevard.

That chunk of work was estimated to cost \$7.65 billion; still more cash than the project has available, but potentially within striking distance if the IBR team succeeds in obtaining a \$1 billion federal grant for the light rail line that it's currently pursuing.

"Phase 1" or the "Funded Phase" — staff at Friday's meeting appeared to use the two terms interchangeably — is essentially the same list of core pieces but without the light rail extension, though the new bridge would still be built with enough width to accommodate the tracks in the future.

That phase is now estimated to cost about \$5.68 billion, IBR interim program administrator Carley Francis told the commissioners on Friday, and \$1.5 billion in toll revenue brings the project's current funding to \$5.69 billion, just enough to pencil out. IBR plans to start the process of bringing a contractor on board this year, with construction targeted to begin in 2028.

In response to a commissioner's question, she also clarified that all of the \$1.5 billion in toll revenue would go to that phase alone; there's been no discussion so far of additional tolls to cover the later parts of the project that are currently unfunded.

Traffic diversion question

Friday's meeting largely steered clear of any discussion of traffic diversion, especially the number of drivers who may try to avoid tolls by switching to the only other nearby crossing: the Interstate 205 Glenn Jackson Bridge. At one point during her presentation, Stantec representative Liz Horta acknowledged the potential traffic shift, but said the study's main focus is predicting traffic levels on I-5 rather than the other freeway.

A [memo](#) in the meeting agenda packet does seem to hint at a diversion figure; it states that about 45 million vehicles crossed the current I-5 twin bridges in 2024, and later presents a graph of the estimated total annual "toll transactions" through 2067 — a figure which would presumably hew fairly close to the number of annual vehicle crossings, assuming each crossing results in one toll transaction.

The number starts off at fewer than 30 million transactions in 2029, which would appear to suggest an annual loss of at least 15 million trips across the I-5 bridge once tolling begins, or more than a third of the bridge's current traffic. The packet includes no information about how many of those drivers would divert to I-205, as opposed to simply not making the trip.

The scale of the diversions was first reported by the [Oregon Journalism Project](#); the outlet said it had obtained an unreleased draft copy of the study that showed an initial diversion of up to 50,000 vehicles per day.

Annual toll transactions would jump back up by nearly 10 million in the years immediately after the new bridge is complete in 2035, according to the memo, though it would still take until around 2050 to get all the way back to 2024 traffic levels.

Despite those losses, Jason Richter with the Washington State Treasurer's office said the two states had analyzed Stantec's findings and confirmed that all four scenarios would still bring in enough revenue to meet the project's \$1.5 billion goal. Since the revenue would come in over a period of decades, only about 20-30% of it would be directly spent on construction; the majority would be used to pay back bonds or a TIFIA loan.

The math is tighter if the two states have to issue the bonds, he added, but it still pencils out. The big risk is that the states have to guarantee the bonds in the event that the toll revenue comes in below projections — in Oregon's case, using the State Highway Fund.

And even if the projections hold, issuing the bonds will still eat into the total debt capacity of the two states, limiting their ability to use debt financing for other projects. (Worth noting: both states already used bonds to kick in an initial \$1 billion in IBR funding back in [2022](#) and [2023](#))

A TIFIA loan would be logistically easier than having to coordinate the two states' different bonding processes, he said, and it would spare both states from having to take on any more debt and keep them off the hook if the toll revenue comes in below projections. The states plan to apply for the loan later this year, he added, and in a "perfect world" they'd be able to get a large enough loan to cover 100% of the needed cash.

"That's what I think would be the most efficient, elegant solution," he said.

[Study finds Interstate Bridge tolls will cause large traffic loss but still hit \\$1.5B revenue target | kgw.com](#)

Georgia Langer

From: Paul O. Edgar <pauloedgar1940@gmail.com>
Sent: Saturday, June 6, 2026 6:07 PM
To: Metro Council
Subject: [External sender]"Are there other considerations, options and alternatives that replacing the two I-5 Bridges."

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

FYI,

Cam Gilmour is a former Asst. Director of ODOT, also former Asst Director who headed Operation of WSDOT. Cam has been a long term confident on issues associated with Transportation.

On 5/29/2026 6:23 PM, Cam Gilmour wrote:

Excellent. The alternative you describe will probably end up being done some day. I have said before, unfortunately, there is only one decision left to made to advance the IBR's preferred alternative: the Amended Record of Decision. I assume the amendment addresses the fixed span alternative that received recent Coast Guard navigation approval. Once the ROD is approved scheduled for sometime in 2026 the IBR will begin its construction phase: final design, right of way acquisition, bid documents and construction. Tens (hundreds?) of millions of dollars will be spent and years to get to actual construction. It is still my prediction that as all this work is being performed the cost of the project will require tolls so high they won't happen. The IBR will become too expensive to build. In the meantime the Toll Committee will decide what initial tolls will be—probably low enough to not cause outrage. The world as we have known since 1971 is changing very rapidly: no more petrodollars, Federal Reserve buying federal debt instead of foreign countries who are now dumping these bonds, all of which will inflate the money supply and cause greater price inflation than factored (my guess) into the \$18 billion high-end estimate.

On May 29, 2026, at 8:29 PM, Paul O. Edgar
pauloedgar1940@gmail.com wrote:

See if this works as an MS Word link. Just how to put this in writing to those interested can gain an understanding of the contingencies and impact of this foreseeable \$18 billion cost of the IBR Project that is beign advanced, and foreseeable tolls that no-one can absorb. To me this requires intervention and a new level of funding from the fed's, states, local governments, and tolls. A No Build requires that we give them options. They (the IBR PR Machine) continue to push the lie that it just has to be replaced, because of "Major Siesmic Event" and there are NO studies that validates that, it is just supposition.

https://1drv.ms/w/c/28d4f4d314179286/IQDIId5ZMn4ZqSpbHF9HKoUbOAW_fUjd1ZrRqCmfK0rF5Y?e=p3yqu7

From: [ED VALENTER](#)
To: [Summer Blackhorse](#)
Subject: [External sender]Public Comment - JPACT and Metro
Date: Monday, June 15, 2026 2:44:26 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Summer,

Unfortunately the comment button wasn't live when I tried to access, although your email appeared at the bottom of the page.

I am writing to you as the former co-chair of the Community Advisory Group for the Interstate Bridge Program. I advocate for votes supporting the program actions to continue to move this project forward from both Metro and JPACT. I have previously testified in-person, but unfortunately have a conflict so cannot be there live.

The Interstate Bridge Replacement (IBR) Program is seeking approval to program existing committed funding, which is one of the key steps required in order to allow the Program to move forward with construction after we receive the Record of Decision from FHWA/FTA. Approving this request and moving into the construction phase will allow the program to access the over \$2B in committed federal grant funding before approximately \$540m of it expires due to the federal statutory deadline — funding that is essential to begin construction on the new bridge.

As members are aware, there is extensive support for moving this project forward.

There is also a relatively small number constituents who would prefer that the project not move forward and will settle for a delay. But a replacement bridge is necessary. Every month of delay escalates the cost. Please vote to support the programming of existing committed funding on behalf of all of us in the Portland Metro area.

This project has invested time and resources to elicit extensive input and has made revisions to reflect the input from all of the agencies represented on the Executive Steering Group. A project of this magnitude will never be able to meet 100% of every expectation; the project represented in the Revised SEIS is the culmination and reflection of thousands of public comments, requirements from stakeholder agencies and federal partners.

Please support moving this forward as the next step in leveraging past, current and future resources to benefit the cities, counties, region and state community members and economies. Your support matters to allow the bridge to move forward.

Thank you for your consideration.

Respectfully,
Lynn Valenter

Georgia Langer

From: Metro <feedback@oregonmetro.gov>
Sent: Thursday, June 11, 2026 3:58 PM
To: Legislative Coordinator
Subject: New online testimony for Metro Council

Submitted on Thu, 06/11/2026 - 15:58

Submitted by: Anonymous

Submitted values are:

Name

Gary Clark

Email

gary@neighbors4a-bettercrossing.org

Your testimony

In an email to the IBR Joint Commission last Tuesday, our organization identified a number of fraudulent misrepresentations & mismanagement issues regarding the IBR that requires immediate investigation. The following link is to a report we released last week: <https://neighbors4a-bettercrossing.org/news/bridge-replacement-13-17-billion-fraud-mismanagement-perpetuated-by-gov-kotek/>. It lists a number of IBR's fraudulent misrepresentations & mismanagement issues, including its campaign of falsely portraying the seismic condition of the historic Interstate Bridge as demanding replacement. Central in our report is a 2006 Columbia River Crossing study that assessed seismic vulnerabilities and retrofit options for the existing Interstate Bridge, which concluded that it is feasible to retrofit/upgrade the existing bridge to the current seismic safety standards. That report refutes IBR claims that the bridge is seismically unsafe and cannot be upgraded or retrofitted to seismic standards. The historic Interstate Bridge must be saved and repurposed. Our organization respectfully requests the Bi-State Legislative Committee immediately investigate the issues identified in our report.

Regarding IBR's misrepresentations, indications are that Greg Johnson (fmr Program Administrator), Ray Mabey (an Assistant Program Administrator), Frank Green (an Assistant Program Administrator), Lee Beyer (Vice Chair Oregon Transportation Commission), Kris Strickler (fmr ODOT director), and other advisory leaders were either involved in organizing a systematic campaign of false misrepresentations, actively engaged in perpetrating those misrepresentations, or were in a position to know about those misrepresentations but kept silent. With the exception of Greg Johnson, all were former members of CRC's core management, so they knew their claims about the Interstate Bridge were false.

Despite his statements about IBR's bridge solving traffic congestion at the crossing, Greg Johnson finally

admitted it will not. In a separate and even more disturbing revelation, the IBR was also forced to admit its light rail ridership estimate of 26,000-33,000 /day was false. The accurate estimate was only 4,600-5,400 riders/day, which can be accommodated by a modest increase in bus service. Unfortunately, IBR used that false estimate to financially justify a \$3.5 billion expansion of TRIMET Light Rail service from Portland to Vancouver, and then start designing a massive bridge to include light rail. It's especially troubling to realize that the IBR proceeded to spend \$273-\$280 million on a bridge design tailored for something that was never financially viable. IBR is now left with a massive bridge design that's too expensive, which is now the main contributor to IBR's pending demise. If WSP generated that false estimate, then the Bi-State Committee should have a serious talk with WSP.

It's time for the IBR to turn its attention to less costly options, or lose the project completely. At this point, I would suggest the Bi-State Committee have a conversation with two transportation experts we regularly follow: mass transit Architect Kevin Peterson petersondesign@centurytel.net and immersed tube tunnel (ITT) Civil Engineer Bob Ortblad r.ortblad@comcast.net. Both volunteered on numerous occasions to discuss viable options with the IBR, but both were rebuffed by Greg Johnson. Kevin Peterson volunteered two alternatives for a less expensive "expressway" that would use either a bridge or ITT, and a "repurposed" Interstate Bridge for local traffic. Both alternatives allow the full 178 ft of existing vessel navigation clearance the US Coast Guard wanted. Bob Ortblad repeatedly recommended an ITT similar to the one under construction in Vancouver Canada. Since ITTs use interconnected modules, additional modules can be added later for additional traffic lanes or a future Light Rail expansion.

Notwithstanding IBR's claims of full transparency, it repeatedly failed to be transparent with the public about its bridge designs. It also failed to share results of its mandated public comment periods, its use of a \$1 million Federal grant to evaluate the existing Interstate Bridge, and it hasn't been truthful about project cost estimates. It not only hid financial information from the Joint Bi-State Legislative Committee last December, but continues to conduct a campaign of disinformation to push the false narrative that the historic Interstate Bridge is unsafe and unable to be retrofitted or upgraded to seismic standards. The Bi-State Committee must put an end to that false narrative.

As our organization's name implies, our group wants a better solution for the crossing than IBR's mega bridge. As such, we will be fully supportive of the Committee's efforts to consider new options to save the project.

V/r

Gary Clark, Chair
Neighbors For A Better Crossing, Inc
503.703.9749
gary@neighbors4a-bettercrossing.org
www.neighbors4a-bettercrossing.org/

Attach a file

{Empty}

Is your testimony related to an item on an upcoming agenda?

Yes

From: [Edward H. Trompke](#)
To: [Summer Blackhorse](#)
Subject: [External sender]Interstate Bridge Plan amendment
Date: Tuesday, June 16, 2026 2:02:32 PM
Attachments: [image001.png](#)
[image002.png](#)

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I am Ed Trompke, a lawyer in downtown Portland at Jordan Ramis, PC.

It seems stunning that Metro has not yet adopted all the needed plans for the Interstate Bridge project. As leaders and decision makers for the economic, social, and energy policies of the region, it would be serious dereliction of your duties not to adopt this essential project.

When I drive the ten miles to Washington or anywhere north of the Columbia River from my home, whether to visit family or to conduct business, I must allocate approximately one hour (except late at night) to get to across the state line. This emits unnecessary greenhouse gasses and other pollutants in a gross social injustice to the neighborhoods surrounding I-5. It deters businesses and interstate commerce. It is a waste of time.

Please take action, or else stop going through the motions of governing. I am getting old and have heard nothing but talk about this replacement bridge for over thirty years. Take action.

Edward H. Trompke | Attorney
Direct: (503) 598-5532

JORDAN  **RAMIS**

1211 SW Fifth Ave, Suite 2700
Portland OR 97204

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June 18, 2026

To Members of the Joint Policy Advisory Committee on Transportation,

I am writing in strong support of the proposed 2024–27 Metropolitan Transportation Improvement Program (MTIP) Amendment, which provides critical funding corrections, increases, and reprogramming for four projects essential to the future of our region’s transportation network.

The Westside Economic Alliance (WEA) is a nonprofit, public and private member-based organization that advocates for a healthy economy on the Westside of the Portland, Oregon metropolitan area. WEA provides its members with a common voice on local, regional, state, and federal issues, such as transportation, workforce development, housing, land use regulations, and other westside infrastructure issues vital to the economic development of the region and state.

As the Executive Director of the Westside Economic Alliance, I recognize that reliable, modern transportation infrastructure is foundational to the economic vitality of the Portland metropolitan region. The Columbia River I-5 corridor is among the most significant transportation links in the country. The projects included in this MTIP amendment represent strategic investments that will benefit our region’s safety and economic vitality for generations to come.

A modernized I-5 crossing will reduce commute times, increase regional seismic preparedness, attract business investment, and position the Portland metro area as a competitive, 21st-century region. Delays or funding shortfalls could risk jeopardizing federal funding delivery timelines and the significant federal partnerships that have been secured to advance this work for the betterment of our region.

I respectfully urge the Metro Policy Advisory Committee and Metro Council to approve this MTIP amendment without delay. Thank you for your time, your continued leadership on regional transportation planning, and your commitment to the long-term prosperity of our community.

Sincerely,

Elizabeth Mazzara Myers
Executive Director

10220 SW Nimbus Ave, Suite K-12 | Tigard, Oregon 97223
Office 503-968-3100 | www.WestsideAlliance.org

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Sincerely,

Elizabeth Mazzara Myers
Executive Director

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Office 503-968-3100 | www.WestsideAlliance.org

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Sam Kim

14915 NE 126th Avenue • Brush Prairie • WA 98606-4604 • 360-896-7119

Subject: Public Comment in Support of Programming Committed Funds for the Interstate Bridge Replacement (IBR) Program
To: Members of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council
From: Sam Kim, Member of the IBR Community Advisory Group (2021–2026)

Dear Members of JPACT and the Metro Council,

My name is Sam Kim. I am writing to you today to strongly urge both of your bodies to vote in favor of programming the existing, committed funds for the Interstate Bridge Replacement (IBR) program.

I speak to you today wearing two hats. First, as a member of the IBR Community Advisory Group (IBR-CAG) for the last five years, I have seen firsthand the exhaustive time, resources, and care invested in this process. The project before you is a reflection of thousands of public comments, extensive stakeholder agency collaboration, and rigorous revisions to meet regional needs. As the IBR-CAG co-chair, Lynn Valenter, rightly noted, a project of this historic magnitude will never meet 100% of every single expectation, but it represents the balanced, collaborative culmination of our community's input.

Second, I speak to you as a former super-commuter. I represent the perspective of over 70,000 daily commuters who must cross the Columbia River in both directions. The I-5 and I-205 corridors are the absolute lifelines of the Portland-Vancouver metropolis. We have all experienced the gridlock when both bridges crawl to a standstill. We desperately need to modernize the ancient I-5 bridge so that it is seismically resilient and built to accommodate all modes of transportation.

At the end of the day, the best bridge is the one that gets built.

We are at a critical juncture. Approving this request is a mandatory step to unlock over \$2 billion in committed federal grant funding. If we delay, approximately \$540 million of that funding will expire due to federal statutory deadlines. Furthermore, every month of delay escalates the taxpayer cost of this project. We cannot afford to let vocal, delay-seeking opposition jeopardize this essential lifeline for our region's economy and community safety.

Please vote to support the programming of these existing committed funds so that we can leverage these historic resources and begin construction as soon as the Record of Decision is received.

Thank you for your time, leadership, and consideration.

Respectfully,

Sam Kim
Founding Member, IBR Community Advisory Group

Helping others be kind and compassionate while performing their very best and leading fulfilling & meaningful lives

IN CONSIDERATION OF RESOLUTION NO. 26-5599, FOR THE PURPOSE OF AMENDING OR ADDING FOUR I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Date: June 18, 2026
Department: Planning, Development and Research
Meeting Date: June 23, 2026
Prepared by: Gabriela Lopez, Planning, Development and Research

Presenter: Gabriela Lopez and Kelly Betteridge, Planning, Development and Research and Carley Francis, Interim Interstate Bridge Replacement Program Administrator
Length: 60 minutes

ISSUE STATEMENT

The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes to the Interstate Bridge Replacement Program (IBR Program):

- Amends the I-5: Columbia River (Interstate) Bridge project
- Amends the I-5: Columbia River Bridge Replacement project
- Amends the I-5 OR & WA Pre-completion Tolling Signage project
- Adds the I-5: Columbia River Bridge Replacement Transit Design project

Resolution No. 26-5599 authorizes the proposed MTIP Formal Amendment.

ACTION REQUESTED

Adopt Resolution 25-5599 to amend or add four I-5 Interstate Bridge Replacement Program projects, as stated within Exhibit A, to the 2024-2027 MTIP to meet federal project delivery requirements.

IDENTIFIED POLICY OUTCOMES

Advancement of the 2023 Regional Transportation Plan (RTP) investment priorities of equitable transportation, climate action and resilience, safe system, mobility options, and thriving economy.

POLICY QUESTION(S)

- Should the Metro Council approve the resolution to move forward with proposed MTIP project amendments as recommended by JPACT?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

The Joint Policy Advisory Committee on Transportation (JPACT) recommended approval of Resolution 26-5599 to the Metro Council on June 18, 2026.

Metro Council is scheduled to consider action to adopt Resolution 26-5599 at its meeting on June 23, 2026.

- If the Metro Council adopts the resolution, the required programming actions will be completed for the four projects in the June FFY 2026 Formal Amendment.
- If the Metro Council does not adopt the resolution, the required programming actions will not be completed, the projects will not move forward with next steps, and the amendment will return to JPACT for further consideration.

STAFF RECOMMENDATIONS

Metro staff recommend approval of Resolution 26-5599.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. **Metro's Strategic Framework or Core Mission:** The 2024-2027 MTIP follows transportation policy established in the development of the 2023 RTP. Projects programmed in the MTIP must be consistent with the RTP to ensure federal requirements are met. Metro staff have confirmed that a complete build of the IBR program is included in the 2045 fiscally constrained model for the 2023 RTP.
2. **Metro's racial equity and climate action goals:** While the package of investments in the adopted 2024-27 MTIP make very slight progress towards the 2023 RTP goals, which include Equitable Transportation and Climate Action, the individual projects and programs within the MTIP are likely to make better progress to the local communities in which they are located.

Metro staff assessed how the IBR program advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience. (See Attachment 1: Staff memo on IBR Program Major Project Assessment).

Model results for RTP Investment Priorities for addressing Equitable Transportation and Climate Action and Resilience show neutral or no significant change towards the desired outcome with one exception: model results show a positive trend towards completing active transportation infrastructure gaps.

3. **Known Opposition/Support/Community Feedback:** The Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) have jointly agreed to develop and implement the IBR Program and the agencies support the proposed programming changes in this amendment.

A number of groups and individuals have expressed opinions about elements of the IBR Program through past comments. This includes the Bridgeton Neighborhood Association, Vote Before Tolls, Neighbors for a Better Crossing, and the Just Crossing Alliance. Tolling, project costs, bridge type, number of travel lanes, active transportation design and access, visual design of the bridge, and project impacts are topics that have appeared in the comments.

Beginning April 27, 2026, Metro conducted a 30-day public comment period on the proposed MTIP formal amendment. On May 18, 2026, Metro updated the Public Comment Period notice with programming changes to the formal amendment and extended the public comment period for 30 days to conclude at 5 p.m. on June 16, 2026.

Metro received:

- Five email comments
- Three written testimonies
- Testimony from five attendees at the JPACT meeting on May 21, 2026

No mailed letters or voicemail comments were received.

Comments included concerns about the impacts of tolling, cost overruns, and available revenues, as well as support for funding the bridge replacement.

The Public Comment Period Summary is attached as Exhibit B to Resolution 26-5599. The report includes a summary of the comments received and copies of emails and transcripts of the testimony,

4. **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.
5. **Anticipated Effects:** Enables the amendments to the projects in the MTIP and STIP.

6. **Financial Implications:** The proposed amendments have no impact to the Metro budget.

BACKGROUND

The 2024-2027 MTIP is a program implementation tool. It includes an investment profile and performance analysis of the progress expected toward the 2023 RTP’s regionally significant transportation investments. The MTIP must accurately maintain project information throughout the life of a project, from initial award/allocation to funding obligation and through all phases of project delivery. If a change emerges to a project’s scope, schedule or budget, the MTIP may need to be amended to reflect the change. As new federally funded and regionally significant projects emerge and are funded, the MTIP is amended to include the projects.

Amend Existing MTIP/STIP Programmed Projects:

Project Number: 1	Key Number: 21570	Status: Existing Project
Project Name:	I-5: Columbia River (Interstate) Bridge	
Lead Agency:	ODOT	
Description:	Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.	
Funding Summary:	<p>The project is currently programmed with a total funding of \$554,629,000.</p> <p>Project funding includes Advance Construction funds, Bridge Program funds, Highway Improvement (HIP) Bridge program funds, National Highway Freight Performance (NHFP) funds, National Highway Performance Program (NHPP) funds, Surface Transportation Block Grant (STBG) State funds, ODOT funds, and WSDOT funds.</p>	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> • Increase the Preliminary Engineering (PE) phase by \$300,493,000 • Increase the Utility Relocation (UR) phase by \$26,926,000 • Decrease Right-of-Way (RW) phase by \$86,684,000 <p>Total project increases from \$554,629,000 to \$793,364,000 using Oregon federal grant funds, Oregon General Obligation (GO) Bonds, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in Federal Fiscal Year (FFY) 2026.</p>	

	Amendment also includes changes to project description to include Right-of-way acquisition for the demolition of the current Interstate Bridge.
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Project Number: 2	Key Number: 23877	Status: Existing Project
Project Name:	I-5: Columbia River Bridge Replacement	
Lead Agency:	ODOT	
Description:	Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.	
Funding Summary:	The project is currently programmed with a total funding of \$1,478,642,000. Project funding includes Advance Construction funds, ODOT funds, and WSDOT funds.	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> • Update Mileposts for project location to match K21570. Final MPs for I-5 MP 306.70 to 308.38 (Northbound and Southbound) • Increase Preliminary Engineering phase by \$233,767,000 • Increase Construction phase by \$3,071,479,000 <p>Total project increases from \$1,478,642,000 to \$4,783,888,000 using Oregon federal grant funds, Oregon GO Bonds, Tolling, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p> <p>Amendment also includes a change in description to to expand scope to include Columbia River Bridge (CRB), CRB Approaches, Hayden Island Package A and SR 14 Package A , and design and construction for the removal of the existing structures.</p>	

Project Number: 3	Key Number: 23876	Status: Existing Project
Project Name:	I-5 OR & WA Pre-completion Tolling Signage	
Lead Agency:	ODOT	
Description:	Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.	

Funding Summary:	The project is currently programmed with a total funding of \$24,590,000. Project funding includes ODOT and WSDOT state funds.
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> • Change project name • Change project description to include to include education, marketing, system integration, and customer service activities to support tolling launch • Update Mileposts for project location • Increase Construction phase by \$1,510,000 • Increase Other phase by \$25,834,000 <p>Total project increase from \$24,590,000 to \$51,934,000 using Oregon GO bonds and Washington state funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p>

Adding New MTIP/STIP Projects:

Project Number: 4	Key Number: 24473	Status: New Project
Project Name:	I-5: Columbia River Bridge Replacement Transit	
Lead Agency:	ODOT	
Description:	Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.	
Funding Summary:	The new project is proposed to be programmed with \$50,701,000 of Washington Mega grant funds in FFY 2026.	
Added Notes:	The formal amendment adds the project to the MTIP and STIP. If approved, proposed project is anticipated to obligate all funds in FFY 2026.	

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. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

PROPOSED PROCESSING AND APPROVAL ACTIONS:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mailing.....	April 24, 2026
• Initiate the required public notification/comment process.....	April 27, 2026
• TPAC amendment overview – no action.....	May 1, 2026
• JPACT amendment overview – no action.....	May 21, 2026
• Metro Council amendment overview – no action	May 26, 2026
• TPAC action	June 5, 2026
• Completion of public notification/comment process.....	June 16, 2026
• JPACT action	June 18, 2026
• Metro Council action.....	June 23, 2026
• Final amendment package submission to ODOT & USDOT.....	Late June 2026
• USDOT clarification and final amendment approval.....	Early August 2026

Note: The above dates are anticipated and could change.

ATTACHMENTS

- **Resolution 26-5599** For the Purpose of Amending or Adding Four Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements
- **Exhibit A to Resolution 26-5599:** MTIP Project Detail Report
- **Exhibit B to Resolution 26-5599:** Public Comment Period Summary
- **Attachment 1:** Staff memo on IBR Program Major Project Assessment
- **Attachment 2:** Modified Locally Preferred Alternative (July 2022)
- **Attachment 3:** Project Information and Maps
 - a. Projects in the STIP/MTIP Amendment (table)
 - b. Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver (Total cost: \$7.65B (March 17 cost))
 - c. Funded Phase: Columbia River Bridge with Width for Future Light Rail Service (Total cost: \$5.68B)
 - d. Pre-Completion Tolling Signage and Toll Infrastructure Map



Memo

Date: Monday June 8, 2026
To: JPACT, Metro Council and Interested Parties
From: Blake Perez, Associate Transportation Planner
Jean Senechal Biggs, Resource Development Manager
Subject: 2024-27 MTIP Formal Amendment Request: Interstate Bridge Replacement Program
Major Project Assessment

Purpose: The purpose of this Major Project Assessment is to document how the proposed amendments to the 2024-27 Metropolitan Transportation Improvement Program (MTIP) for the Interstate Bridge Replacement Program (IBR Program) perform in accordance with local, regional, and state transportation policies, as well as how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP).

Overview

The MTIP is a federally required document that helps track and manage regionally significant transportation investments. The MTIP is a list of transportation projects and programs that are scheduled to receive federal transportation money for the four-year reporting period. An active MTIP may be amended if additional funding becomes available or to reflect changes in a project's scope, schedule or budget. The Metro Council adopted the 2024-27 MTIP in July 2023.

Major Project Assessments (MPAs) are conducted when a proposed MTIP amendment has at least one of the following:

- the project is capacity enhancing,
- the project is regionally significant, and/or
- the amendment is over \$100 million.

The proposed amendment for the IBR program is a regionally significant project and exceeds the \$100 million threshold, prompting the need for this assessment.

This assessment uses results from analysis that Metro completed in 2025. In July 2025, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved a formal amendment to the 2024-2027 MTIP to amend an existing project and add two new projects for the IBR Program. As part of that 2025 amendment process, Metro completed an MPA of the completed IBR program, also called the "full build." The analysis for this Major Project Assessment remains the same since the IBR Program is not proposing changes to the full build project

This Major Project Assessment models, reviews, and evaluates a complete build of the IBR Program against local, regional, and state transportation policies, and the five goals of the adopted 2023 Regional Transportation Plan (RTP). This evaluation shows how adding the IBR program funds to the 24-27 MTIP influences the full package of investments in the 24-27 MTIP (Note: Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.)

The Oregon Department of Transportation (ODOT) and IBR Program staff provided project information, such as, but not limited to, project plans, finance, cost estimates, and programming, that supported this assessment. This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

IBR Program Proposed Projects and Phases

The proposed formal amendment for the IBR Program amends the three existing projects in the 2024-27 MTIP and adds one new project for transit design. Goals and objectives, along with major work elements and milestones, for each project and phase are described below. See attached maps for additional detail.

I-5: Columbia River (Interstate) Bridge (ODOT Key Number 21570)

Right of Way Phase

- *Goals & Objectives:*
Acquire property needed for construction, demolition of the existing Interstate Bridge, maintenance, and operation of the project.
- *Major Work Elements & Milestones:*
To transition from NEPA work into ROW acquisition and the construction stage, the IBR Program has completed the Final SEIS and is working toward receiving a ROD.. While the Program intended to transition into ROW acquisition in late 2025/early 2026 after the last STIP approval process, the time required to reach a Record of Decision and move into the construction phase has taken longer than anticipated. Review of the Final SEIS with our federal lead agencies has included additional rounds of feedback and refinement being added to ensure sufficient technical analysis.

Utility Relocation Phase

- *Goals & Objectives:*
Enable the Program to provide payments to eligible utilities that need to relocate lines because of construction of the IBR Program.
- *Major Work Elements & Milestones:*
The Program shared preliminary designs with utility companies in early 2026. Reimbursable utility design efforts will likely commence in 2027.

I-5: Columbia River Bridge Replacement (ODOT Key Number 23877)

Preliminary Engineering Phase

- *Goals & Objectives:*
Complete final design for the bridge replacement and connections to Oregon and Washington.
- *Major Work Elements & Milestones*
This work is contingent upon completing the federal NEPA process and receiving an Amended ROD. Later this year, the Washington State Department of Transportation will issue a Request for Proposals (RFP) for a Progressive Design Build Contract to complete design and construction of the bridge replacement and demolition of the existing Interstate Bridge.

The requested MTIP amendment would enable the Program to advance transit work to continue progress needed to meet FTA CIG requirements.

Construction Phase

- *Goals & Objectives*
Construct the replacement I-5 bridge adjacent to the existing bridge shore to shore over the Columbia River. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes, including connecting the new bridge to the existing I-5 facilities in Oregon and Washington. Removal of the existing Interstate Bridge.
- *Major Work Elements & Milestones*
Construction of new bridges to accommodate highway, active transportation and transit modes. This work also includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

North of the bridge, work includes rebuilding the I-5/SR-14 interchange and nearby roads to shift traffic and create space for construction of the new bridge approaches.

Work on Hayden Island includes reconfiguring local roads and ramps to connect the new bridge to the island and improve access for people driving, walking, and biking.

Removal of the existing Interstate Bridge once the new bridges are open and operational.

This work is contingent upon completing the federal NEPA process and receiving an Amended ROD.

I-5: Oregon & Washington Pre-completion Tolling (ODOT Key Number 23876)

Construction Phase

- *Goals & Objectives*
Construct toll signage and gantries and enable the Program to pay for all pre-launch costs, including education and marketing, and customer support services, and integrating the new facility into Washington's existing *Good to Go!* toll program to support tolling Go-Live.
- *Major Work Elements & Milestones*
The IBR Program is funded through a diverse range of sources including federal funds, tolling, and state funds from both Oregon and Washington. Tolling is an integral part of the funding strategy for the IBR Program. Both states recently updated their toll funding analysis, based on the toll rates that both state transportation commissions approved for additional study, which showed an increase of toll funding capacity from the previously assumed \$1.25 billion to \$1.5 billion.

This STIP amendment would increase funding for construction of the toll signage and gantries. It would also add funding for all pre-launch activities, including integrating the new facility into Washington's existing *Good to Go!* Program and customer support services.

I-5: Columbia River Bridge Replacement Transit Design (NEW – ODOT Key Number 24473)

- *Goals & Objectives*
Advance post-NEPA transit design for elements within the core set of projects to support the requirements of the Federal Transit Administration (FTA) Capital Investment Grant. Design for the width that will support transit on the Columbia River Bridge (step 1) is covered in the I-5: Columbia River Bridge Replacement project (ODOT Key Number 23877).
- *Major Work Elements & Milestones*
Early project design pre-NEPA completion is covered under the I-5: Columbia River (Interstate) Bridge Project (ODOT Key Number 21570).

Proposed MTIP Amendment Major Project Assessment

Consistency with the Congestion Management Process and Oregon Highway Plan Policy 1G and Action 1G.1

Regional and State policies give direction on prioritizing investments and when to consider adding motor vehicle capacity to the transportation system. Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 direct ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity.

In the materials provided to Metro, the Interstate Bridge Replacement project has documented consistency with the state and regional policy by focusing the project scope on the first three steps of the Oregon Highway Plan (OHP) Action 1G.1. These three 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.
3. Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

Consistency with RTP Congestion Management Process

The IBR project is consistent with the RTP Congestion Management Process, 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. The IBR Program's Modified Locally Preferred Alternative (LPA) features integrated multimodal improvements with transportation management elements. The Program developed safety and operational improvements to I-5 to work in conjunction with high-capacity transit, active transportation facilities, variable rate tolling, transportation demand management and transportation systems management. The non-highway elements of the IBR Program (transit, active transportation, tolling, TDM and TSM) would all help provide multimodal choices and management tools to help reduce demand. They would also be tools the region could dynamically adjust over time to manage higher levels of highway demand if they were to occur.
2. Transit, bicycle and pedestrian system improvements. The IBR Program is adding transit only lanes for buses and an extension of the MAX light rail to Vancouver, Washington. New bike lanes and sidewalks are included in the project. Investments also include a system of shared use paths, bikeways, and sidewalks within the IBR Program area. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.
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 2023 RTP, to

provide alternative routes and encourage walking, biking and access to transit. The IBR Program proposed construction packages to incorporate alternative corridors that bypass busy freight and vehicle interchanges. For example, a shared-use path along the proposed extension of Expo Road provides an alternative route that bypasses the Marine Drive Interchange. Where separate corridors for active transportation use are impractical, active transportation facilities are designed in accordance with state and local agency standards for safety. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.

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 2023 RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs. The addition of one auxiliary lane in each direction will improve both the safety and efficiency of the three through travel lanes by providing drivers with more distance to speed up or slow down before entering or exiting mainline I-5, reducing bottlenecks and helping to optimize traffic flow by giving drivers space to merge safely. The addition of full safety shoulders will provide faster crash recovery, improve access for emergency vehicles, and provide a safe space for travelers recovering from an incident. The safety shoulders will also be able to accommodate express bus service, while dedicated space for light rail transit will further ensure that transit operations are separated from general purpose traffic to improve the efficiency of operations.

Consistency with Statewide Land Use Planning Goal 12.

In Oregon's Statewide Land Use Planning Goals, Goal 12 requires cities, counties and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well-designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas. The IBR project aligns with these goals by:

- Serving statewide, regional, and local transportation needs.
- Serving the mobility and access needs of those who cannot drive and other underserved populations.
- Providing for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity.
- Helping to reduce pollution from transportation to meet statewide goals to reduce climate pollution.
- Facilitating the safe flow of freight, goods, and services within regions and throughout the state.

Consistency with Local Plans

Metro's Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available over the next 25 years to make those investments a reality. On Nov. 30, 2023, Metro Council adopted the 2023 Regional Transportation Plan, via Ordinance No. 23-1496. Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.

The City of Portland's 2035 Comprehensive Plan is built on the 2012 Portland Plan, the Climate Action Plan and Portland's 1980 Comprehensive Plan, which was Portland's first Comprehensive Plan developed under the statewide land use planning system. The new Plan continues the commitment to link land use and transportation decisions. The Plan continues Portland's commitment to compact development, with active employment centers, expanded housing choice, and access to parks and open space. The IBR Program advances multiple goals articulated by the Transportation component of the Comprehensive Plan, including:

- Create a coordinated, efficient, more affordable multimodal transportation system.
- Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.
- Ensure safety of the most vulnerable users (people with disabilities, young people, the elderly).
- Guide the location and design of new street, pedestrian, bicycle, and trail infrastructure.

The City of Portland's 2035 Transportation System Plan, adopted in March 2020, is the City's 20-year plan to guide transportation policies and investments in Portland. The TSP helps implement the City's 2035 Comprehensive Plan. The 2035 TSP lists the Columbia River bridge replacement and interchange improvements as a financially constrained project to be completed within 1 to 10 years.

The IBR Program would provide transportation infrastructure to support the land use plans for Hayden Island. Specifically, the project would support the City of Portland's Hayden Island Plan, adopted in 2009, which seeks to protect the interests of the island, provide guidance to the former CRC project, as well as ensure that the amount and type of development on Hayden Island would not overload the proposed freeway improvements. The Hayden Island Plan was developed during the former CRC project and is referenced in its plan. The IBR Program's Modified LPA is consistent with the Hayden Island plan, supporting specific goals such as:

- Light-rail transit to, and a station on, Hayden Island.
- A light-rail transit alignment adjacent to the west side of I-5 instead of a separate alignment to
- minimize the barrier effects.
- Access to local street systems south of North Portland Harbor without using the freeway.

The IBR Final SEIS evaluates consistency with additional local plans in Chapter 3.4- Land use and Economics, which can be found online at: [IBR Final SEIS Chapter 3.4 – Land Use and Economic Activity](#)

Consistency with RTP Investment Priorities

Metro staff assessed how the proposed MTIP project amendment advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience and how the project impacts the package of MTIP investments towards those RTP goals.

Metro staff completed a similar assessment as part of the initial evaluation and adoption process for the 2021-24 MTIP. (Note: Thriving Economy was recently included in the 2023 RTP but was not part of the 2024-27 MTIP assessment process. It has been included in this assessment.)

Metro staff used three main tools to evaluate the 2024-2027 MTIP investment package and to prepare the PAE:

- the Regional Travel Demand Model (RTDM).
- The Motor Vehicle Emissions Simulator (MOVES) Model; and
- Geographic Information Systems (GIS).

The outputs for this analysis are for the entire area within the Metro jurisdiction or Metropolitan Planning Area (MPA) and the year modeled was 2027 (the last year of the current 2024-27 MTIP). This analysis does not include the level of detail covered by a full corridor study which typically includes current and future operating characteristics of the corridor and detailed impacts of the project at the corridor level.

In addition to evaluating the four projects included in the proposed amendment, staff performed a full build analysis of the IBR Program, even though a full build won't be completed during the current MTIP timeframe, to ensure consistency with the RTP. Table 1 summarizes the evaluation results based on the RTP investment priorities. An analysis by RTP investment priority for each performance measure, with detailed definitions, is outlined in summary tables that follow.

Table 1. Summary of RTP Investment Priorities Evaluation – Interstate Bridge Replacement Project Complete Build

RTP Priority	Measure Description	Model Result
Equitable Transportation	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	0
	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	0
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	0
Climate Action and Resilience	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	0
	2. Projected daily metric tons of greenhouse gas emissions reduction	0
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	+
Safe System	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	^
	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.	^
Mobility Options	1. Mode split	0
	2. Miles traveled by mode	0
Thriving Economy	1. Is the project located in an area that is prioritized for future job growth?	+
	2. Is the project located in an area with higher-than-average job activity?	+

Key:

- 0 neutral or no significant change
- ^ 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
- +/0 potential to trend toward desired outcome but still to be determined until further details are known
- /0 risk to trend away from desired outcome but still to be determined until further details are known

Equitable Transportation

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

Desired Outcome	Performance Measures	IBR Completion
Increase Access to jobs	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	Results from the RTDM indicates a very small decrease (<-1%) of access via auto trips to medium wage jobs across the entire MPA area, non-equity focus areas, and equity focus area. There is a small increase (<1%) in access to medium wage jobs via transit across all areas.
Increase access to community places	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	RTDM results indicate no change in access to community places such as grocery stores, medical facilities, and community gathering places.
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.	Per GIS analysis, some gaps will be completed in this project in the vicinity of Marine Drive and on Hayden Island surface streets. While the areas studied in Oregon are not located in an Equity Focus Area, they are in Equity Focus Areas on the Washington side of the IBR Program.

Climate Action and Resilience

To measure climate action and resilience in the context of the project, Metro staff evaluated 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.

Desired Outcome	Performance Measures	IBR Completion
Reduction of greenhouse gas emissions per capita	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	Using a combination of the RTDM and MOVES, results indicate a very small decrease in GHG per capita (-0.3%) at the regional level.
Reduction in daily metric tons of greenhouse gas emissions	2. Projected daily metric tons of greenhouse gas emissions reduction	Using a combination of the RTDM and MOVES, results indicate a very small decrease in daily tons of GHG (12,566 to 12,533) at the regional level.
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.	Gaps in the bicycling network are addressed in the Marine Drive Package through a new path that connects Marine Drive to Expo Road. Additionally, gaps in the pedestrian network are addressed in Hayden Island Surface Streets and Marine Drive Interchange.

Safe System

To measure safety in the context of the project, Metro staff evaluated whether the project includes scope elements, including recognized safety counter measures, to address documented safety issues that contribute to crashes that result in fatal and serious injuries. Metro staff also assessed the scope of work against the region’s high injury corridor network to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. IBR project staff provided additional relevant safety related information that is summarized in the table below.

Desired Outcome	Performance Measures	IBR Completion
<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>A GIS analysis of the project indicates Marine Dr & MLK Blvd. are high-injury corridors. Neither of these projects are included at this time in the current proposed amendment but are part of the full build.</p> <p>The IBR Program Modified LPA proposes substantial changes to the configuration of the roadway network within the five-mile corridor, including but not limited to new or removed ramps, reconfigured interchanges, and access point changes. These changes would make I-5 more consistent with modern design standards and would reduce weaving, thereby improving safety According to information from the IBR Program, the IBR Program is anticipated to reduce crashes by 13-17% in 2045 compared to the No-Build Alternative.</p>
<p>Increasing 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>Many of the projects within the IBR Program, including those in the proposed amendment, are not located in a high injury corridor. Nor are the projects located in an equity focus area on the Oregon side of the project. However, the project is within an equity focus area on the Washington side.</p>

Mobility Options

To measure mobility options in the context of the project, Metro staff assessed whether the project influences changes to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

Desired Outcome	Performance Measures	IBR Completion
Achieve a more equitable mode split amongst driving, transit, and biking	1. Mode split	Results from the RTDM indicate no significant change in mode split.
Decrease miles traveled by vehicle and increase miles done by bike and transit	2. Miles traveled by mode	RTDM results indicate a very small increase in personal vehicle driver miles traveled (0.13%), personal vehicle passenger miles traveled (0.07%), and pedestrian miles traveled (0.09%). Model results show a small decrease in bike miles traveled (-0.11%) and transit miles traveled (-0.02%).

Thriving Economy

To measure economic vitality in the context of the project, Metro staff assessed 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	IBR Completion
Increase transportation option in areas prioritized for future job growth.	1. Project is located in an area that is prioritized for future job growth	Multiple census tracts that are considered regionally significant industrial areas are located within the project area. Within the project area there are identified station communities, planned high-capacity transit, corridors, and employment land all identified in the 2040 Growth Concept Map.
Increase transportation options in an area with higher-than-average job activity	2. Project is located in an area with higher-than-average job activity	According to Metro’s 2022 Economic Value Atlas, the Census Tracts that are within the project area have job activity that are greater than the regional average. The two Census Tracts have a score of 8.9 and 5.2 compared to the regional average of 5.0.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 22-5273
MODIFIED LOCALLY PREFERRED)	
ALTERNATIVE FOR THE INTERSTATE)	Introduced by Chief Operating Officer
BRIDGE REPLACEMENT PROGRAM)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and

WHEREAS, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce; and

WHEREAS, the Interstate Bridge carries more than 140,000 people each weekday by car, truck, bus, bicycle and on foot; and

WHEREAS, the existing structures were not designed to support the needs of today’s transportation system; and

WHEREAS, the segment of Interstate 5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 100 years old and do not meet current traffic safety or seismic standards; and

WHEREAS, congestion and bridge lifts slow auto, transit, and freight movement along Interstate 5; and

WHEREAS, the current bridge’s narrow shared-use paths, low railings, and lack of dedicated pathways impede safe travel for pedestrians and cyclists; and

WHEREAS, there are limited transit options across the bridge; and

WHEREAS, the current bridge could be significantly damaged in a major earthquake; and

WHEREAS, the Interstate Bridge Replacement Program (IBRP) is a collaboration between the Oregon and Washington Departments of Transportation, Metro, TriMet, C-TRAN, the Southwest Washington Regional Transportation Council, the Cities of Portland and Vancouver, the Ports of Portland and Vancouver, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, Metro is a Participating Agency in the federal environmental review process under the National Environmental Planning Act (NEPA); and

WHEREAS, Metro Council and staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level groups, and

WHEREAS, the Metro Council adopted the 2018 Regional Transportation Plan (RTP) with four primary priorities: Equity, Safety, Climate, and Congestion Relief; and

WHEREAS, the Metro Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces; and

WHEREAS, the IBRP has recommended a Modified Locally Preferred Alternative (LPA) that revises the original LPA adopted by Metro Council in 2008 as part of the Columbia River Crossing project; and

WHEREAS, the Modified LPA supports Metro’s policies and strategies in the RTP that promote safety, equity, climate, and mobility; and

WHEREAS, the Modified LPA has been endorsed by the Executive Steering Group for the IBRP; and

WHEREAS, Metro’s Transportation Policy Alternatives Committee (TPAC) received an overview of the Modified LPA and recommended approval of Resolution 22-5273 to Metro’s Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, at its meeting on June 16, 2022, JPACT recommended approval of Resolution 22-5273 to the Metro Council; now therefore

BE IT RESOLVED that:

The Metro Council hereby endorses the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this 14th day of July 2022.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney



MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
 - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
 - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
 - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
 - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

COUNCIL MEETING STAFF REPORT**IN CONSIDERATION OF RESOLUTION NO. 22-5273, FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM**

Date: June 27, 2022

Department: Planning, Development, and Research

Meeting Date: July 14, 2022

Prepared by: Matt Bihn,
matt.bihn@oregonmetro.gov

Presenter(s): Margi Bradway, Deputy Director, Planning, Development, and Research; Matt Bihn, Principal Transportation Planner

Length: 30 minutes

WORK SESSION PURPOSE

Purpose: Consider endorsement of the Interstate Bridge Replacement Program (IBRP) Modified Locally Preferred Alternative (LPA).

BACKGROUND

The IBRP has worked with project partners to develop a Modified LPA with project components that reflect changes since the Columbia River Crossing LPA was approved over a decade ago, with the goal of submitting the Modified LPA to the US Department of Transportation. The Modified LPA was developed with input of the project staff and was informed by technical analysis and ongoing community engagement including feedback from the Community Advisory Group (CAG) and Equity Advisory Group (EAG).

On May 5, 2022 the Executive Steering Group (ESG) supported agreement to bring the Modified LPA to their eight respective boards and councils for consideration. On June 3, 2022 TPAC recommended endorsement of Resolution No. 22-5273, and on June 16, 2022, JPACT endorsed Resolution No. 22-5273.

Below is the anticipated schedule for the eight IBR partners' endorsement of the Modified LPA:

June 22	TriMet Board of Directors
July 11	Vancouver City Council
July 12	CTran Board of Directors
July 12	Port of Vancouver Board of Commissioners
July 13	Port of Portland Board of Commissioners
July 13	Portland City Council
July 14	RTC Board of Directors
July 14	Metro Council

Later this summer the ESG will consider a consensus recommendation to move the Modified LPA forward to the Supplemental Environmental Impact Statement process.

QUESTION FOR COUNCIL CONSIDERATION

- Does Council agree to endorse the IBRP Modified Locally Preferred Alternative, with Conditions of Approval adopted by Council in advance of this decision?
- Does Council have questions about the next steps in the overall LPA process?

PACKET MATERIALS

- Would legislation be required for Council action X Yes No
- If yes, is draft legislation attached? X Yes No
- What other materials are you presenting today?
 - Resolution No. 22-5273
 - Exhibit A: IBR Recommended Modified LPA

Projects in the STIP/MTIP Amendment

Package	Core Set of Projects	Step 1 (March 17th, revised to funded phase)	Funded Phase	STIP/MTIP Amendment
Columbia River Bridge	✓	✓	Combined Packages ✓	Combined Packages ✓
Approaches	✓	✓		
SR 14 Package A	✓	✓		
Hayden Island Package A	✓	✓		
Pre-Completion Tolling	✓	✓	✓	✓
Transit Design	✓	✓	✓	✓
Bridge Removal	✓		✓	<i>Outside the STIP cycle</i>
Light Rail from Expo Center to Waterfront	✓			

Core Set of Projects: Columbia River Bridge with Light Rail Service to Waterfront Station in Vancouver



DRAFT 3.13.2026

Not shown on map: Pre-completion Tolling
 * Grade separation for light rail service
 **Light Rail includes: Hayden Island Guideway; North Portland Harbor Transit; Marine Drive A; Track, Systems, and Stations; WA and OR Station Finishes

Not to Scale



All graphics are conceptual and subject to change

Total cost: \$7.65 B* (March 17 cost)

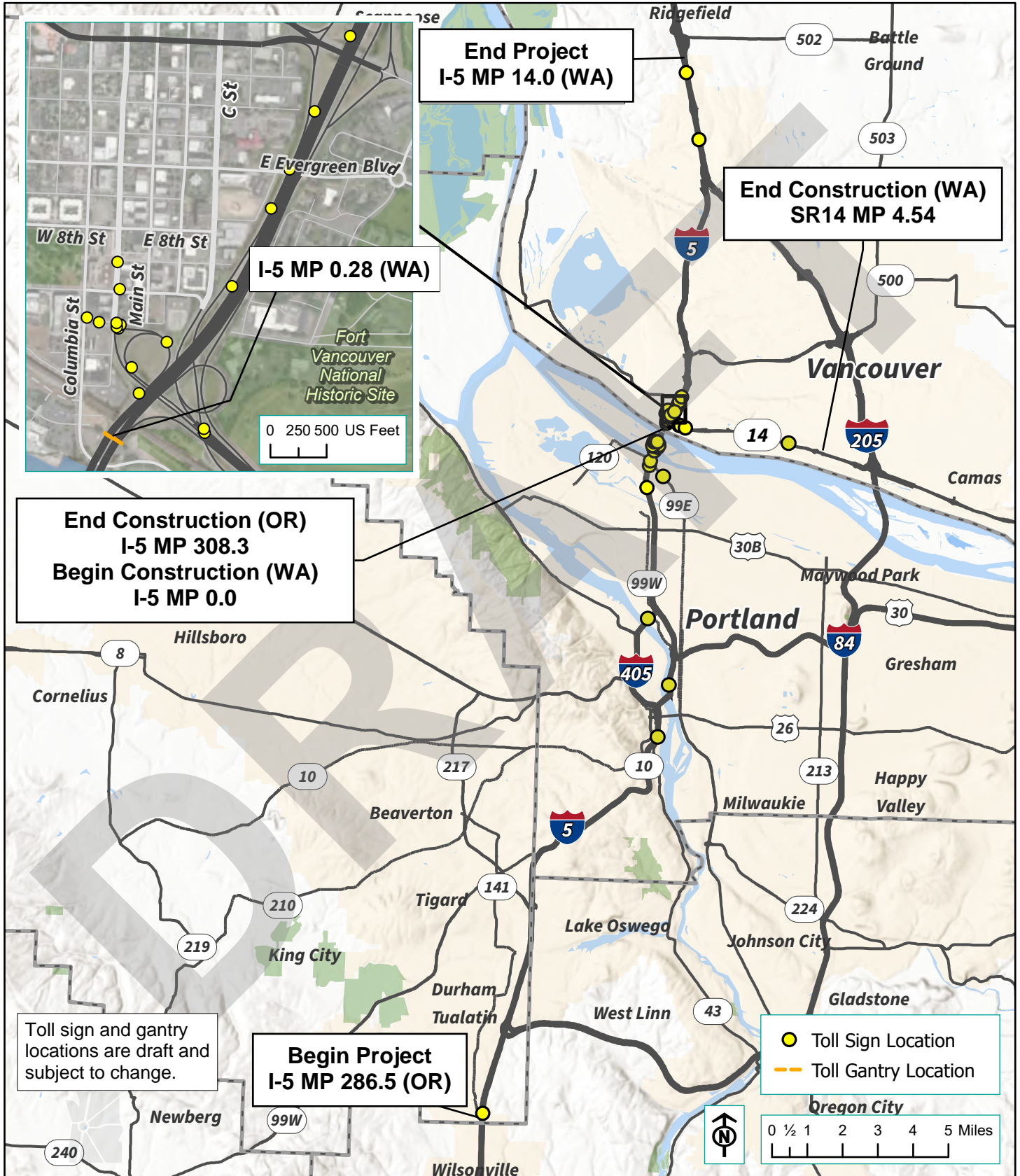
*The Program will update the estimate for the core set of projects to reflect refinements.

Funded Phase: Columbia River Bridge with Width for Future Light Rail Service



Total updated cost: \$5.68 B

Pre-Completion Tolling Signage and Toll Infrastructure Map



Date: 4/22/2025 Path: U:\Port\Projects\Clients\1585-WSP\274-1585-058 IBR Program\95S\GIS\mapdocs\Ph_T\Transportation\Fig_X_Tolling.aprx

Source: ODOT, WSDOT, Mapbox, OpenStreetMap