

## Council meeting agenda

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**Thursday, July 24, 2025**

**10:30 AM**

**Metro Regional Center, Council chamber,  
<https://zoom.us/j/615079992> (Webinar ID:  
615079992) or 253-205-0468 (toll free),  
[www.youtube.com/live/CBVO4yiyhbM](http://www.youtube.com/live/CBVO4yiyhbM)**

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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). Stream on YouTube:

[www.youtube.com/live/CBVO4yiyhbM](http://www.youtube.com/live/CBVO4yiyhbM)

### **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](mailto: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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### **3. Presentations**

#### **3.1 Expo Future Project Quarterly Update [25-6302](#)**

Presenter(s): Craig Stroud, (he/him) General Manager Visitor Venues  
Cindy Wallace, (she/her) Interim Executive Director, Oregon  
Convention Center and Expo Center  
Dione Williams, (he/him) Director of Convention Sales,  
Travel Portland  
Jenn Dooher, (she/her) Director of Sports Tourism, Sport  
Oregon Metro

Attachments: [Staff Report](#)  
[Attachment 1 - Resolution 25-5450](#)  
[Attachment 2 - Resolution 25-5451](#)

#### 4. Consent Agenda

- 4.1 Resolution No. 25-5515 For the Purpose of Adopting the [RES 25-5515](#)  
Parks and Nature Real Estate Manual for the  
Implementation of the 2019 Parks and Nature Bond  
Measure

Attachments: [Resolution No. 25-5515](#)  
[Exhibit A to Resolution 25-5515](#)  
[Staff Report](#)  
[Attachment 1 - Table of Real Estate Manual updates and impacts](#)

- 4.2 Consideration of the July 10, 2025 Council Meeting [25-6311](#)  
Minutes

Attachments: [July 10, 2025 Council Meeting Minutes](#)

- 4.3 Consideration of the July 17, 2025 Council Meeting [25-6312](#)  
Minutes

Attachments: [July 17, 2025 Council Meeting Minutes](#)

#### 5. Resolutions

- 5.1 Resolution No. 25-5503 For the Purpose of Amending or [RES 25-5503](#)  
Adding Three I-5 Interstate Bridge Replacement Projects  
to the 2024-27 MTIP to Meet Federal Project Delivery  
Requirements

Presenter(s): Ted Leybold, Transportation Policy Director

Attachments: [Resolution No. 25-5503](#)  
[Exhibit A to Resolution No. 25-5503](#)  
[Staff Report](#)  
[Attachment 1 - Modified Locally Preferred Alternative](#)  
[Attachment 2 - OTC May 8 2025 IBR Update Item](#)  
[Attachment 3 - IBR Performance Assessment Evaluation](#)  
[Attachment 4 - Potential Construction Phase Packages](#)  
[Attachment 5 - Pre-Completion Tolling Signage Map](#)  
[Attachment 6 - Public Comment Period Summary](#)

#### 6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 25-1534, For the Purpose of Repealing [ORD 25-1534](#)
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Metro Code Section 2.19.240 (Oregon Zoo Bond Citizens' Oversight Committee) and Replacing it with a New, Updated Metro Code Section 2.19.240 (Oregon Zoo Bond Oversight Committee)

Presenter(s): Heidi Rahn (she/her), Oregon Zoo Director  
Beth Redmond-Jones (she/her), Oregon Zoo Program Director

Attachments: [Ordinance No. 25-1534](#)  
[Exhibit A](#)  
[Staff Report](#)

6.1.1 Public Hearing for Ordinance No. 25-1534

**7. Chief Operating Officer Communication**

**8. Councilor Communication**

**9. Adjourn**







## Agenda #: 3.1

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**File #:** 25-6302

**Agenda Date:** 7/22/2025

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### **Expo Future Project Quarterly Update**

Craig Stroud, (he/him) General Manager Visitor Venues

Cindy Wallace, (she/her) Interim Executive Director, Oregon Convention Center and Expo Center

Dione Williams, (he/him) Director of Convention Sales, Travel Portland

Jenn Dooher, (she/her) Director of Sports Tourism, Sport Oregon Metro

## EXPO FUTURE PROJECT QUARTERLY UPDATE

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**Date:** June 24, 2025

**Department:** COO/Council

**Meeting Date:** July 22, 2025

**Length:** Up to 20 minutes

**Prepared by:** Craig Stroud, 971-930-5004, craig.stroud@oregonmetro.gov

**Presenters:**

Craig Stroud, he/him, General Manager of Visitor Venues and project sponsor

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### ISSUE STATEMENT

On January 9, 2025, Council President Peterson requested a quarterly Expo Future project update to Metro Council. This is the second update, covering Q4 of fiscal year 2024-25.

### ACTION REQUESTED

- Council's continued awareness of the Expo Future project and support during Phase 3 of the project
- Insight about other information or data Council would like to receive before the next quarterly update (September/October 2025)

### IDENTIFIED POLICY OUTCOMES

Metro Council directed staff to find the highest and best public use of the Portland Expo Center and to ensure its long-term financial sustainability. In February 2023, Council and the Metropolitan Exposition Recreation Commission (MERC) unanimously approved six objectives for the Expo Future project. Phase 2 of the project focused on two key objectives: meaningful memorialization of the site's history and culture, and pivoting Expo to a sports-centric venue. Community-developed visions for both objectives were presented to a joint meeting of MERC and Council on December 10, 2024. In early January 2025, MERC and Council both adopted resolutions to accept the vision and to direct staff to continue working to achieve these objectives in Phase 3 of the project.

### POLICY QUESTION(S)

- Does Council have any feedback or guidance for the project?
- Does Council have any information requests or data needs before the next quarterly project update, which will be presented in September/October 2025?

### POLICY OPTIONS FOR COUNCIL TO CONSIDER

Staff will provide a project update. Policy options are not being proposed with the update. As always, Council input on the project is warmly welcomed.

## **STAFF RECOMMENDATIONS**

N/A.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

In January 2025, Council and MERC directed staff to proceed with activities that support meaningful representation and memorialization of the histories and cultures associated with the Expo site and to pivot Expo to a sports-centric venue. These activities will support Metro’s goal of ensuring long-term financial sustainability of the Portland Expo Center.

### **Racial Equity**

Expo Future Phase 2 (and future Phase 3) activities advance the following goals of Metro’s *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*:

- A, convening and supporting regional partners to advance racial equity;
- B, meaningfully engaging communities of color; and
- D, creating safe and welcoming services, programs, and destinations.

If or as the project evolves to include construction, business development, and job creation, it also has the potential to meet Goals C and E of the plan:

- C, a racially diverse workforce, and
- E, resource allocation that advances racial equity.

### **Climate Action**

Sustainability is one of the Guiding Principles of the Expo Future Project. The recommendations of the Expo Future Historical Significance & Memorialization Committee support climate action goals through the following proposed activities:

- Analyzing Hall A to determine the potential for reuse/renovation of the structures and for reuse of the building’s materials if reuse of the structure is deemed not to be feasible
- Installation of more landscaping and green, restored space at the site
- Following Metro’s Sustainable Building Practices as the project moves forward

## **BACKGROUND**

Metro owns the Portland Expo Center (“Expo”) site, a well-positioned, 53-acre employment and exhibition site at the economic center of greater Portland. Under the current business model, the long-term prospects of Expo are challenging due to the large-scale capital needs of Halls A, B, and C and the ongoing routine maintenance of the newer buildings and campus infrastructure. Pre-pandemic, Expo generated approximately \$50M in annual economic impact through 100+ public trade shows and community events. Post-pandemic, Expo attendance has declined; in 2024, annual attendance was approximately 260,600 visitors at 91 events.

The site is the largest exhibition space in Oregon, with 333,000 square feet of existing building area and 2,500 parking spaces. Halls A, B, and C have been in operation for more than 100 years. Halls D and E were constructed in 2001 and 1997, respectively. Expo is adjacent to other popular sports assets such as Portland International Raceway and Delta Park, a multi-field outdoor sports complex owned by the City of Portland that hosts various youth and adult sports tournaments throughout the year.

Metro recognizes the site's pre-colonial history and importance to Indigenous Peoples. The land upon which Expo sits was previously part of a dynamic and complex network of wetlands and river channels supporting Tribes and Indigenous Peoples and their ways of life since time immemorial. In addition, given Expo's hundred-year operational history, many communities and partners in the greater Portland region have developed unique and important historical and cultural ties to the venue and surrounding area.

Specifically, the nearby Vanport Flood and World War II incarceration at the Portland Assembly Center have had lasting impacts on Black, Indigenous and Japanese American communities. Metro recognizes the past events and injustices that took place on or near the Expo property. Expo staff works with Vanport Mosaic and the Japanese American Museum of Oregon to ensure these occurrences are never forgotten.

Since 2003, Metro has been working to determine the highest and best use of the Expo Center site and to develop a plan for its financial sustainability. From 2020 to present, Metro has engaged with communities with historic and cultural ties to the site (such as the Black, urban Indigenous, and Japanese American communities), Tribes, business stakeholders, and other key partners to identify vision for the site. One outcome of this stakeholder and partner engagement was the development of the project Guiding Principles, which MERC and Metro Council adopted by resolution in spring of 2022.

In February 2023, after a multi-year community-involved assessment of opportunities to improve the long-term financial sustainability of the Portland Expo Center, Metro Council and MERC directed staff to focus on two overarching project objectives identified by Metro's Chief Operating Officer.

Objective 1: Metro will recognize Expo Center's Hall A as a site of national historical significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

Objective 2: Leveraging Oregon's status as an international powerhouse in the sport and outdoor industry, Metro will pivot Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

The following table outlines the history and relevant actions of this project.

2000	Metro Council Resolution 00-3019 supports submission of a Conditional Use Master Plan to City of Portland. General components include site development plans, transportation and parking, mitigation of Expo development impacts, environmental compatibility, development review, neighborhood communication and coordination, project review procedures for future development, and public involvement. Major elements of the Master Plan include replacement and expansion of exhibit halls A, B and C to match the look of Hall E and Hall D (under construction at the time). CUMP is submitted and approved in 2001.
2003	MERC completes study “Expo: A Vision for the Future” with Yost, Grube Hall architects, to replace the outdated facilities of Halls A B C, and East and West Halls with 255,000 square feet of new facilities, including an exhibit hall, meeting rooms, support facilities, landscaping and related improvements to augment Halls D and E.
2011	MERC submitted Expo Center Conditional Use Master Plan, prepared by Shiels Oblatz Johnson, SERA and subcontractors to City of Portland for expansion and replacement of existing exhibition facilities –Halls A, B, and C—with a new exhibition hall similar to Hall D and E, as well as 11 other site developments.
2014	Metro commissioned Hunden Partners to provide an independent assessment of Expo governance and operations, a local competitive market analysis, and the possible impact of a new local headquarters hotel. The scope of work also included an analysis of the existing physical conditions.
2016 - 2019	From 2016 to 2019, a range of options to increase and diversify revenue streams was studied, including long-term tenancies and flexible outdoor space.
Fall 2019	At the direction of Metro Council, the Portland Expo Center Development Opportunity Study (DOS) was launched. The study’s purpose was to identify development options that could complement, support, or replace the current operations at Expo and assess its current value.
2020-2021	Metro engages with the communities and stakeholders most impacted by the site through meetings and listening sessions, and a draft set of community-driven Guiding Principles is formed.
Spring 2021	The DOS report is published, outlining nine scenarios (from logistics to film studios) the site could accommodate. MERC and Metro Council deprioritize the “sell option” and direct staff to create a solicitation process to seek creative ideas and public/private development partners for the site.
Spring 2022	MERC and Metro Council adopt the community-driven Guiding Principles developed during the DOS by resolution as part of their framework for decision-making.
Summer, fall 2022	The Request for Expressions of Interest (RFEI) is launched. Metro receives eight submittals in response to the RFEI process.
Winter 2023	Metro engages community members, Tribal and other government partners, and staff in the evaluation of RFEI submissions, culminating in the “Phase one: RFEI Findings and recommendations” report.

Spring, summer 2023	Metro Council and MERC unanimously support the COO's recommendations for the future of Expo and Phase 2 of the Expo Future project began. In summer 2023, Metro Council and MERC endorse the proposed project governance structure and COO's recommended next steps for the project.
Sept. 2023	Expo Future Historical Significance & Memorialization Committee, Expo Future Sport & Facility Committee, and Executive Advisory Committee begin working to fulfill their missions.
Dec. 2023 to June 2024	Hunden Partners begins to study determine the feasibility of shifting Expo Center to sports-oriented uses. The firm conducts a comprehensive market analysis and interviews dozens of local representatives of sports teams, leagues, and facilities; committee members; and partner government, economic development, and tourism/hospitality organizations.
March 2024	Metro Council and MERC receive a six-month Expo Future progress report from the cochairs of the Sport & Facility and Historical Significance & Memorialization Committees and staff.
June 25, 2024	Results of the Expo Future sports feasibility study are presented to Metro Council and MERC by consultant Hunden Partners.
July to Sept. 2024	Metro engages with key communities to identify ways to honor and recognize their histories and cultures at Expo Center. Interviews, virtual discussions, in-person workshops and online input are held to gather input from urban Indigenous, Japanese American, and Vanport communities. Expo clients provide project input during a virtual discussion on August 15, 2024.
August to Nov. 2024	The Scenario Refinement Subcommittee of the Expo Future Sports & Facilities Committee analyzes all four recommended sports redevelopment scenarios identified in the sports feasibility study. Weighing multiple factors and with additional data analysis by Hunden Partners, the Subcommittee identifies a final recommended scenario, which is adopted by the Sports & Facilities Committee
March to Nov. 2024	The Expo Future Funding & Financing Task Force reviews Hunden Partners' funding models for sports redevelopment, including public private partnerships, public financing tools, and federal and philanthropic resources.
Sept. to Nov. 2024	The Historical Significance & Memorialization Committee, supported by consultants and staff, analyzes the community input and shapes its recommendations based on community input.
Nov. to Dec. 2024	Expo Center clients are invited to provide online input about the project. North Portland residents are invited to provide online input about the Expo Future project.
Dec. 10, 2024	Metro Council and MERC receive the Expo Future vision, including representation and memorialization of the histories and cultures tied to the Expo Center site, final recommended sports redevelopment scenario, and funding and financing strategies. Resolutions in support of representation and memorialization and sports are also presented for consideration.
Jan. 8, 2025	MERC unanimously adopts Resolution 25-01: For the Purpose of Representing and Memorializing the Histories and cultures Associated with the Portland Expo Center and Resolution 25-02: For the Purpose of Redeveloping the Portland Expo Center as A Sports-Oriented Destination Venue.

Jan. 9, 2025	Metro Council unanimously adopts Resolution 25-5450: For the Purpose of Representing and Memorializing the Histories and cultures Associated with the Portland Expo Center and Resolution 25-5451: For the Purpose of Redeveloping the Portland Expo Center as a Sports-Oriented Destination Venue.
Jan. to March 2025	Project staff begin work to develop FY25-26 budget requests, establish a timeline for project activities, research public private partnership best practices, develop the scope of work for Expo cultural resources assessment, plan for website content updates, and complete Phase 2 close-out activities.
April to June 2025	Willamette Cultural Resources Associates, Ltd completed a cultural resources assessment of the campus to inform possible future development impacts. Staff prepared an initial draft scope of work for a phased approach to assess Hall A's structural integrity and its capacity to stand independently if separated from Halls B and C. Expo Future website now includes a tab highlighting the site development opportunity, and other website content revisions are underway. Metro Council approved a \$2 million initial interim investment in infrastructure and sports equipment for Halls D and E in the fiscal year 2025-26 budget. Staff drafted suggested criteria for solicitation of a public-private partnership for Expo Future redevelopment. Continued sales efforts and outcomes to bring youth, amateur and professional sporting events to the Portland Expo Center in the coming years.

## ATTACHMENTS

1. Resolution 25-5450: For the Purpose of Representing and Memorializing the Histories and cultures Associated with the Portland Expo Center (adopted Jan. 9, 2025)
2. Resolution 25-5451: For the Purpose of Redeveloping the Portland Expo Center as a Sports-Oriented Destination Venue (adopted Jan. 9, 2025)



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REPRESENTING AND	)	RESOLUTION NO. 25-5450
MEMORIALIZING THE HISTORIES AND	)	
CULTURES ASSOCIATED WITH THE	)	Introduced by Council President Lynn
PORTLAND EXPO CENTER	)	Peterson

WHEREAS, many communities and partners in the greater Portland area and the Metro region have unique and important historical and cultural ties to the Portland Expo Center (Expo) and the land upon which it is built; and

WHEREAS, the history of the lands of and adjacent to Expo includes precolonial history and importance to Indigenous Peoples who were forcibly displaced, the forced displacement and incarceration of Americans of Japanese descent during World War II, and the forced displacement of the residents of the nearby City of Vanport, which included a significant Black population, during the Vanport Flood of 1948; and

WHEREAS, Metro recognizes the past injustices that took place on or near the Expo property and their lasting impacts on the urban Indigenous, Japanese American, and Vanport and Black communities and sovereign Tribes distinctly connected to the area; and

WHEREAS, despite the injustices that Tribes, Indigenous Peoples, Japanese Americans and Vanport residents faced, each have survived and thrived, advancing their respective communities and cultural identities, making innumerable contributions to our region and country for the benefit of all; and

WHEREAS, Expo, including Hall A, is the site of the Portland Assembly Center, one of few remaining sites of incarceration of Japanese Americans in World War II and a site of national historic significance; and

WHEREAS, Metro has convened members of the urban Indigenous, Japanese American, and Vanport communities to identify these communities' preferences for how to meaningfully represent and memorialize these communities and their history at the Expo Center; and

WHEREAS, Metro's Tribal Affairs Program is providing support to consult and engage with interested sovereign Tribes with distinct connections to the Expo Center campus and surrounding area on approaches to meaningfully represent and memorialize the Tribes' histories and stories at the Expo Center; and

WHEREAS, Metro has investigated potential support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities for Expo and the land adjacent to the Columbia River; and

WHEREAS, the Metropolitan Exposition Recreation Commission adopted an identical resolution at its meeting on January 8, 2025; now therefore,

BE IT RESOLVED that the Metro Council

1. Recognizes the Portland Assembly Center, which included Hall A, as a site of national historic significance.
2. Accepts the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024, and directs staff to work with members of Impacted Communities to assess the feasibility of those recommendations and to develop a strategy to pursue implementation of the recommendations deemed feasible, and to report progress regularly to Metro Council.
3. Directs staff to commence a cultural resources assessment of the Expo property within 90 days of adoption of this resolution for the purpose of identifying existing and potential historic, cultural, archaeological, and architectural resources at the site.
4. Directs staff to develop cost estimates and to request funding in Metro's proposed FY25-26 budget for additional study and analysis of the Portland Assembly Center Hall A as described in the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024. The engineering study would assess Hall A's structural integrity, its capacity to stand independently, and the feasibility of serving uses other than as an exhibit hall and, where feasible, provide cost estimates for potential renovation or deconstruction. Within 180 days of availability of funding for the study, staff will commence the study and, once complete, present the study's findings.
5. Directs staff to commence community conversations within 90 days of completion of the engineering study of Hall A for the purpose of developing recommendations about potential use(s) of Hall A, or portions thereof, including use as a multi-use community/interpretive center as recommended by the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024.
6. Directs staff to develop cost estimates and request funding in Metro's proposed FY25-26 budget for development of the interpretive plan for representation and memorialization of histories and cultures connected to the Expo site as identified in *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024.
7. Directs staff to present a proposed governance structure and approach to community engagement for the development of the Expo Center interpretive plan, described in Action 6 above, within 180 days of adoption of this resolution. The approach must, at minimum, invite representatives of the urban Indigenous, Japanese American, and Vanport communities and Tribes to participate in the plan's development.

ADOPTED by the Metro Council this 9<sup>th</sup> day of January 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REDEVELOPING THE	)	RESOLUTION NO. 25-5451
PORTLAND EXPO CENTER AS A SPORTS-	)	
ORIENTED DESTINATION VENUE	)	Introduced by Council President Lynn
	)	Peterson

WHEREAS, the Portland Expo Center (Expo) is a regional asset that attracts more than 300,000 visitors to as many as 100 public trade shows and community events annually; and

WHEREAS, the Metro Council and the Metropolitan Exposition Recreation Commission (MERC) seek to derive the greatest public benefit of the 53-acre property and venue and are engaging with key stakeholders and partners, including communities and partners with historic and cultural ties to Expo, business interests, interested Tribes, and Expo clients and business stakeholders to identify future uses for the Expo Center; and

WHEREAS, the sports tourism industry nationally generated direct spending impact of \$52.2 billion and total economic impact of \$128 billion and supported 757,600 full-time and part-time jobs in 2023<sup>1</sup>; and

WHEREAS, Oregon's Athletic, Outdoor, Team and Recreation Ecosystem supports \$29 billion annually in economic impact and is growing<sup>2</sup>; and

WHEREAS, the Metro Council and MERC, recognizing Oregon's status as an international powerhouse in the sport and outdoor industry, directed staff to take measures to align Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports; and

WHEREAS, sports and recreational uses have been a part of Expo throughout its history and offer a means of interpretation of the rich and complex history of the site; and

WHEREAS, MERC, on behalf of Expo, adopted the *Portland Expo Center Revised Booking Policies and Procedures* on November 1, 2023, which offers priority booking to sporting events; and

WHEREAS, Metro has partnered with local experts in the areas of tourism and sports tourism, sports facility operation, amateur and professional athletic teams, hospitality, economic development, healthcare and more and government partners on a market and feasibility study to examine how Expo can best pivot its operations toward a sports facility as a primary market, with other uses such as consumer, live entertainment, and community events as secondary markets; received from Hunden Partners insights into management trends for sports facilities similar to those contemplated at Expo, which indicated that, increasingly, third-party management is favored at comparable sites across the country; and explored additional revenue generating opportunities for the site; and

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<sup>1</sup> *State of the Industry Report for 2023*, Sports ETA, 2023.

<sup>2</sup> *Oregon: The State of Sport*, Portland Business Alliance, 2022.

WHEREAS, the *Expo Future Project Feasibility Study* completed by Hunden Partners in June 2024 found the Pacific Northwest and Portland regions lacking in indoor sports facilities; and

WHEREAS, Hunden Partners' updated economic impact analysis based on the preferred sports scenario for Expo Center shows the potential to generate up to 122 sporting events and 186 event days, annual visitation of more than one million guests, 53,195 new hotel room nights annually, 217 new fulltime-equivalent jobs, and \$1 billion in new direct spending over a thirty-year period, in addition to meeting unmet local demand for additional sports facilities; and

WHEREAS, the sports facilities proposed in the *Expo Future Project Feasibility Study* could meet local needs and unaccommodated demand for indoor court and ice sports and track; could expand demand for related public and private sports facilities; could add value to the community by providing more diversity in lodging, dining, and other uses; and could provide the public with the opportunity to be more engaged in recreational and competitive sports, which can aid residents' overall mental and physical wellbeing; and

WHEREAS, the Expo Future Sports & Facilities Committee has developed a Public Use Statement that identifies the need to balance sports tourism-derived events at Expo Future with regular public use of all indoor and outdoor facilities and amenities to ensure economic and social benefits to the region; and

WHEREAS, MERC adopted an identical resolution at its meeting on January 8, 2025; now therefore,

BE IT RESOLVED that the Metro Council

1. Accepts the preferred sports development scenario presented by the Expo Future Sports & Facilities Committee on December 10, 2024, and directs staff to continue to analyze and refine the scenario and provide regular updates to Metro Council as the project progresses.
2. Directs staff to propose a package of short-term, interim investments and funding sources in Metro's FY25-26 budget within 90 days of adoption of this resolution for the purpose of better preparing Expo Center to attract and to host more sporting events and tournaments, preferably regional or larger, and to generate resources that allow Expo to meet needs for public use.
3. Directs staff to bring forward the criteria for solicitation of a public-private partnership for full build out of the recommended Expo Center sports redevelopment scenario, including representation and memorialization recommendations and other required site features, by June 30, 2025, with the intent of selecting a development partner by December 2025.
4. Directs staff to ensure that implementation of actions pursuant to sports uses at Expo is supportive of and compatible with the representation and memorialization recommendations presented to the Metro Council and MERC on December 10, 2024, and that staff endeavor to accomplish expansion of sports uses and representation/memorialization of the site's histories and cultures in a way that does not commodify or cause harm to involved partners and communities.

5. Directs staff, within the current venue constraints, to continue to make every effort to pursue the sports event market including offering first priority booking to sporting events as specified in the *Portland Expo Center Booking and Scheduling Policies and Procedures* adopted November 1, 2023, and to report to Metro Council every 180 days on progress booking sports-related events.

ADOPTED by the Metro Council this 9<sup>th</sup> day of January 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



## Agenda #: 4.1

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**File #:** RES 25-5515

**Agenda Date:** 7/24/2025

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### **CONSENT AGENDA -**

**Resolution No. 25-5515** For the Purpose of Adopting the Parks and Nature Real Estate Manual for the Implementation of the 2019 Parks and Nature Bond Measure

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 25-5515
PARKS AND NATURE REAL ESTATE	)	
MANUAL FOR IMPLEMENTATION OF THE	)	Introduced by Chief Operating Officer
2019 PARKS AND NATURE BOND MEASURE	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, in November of 2019, the voters in the Metro area approved a \$475 million Parks and Nature Bond Measure (the “2019 Measure”); and

WHEREAS, on December 12, 2019, the Metro Council approved Resolution No. 19-5055, authorizing the Chief Operating Officer to continue to acquire, lease and manage property under the 2019 Measure in accordance with the Acquisition Parameters and Due Diligence Guidelines of the Amended and Restated Natural Areas Implementation Work Plan adopted pursuant to Metro Council Resolution No. 14-4536 (the “2014 Work Plan”); and

WHEREAS, following Council’s adoption of individual target area refinement plans for the 2019 Measure in the Spring of 2022, Metro staff began a comprehensive review of the 2014 Work Plan to consider which updates were necessary to reflect best practices for implementation of the 2019 Measure; and

WHEREAS, Metro staff now proposes the Parks and Nature Real Estate Manual to replace the 2014 Work Plan, as amended, which will provide a consolidated and updated framework for efficient implementation of the 2019 Measure and ongoing management of real property within the Parks and Nature Department’s portfolio; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Approves the Parks and Nature Real Estate Manual, attached hereto as Exhibit A; and
2. Authorizes the Chief Operating Officer to continue to implement the 2019 measure and acquire, lease, and manage properties in accordance with the Parks and Nature Real Estate Manual.

ADOPTED by the Metro Council this 24th day of July 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



## **Parks and Nature Real Estate Manual**

### **July 2025**

### **Introduction**

The 2019 Parks and Nature Bond Measure directs Metro to use a portion of the total bond proceeds to protect and connect greater Portland's special places by purchasing land for restoration to support plants, animals and people in 24 identified regional target areas (the "Protect and Restore Land Program") and to acquire property and easements for trail segments in 39 regional corridors (the "Create Trails for Walking and Biking Program"). This 2019 Parks and Nature Real Property Manual (this "Manual") provides a framework for how Metro's Protect and Restore Land Program and the Create Trails for Walking and Biking Program (together referred to herein as the "Bond Acquisition Programs") will conduct real property acquisition transactions. This Manual also provides a framework for how the Metro Parks and Nature Department may conduct certain lease and easement transactions for lands within its portfolio.

This Manual satisfies the Council approval requirements of Metro Code Section 2.04.050 and replaces (a) the Leasing and Acquisition Parameters contained in the 2014 Amended and Restated Natural Areas Implementation Work Plan (adopted pursuant to Metro Council Resolution No. 14-4536) and (b) the Council-adopted Parks and Nature leasing policies contained adopted by Metro Council Resolution No. 97-2483 (For the Purpose of Authorizing the Executive Officer to Execute Current and Future Leases Related to Metro Open Spaces Property Acquisitions). This Manual is also intended to be compatible with Metro's existing Policy Related to the Review of Easements, Rights of Ways, and Leases for Non-Park Uses (adopted pursuant to Metro Council Resolution No. 97-2539B).

All dollar values used in this manual are effective for fiscal year 2026. Dollar amounts for future fiscal years shall be adjusted by inflation.

## **I. Acquisition Parameters**

### **A. Metro Real Property Acquisitions**

The following are Council-approved conditions under which the Metro Chief Operating Officer (the "COO") is authorized to negotiate and complete real property acquisitions without further Council review and approval. As used in this Manual, a "real property acquisition" means the purchase or acceptance of donations (or a combination) of any type of real property interest, including fee title, easements, or conservation easements, among others. A real property acquisition that does not meet all of the parameters set forth this section may only be completed with specific Council review and approval.

#### **1. General Requirements**

- a. The property owner is a willing seller.

- b. The property is either (i) identified on a confidential target-area refinement map or (ii) contiguous to property owned by Metro, another public entity or conservation organization within the greater Portland region.
- c. Due diligence has been completed in conformance with Section 3 below.
- d. The negotiated purchase price for the property is
  - (i) equal to or less than \$100,000; or
  - (ii) not more than 10% or \$100,000 (whichever is greater) above the appraised market value established in accordance with Section 2 below; or
  - (iii) not more than 20% or \$200,000 (whichever is greater) above the appraised market value established in accordance with Section 2 below and the COO has concluded that the purchase is in the public interest after finding that purchase of the property presents a unique opportunity to achieve the applicable Refinement Plan goals and objectives.

## 2. Appraisal Requirements

2.1. Initial Appraisals. For real property acquisitions in excess of \$100,000, Metro must obtain an independent appraisal of the property interest being acquired. The appraisal should be completed by a qualified, professional appraiser in accordance with the Uniform Standards of Professional Appraisal Practice ("USPAP") or equivalent general appraisal standards. The appraisal should state a conclusion of the fair market value (or, if appropriate, a range of value), usually based upon comparable sales of similar property between unrelated parties in an arms-length transaction. The appraisal should generally not contain any extraordinary assumptions or hypothetical conditions that materially influence the conclusion of the property's fair market value. For trail acquisitions where federal funding is contemplated, the appraisal should generally comply with federal acquisition appraisal guidelines.

2.2. Review Appraisals. Metro may elect to obtain a review of its initial appraisal if staff determines that a review is appropriate under the circumstances (e.g. the initial appraisal has been procured by a seller, staff has concerns about the appraisal methodology, etc.). If the review appraiser determines that the initial appraisal does not comply with general appraisal standards, staff may direct the review appraiser to either: (a) work with the appraiser to correct the deficiencies; (b) perform a second appraisal; or (c) make a final determination of the range of value for the property. If any appraisal review (or any second appraisal) concludes a fair market value determination below that of the initial appraisal, Metro staff shall have the discretion to make a reasonable determination of the fair market value. Such determination shall be based on the information in the two conflicting appraisals, which shall not be more than the higher of the two appraisals.

## 3. Due Diligence Requirements

For all Metro real property acquisitions, Metro will assemble a Due Diligence Team to perform industry standard, commercially reasonable pre-acquisition due diligence. The Due Diligence Team will consist of staff from Parks and Nature Department and the Office of the Metro Attorney. The primary areas of due diligence are described below.

3.1. Examination of Title. Metro must satisfy itself that the seller has the authority to sell the property, understand what rights will be conveyed, ensure that all parties necessary for the

conveyance are involved, and make certain that any encumbrances on title or identified on existing surveys will not defeat the purpose of the acquisition.

3.2. Physical Inspection. Metro must physically inspect the property to (a) identify possible hazards, unrecorded encumbrances, and boundary encroachments, (b) make a preliminary evaluation of the condition of any structures and improvements (roads, fences, utilities, etc.) that could impact the future stabilization and site management, (c) confirm that legal and physical access to the property is sufficient, and (d) determine appropriateness of the property for Metro's intended use, including conformity with bond measure criteria and Refinement Plan goals and objectives.

3.3. Environmental Assessment. Metro will contract with an environmental professional to conduct a Phase I Environmental Assessment in accord with the requirements of the federal All Appropriate Inquiries and in accord with applicable state of Oregon law and regulation, to be eligible for the "innocent landowner" defense under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Notwithstanding the foregoing, a Phase I Environmental Assessment is not required for the acquisition of non-possessory real estate interests (e.g. conservation or trail easements).

If the Phase I Environmental Assessment identifies a "recognized environmental condition" and recommends additional investigation, Metro will obtain a Phase II Environmental Assessment (which may include soil and groundwater sampling and testing, in accord with ASTM Standards). Metro may only close on a property that requires future remediation for contamination under the following circumstances: (a) Metro enters into a "Prospective Purchaser Agreement", or its substantial equivalent, with DEQ or (b) the contamination is minor, post-closing remediation is reasonable in relation to the value of such property, and the Due Diligence Team determines that the condition of the property is unlikely to result in substantial future environmental liability for Metro.

## **B. Acquisition Parameters for Partner Transactions**

The following are Council-approved conditions under which Metro may provide 2019 Bond Acquisition Program funds to a Partner to complete a Partner Transaction. As used in this Manual, a "Partner Transaction" means a property acquisition negotiated and conducted by a local government or other public entity that results in the property coming into public ownership, but where Metro will not acquire any ownership interest or assume any ongoing management responsibility. A Partner Transaction that does not meet all of the acquisition parameters set forth below will not be eligible to receive 2019 Bond Acquisition Program funding without first obtaining Metro Council approval.

### **1. Program Funding Limitation on Partner Transactions**

No more than 10% of the total Protect and Restore Program funds and 25% of the total Create Trails for Walking and Biking Program funds may be used for Partner Transactions.

### **2. General Requirements**

- a. The property owner is a willing seller.
- b. The property is either (i) identified on a Council-adopted target area confidential refinement map or (ii) identified by a Soil and Water Conservation District (SWCD) within the Metro

region and presents a unique partnership opportunity that would result in the protection of natural resources on sustainably managed working lands.

c. The amount of funds contributed by Metro does not exceed the market value of the property, as reasonably determined by Metro staff; provided, however, that in no case will Metro's contribution to any individual Partner Transaction exceed \$500,000.

d. The Partner has independently completed commercially reasonable due diligence and discovered nothing that could materially restrict its ability to use the property for its intended purpose as a natural area or trail.

e. Metro staff has visited the property and confirmed its acquisition meets the goals and objectives of the applicable Target Area Refinement Plan, or in the case of a SWCD partner purchase (see Section B(2)(b)(ii)) general 2019 Parks and Nature Bond Measure criteria.

f. Metro and the Partner have entered into an intergovernmental agreement whereunder the Partner agrees to own and manage the property in a manner consistent with the (a) the purposes of the 2019 Parks and Nature Bond Measure, (b) the respective Bond Acquisition Program goals, and (c) applicable restrictions and obligations related to tax-exempt general obligation bond funding.

## **II. Leasing & Easement Parameters**

### **A. Leases for Interim Site Management**

The following are Council-approved conditions under which the COO is authorized to negotiate and enter into residential and agricultural lease agreements of Metro-owned property without further Council review and approval. As used in this Manual, a "lease agreement" means an agreement under which Metro agrees to give a third-party the right to occupy property owned by Metro, for a specific duration of time in exchange for some sort of consideration. A lease agreement that does not meet all the following requirements may only be completed with specific Council review and approval.

1. The lease relates to a property managed by the Parks and Nature Department.
2. Staff has determined that the lease is an effective interim property management tool that complements Metro's natural resources stewardship management goals and objectives.
3. The lease does not conflict with Metro's anticipated future uses of the property.
4. The duration of the lease, does not exceed a total of (a) 5 years, if for residential purposes or (b) 10 years, if for agricultural purposes. Renewals are possible provided conditions in this section continue to be met.
5. For residential leases, the rental rate is at or below the market rate, as reasonably determined by Metro staff.
6. The leasing of the property complies with applicable restrictions and obligations related to tax-exempt general obligation bond funding.

### **B. De Minimis Easements**

The following are Council-approved conditions under which the COO is authorized to execute and grant easements over Metro property without further Council review and approval. As used in this Manual, an "easement" includes the interest in land consisting in the right to use or control the land

for a specific limited purpose. Easements that do not meet all the following requirements may only be completed with specific Council review and approval.

1. The easement burdens property managed by the Parks and Nature Department.
2. The easement will not interfere with Metro's current or anticipated future use of the property.
3. The value of the easement is less than \$30,000, as reasonably determined by Metro staff.
4. The easement either (a) is required by a city or county as a condition of approval for a development permit or land use application pursued by Metro or (b) resolves an encroachment, unrecorded use, or a disputed real property interest that existed at the time Metro acquired the property.

IN CONSIDERATION OF RESOLUTION NO. 25-5515, FOR THE PURPOSE OF  
ADOPTING THE PARKS AND NATURE REAL ESTATE MANUAL FOR  
IMPLEMENTATION OF THE 2019 PARKS AND NATURE BOND MEASURE

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Date: July 8, 2025  
Department: Parks and Nature  
Meeting Date: July 24, 2025

Prepared by: Shannon Leary  
(Shannon.Leary@oregonmetro.gov)  
Presenter(s), (if applicable): n/a  
Length: n/a

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**ISSUE STATEMENT**

In 1995 the Metro Council adopted an Open Spaces Implementation Work Plan providing direction and authority for the real estate acquisition program created by 1995 Open Space Bond Measure. That governing document has since been amended by the Metro Council many times over the past three decades, most recently in 2014 with the Amended and Restated Natural Areas Implementation Work Plan (the “2014 Work Plan”). Now as Metro is firmly in the implementation of the 2019 Parks and Nature Bond Measure, it is time yet again to update the Council-approved real property acquisition parameters and due diligence guidelines. The proposed Parks and Nature Real Estate Manual (the “Real Estate Manual”), which would replace the existing 2014 Work Plan, reflects best practices for real estate transactions in the current market and ensures efficient and timely implementation of the Metro’s 2019 Parks and Nature Bond Measure Program.

**ACTION REQUESTED**

Staff requests the Metro Council adopt the Parks and Nature Real Estate Manual as the framework for real property transactions and authority for the Chief Operating Officer to complete certain real property transactions.

**IDENTIFIED POLICY OUTCOMES**

In accordance with past practice, review the existing 2014 Work Plan to consider whether the acquisition parameters and due diligence guidelines contained therein are relevant, and make updates as needed to ensure the policies remain reflective of best practices for program operations in 2025.

**POLICY QUESTION(S)**

Should Metro update the existing the acquisition parameters and due diligence guidelines contained in the 2014 Work Plan to ensure they remain relevant, accurate and reflective of best practices in 2025?

Does the Real Estate Manual provide an improved framework for real estate implementation activities related to the 2019 Parks and Nature Bond Measure and the Target Area Refinement Plans adopted by Council in 2022?

## **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Staff propose updates to several concepts of the 2014 Amended and Restated Natural Areas Implementation Work Plan, including reformatting and simplifying the document to read more easily. See [Attachment A](#) for a summary of updates in table format, as the reformat does not allow for easily tracked changes.

Options for Council include adopting the revised Parks and Nature Real Estate Manual that incorporates the changes proposed by staff, adopting some changes and not others, or directing staff to continue to use the Natural Areas Work Plan for 2019 Parks and Nature Bond Measure acquisition activities.

## **STAFF RECOMMENDATIONS**

Staff recommend the Metro Council adopt the revised Parks and Nature Real Estate Manual to guide real estate acquisition activities and authorize the Chief Operating Officer to complete certain real property transactions.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

*How is this related to Metro's Strategic Framework or Core Mission? How does this advance Metro's racial equity goals? How does this advance Metro's climate action goals?*

The updated Parks and Nature Real Estate Manual is related to Metro's Strategic Framework and Core Mission, and advances Metro's racial equity goals and climate action goals, by more easily implementing the work directed in the 2019 Parks and Nature Bond Measure and 2022 Target Area Refinement Plans, which center racial equity and climate resilience to protect fish and wildlife habitat, improve water quality, and connect people to nature close to home.

*Known Opposition/Support/Community Feedback; Explicit list of stakeholder groups and individuals who have been involved in policy development.*

This is an internal guide intended to authorize staff to efficiently and effectively implement the policy guidance in the 2019 Parks and Nature Bond Measure and 2022 Target Area Refinement Plans, both of which included extensive community engagement. A summary of this engagement can be provided. This is not expected to be controversial as internal guidance for implementation of existing policy (the Parks and Nature Bond Measure, which is widely supported across the region).

### *Legal Antecedents*

- Metro Code Section 2.04.050, Council Approval of Contracts



- Resolution 94-2011A: “For the Purpose of Submitting to the Voters a General Obligation Bond Indebtedness in the Amount of \$138.80 million to Proceed with the Acquisition of Land for a Regional System of Greenspaces.”
- Resolution 95-2228A: “For the Purpose of Authorizing the Executive Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Open Space Implementation Work Plan.”
- Resolution 96-2424: “For the Purpose of Authorizing the Executive Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Amended Open Space Implementation Work Plan.”
- Resolution 97-2483: “For the Purpose of Authorizing the Executive Officer to Execute Current and Future Leases Related to Metro’s Open Spaces Property Acquisitions”
- Resolution 01-3106: “For the Purpose of Modifying the Open Spaces Implementation Work Plan and Open Spaces Acquisition Regional Target Area Refinement Plans to Direct Future Acquisition of Properties that Satisfy Specific Identified Criteria.”
- Resolution 06-3627B: “For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection.”
- Resolution 07-3766A: “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Area Implementation Work Plan.”
- Resolution 08-3963: “Amending the Natural Areas Implementation Work Plan to Authorize the Chief Operating Officer to Acquire Certain Properties When the Purchase Price is Equal to Or Less Than \$5,000.”
- Resolution 10-4122: “For the Purpose of Amending the Natural Areas Implementation Work Plan to Authorize the Chief Operating Officer to More Efficiently Acquire and Assign Trail Easements.”
- Resolution 14-4536: “For the Purpose of Amending and Updating the Natural Areas Implementation Work Plan.”
- Resolution 19-4988: “For the Purpose of Submitting to the Voters of the Metro Area General Obligation Bond in the Amount of \$475 Million to Fund Natural Area and Water Quality Protection and to Connect People to Nature Close to Home.”
- Resolution 19-5055: “For the Purpose of Accepting the November 5, 2019 General Election Abstract of Votes for Metro and Authorizing Continuation of the Parks and Nature Program During Refinement Planning.”
- Resolution 22-5250: “For the Purpose of Approving Acquisition Target Area Refinement Plans for the 2019 Parks and Nature Bond Measure.”
- Resolution 24-5389: “For the Purpose of Updating the Natural Areas Work Plan to Fund Real Property Purchases by Public Partners Through the Bond Acquisition Programs of the 2019 Parks and Nature Bond Measure”

### *Anticipated Effects*

Authority has previously been provided to the Chief Operating Officer to purchase real property within accepted guidelines of the Natural Areas Work Plan. The proposed Resolution recommends the adoption of a Parks and Nature Real Estate Manual, which is very similar to the Natural Areas Work Plan currently being used, such that the anticipated effects of this action shall mostly involve minor adjustments in staff action but shall not represent a substantial change in procedure.

### *Financial Implications (current year and ongoing)*

All acquisitions have been and will continue to be completed using 2019 Parks and Nature Bond Measure funds. Minor savings will be seen in due diligence expense for some transactions. Funds are appropriated appropriately annually.

## **BACKGROUND**

Nearly 30 years ago, voters passed the 1995 Open Spaces, Parks and Streams Bond Measure, which authorized Metro to issue up to \$135.6 million in general obligation bonds for the protection of open spaces, parks, and streams. The Open Spaces Implementation Work Plan (“Open Spaces Work Plan”) provided the framework for implementation of the 1995 Open Spaces Bond Measure activities.

In 2006, voters again directed Metro to acquire property through passage of the 2006 Natural Areas Bond Measure for the protection of natural areas, to improve water quality, and protect fish and wildlife habitat. The Open Spaces Work Plan continued to support the 2006 Bond Measure, although the *Acquisition Parameters* and *Due Diligence Guidelines* sections were subsequently replaced in 2007 by the Natural Areas Implementation Work Plan to reflect changed conditions. The Metro Council additionally approved various Natural Areas resolutions over the ensuing decade, essentially, updating and amending the Natural Areas Implementation Work Plan in pieces. In 2014 staff undertook a comprehensive review of content and thresholds in the Work Plan, as well as the various stand-alone resolutions, and presented an Amended and Restated Natural Areas Implementation Work Plan (2014 Natural Areas Work Plan) to Council for adoption.

In 2019 voters in the region again supported continuation of the protection of fish and wildlife habitat and water quality through passage of a \$475 million Parks and Nature Bond Measure. At that time the Metro Council directed staff to acquire and manage property related to the 2019 Parks and Nature Bond Measure in accordance with the 2014 Natural Areas Work Plan and an existing leasing policy until such time as these documents may be amended after refinement planning was completed for the new measure.

At this time, refinement has been completed, and Parks and Nature staff have completed over 30 real estate transactions with the 2019 Parks and Bond Measure. With this information and experience in hand, staff have reviewed the entirety of the 2014 Natural Areas Work Plan to consider whether it remains relevant, accurate, and reflective of the best practices Metro is using on the ground today, or if improvements could be made. The proposed Real Estate Manual is a result of this analysis.

## **ATTACHMENTS**

1. Table of Real Estate Manual updates and impacts

Attachment 1

List of material changes from 2014 Natural Areas Work Plan to Parks and Nature Real Estate Manual

Line	Type of change	Topic	Previous	New
1	Formatting	Title and general contents, including section titles and organization	A bond program work plan that addressed all bond programs in 2014	Focused on real estate issues, with bond acquisition as a main component. The department has reorganized and grown since 2014 and each bond program has its own manual or guidelines. Not necessary to include here. Updated and streamlined sections and titles.
2	Housekeeping	Refinement	Included description	Removed description because this is covered in Reso. 22-5250
3	Housekeeping/clarity	Metro property acquisitions, general parameters	Required a tax lot to be on a refinement map or contiguous with a public park providing entity	Removed “park” to allow for possible open space protection with other public agencies such as ODOT
4	Housekeeping	Metro property acquisitions, general acquisition parameters	Included Agricultural Resource Land guidelines from Reso. 06-2737 (applicable to certain target areas in the 2006 bond measure)	Removed because 2019 bond measure and refinement plan does not have Agricultural Resource Land references
5	Policy/authority	Negotiated purchase price	COO could approve purchase at 10% or \$100,000 above FMV, whichever is greater if found to be in the public interest (certain conditions must be met)	Executive steering committee encouraged P&N to consider intrinsic value to P&N/region not just real property fair market value. Edited to allow program to purchase at 10% or \$100,000 above FMV and COO to approve 20% or \$200,000 above FMV, (whichever is greater) if found to be in the public interest (certain conditions must be met)
6	Housekeeping/clarity	Appraisal	Insinuated/was not clear regarding appraisals containing extraordinary assumptions	Clarified that appraisals containing extraordinary assumptions or hypothetical conditions may be used so long as they do not materially influence conclusion of value; USPAP compliance still required
7	Policy/authority	Appraisal	Contracts over \$50,000 required appraisal	Contracts over \$100,000 require an appraisal to support purchase price.

				Market values have been steadily increasing and \$50,000 is low, essentially requiring review of all appraisals while this was not the initial intent. The average purchase price of fee title in the 2019 bond measure is \$758,660 and in the last five years, \$577,951. Only two purchases through the 2019 bond measure were under \$50,000, and one was a donation.
8	Policy/authority	Appraisal review	Required review for all appraisals establishing value over \$400k	Require a review when program staff determines it is appropriate based on the individual circumstances or if a review is required to comply with federal guidelines. The dynamic nature of real estate makes setting a threshold arbitrary. Appraisers Metro hires are licensed, experienced, and vetted through Metro's RFP process so their work is expected to be quality without formal review, though Metro subject matter experts always review appraisals regardless of contracting a formal review. Review appraisals impact timelines of due diligence, and further distances Metro from being a market player, so should only be utilized when necessary.
9	Housekeeping/clarity	Conflicting appraisals	Was specific that purchase price should not exceed the average of the two conflicting appraisals	Provides flexibility for department subject matter experts to make a determination of value using the resources provided, not to exceed the higher of the two
10	Policy/clarity	Environmental review	Rigid requirements without flexibility to evaluate risk and liability for each circumstance. Only included receipt of a Prospective Purchaser Agreement or No Further Action letter (both from DEQ) as satisfying any risk related to	Includes ability for the program to close on properties with minor contamination, when post-closing remediation is possible and reasonable in relation to value of the property, or not required for Metro's use and the due diligence team determines that the condition of the property is unlikely to

			potential environmental liability	result in substantial future liability for Metro.
11	Formatting	Partner acquisition parameters	Only considered for the “COO to negotiate and close” insinuating only Metro-negotiated transactions could qualify for purchase.	Included partner acquisition parameters approved in Reso. 24-5389, and added ability for Metro to contribute to a property not necessarily in a target area but identified by a Soil and Water Conservation District (SWCD) as an opportunity for Metro to “demonstrate its commitment to protecting farmland, food security, and the agricultural economy in greater Portland region by supporting the protection of natural resources on working lands and increasing access to sustainably managed working lands” (direct quote from Protect and Restore Land program criteria in the bond measure), and Bond Acquisition Program staff has visited the property and confirmed the acquisition meets this goal.
12	Policy/authority	Interim use leases	Only addressed agricultural leases (residential lease policy governed by outdated Reso. 97-2483 ‘Real Property Leases’)	Includes agricultural leases (up to 10 years) and residential leases (up to 5 years) with rental rates no more than FMV as determined by staff. Reso. 97-2483 ‘Real Property Leases’ limited rental payments to \$2,000 per month
13	Policy/authority	Boundary agreements/easements	Only permitted COO to execute and grant easements/licenses or to complete minor PLAs when an issue related to an acquisition.	Added that the COO can execute and grant de minimis easements when the issue requiring the easement is required by a city or county as a condition of approval for a park development permit. In both cases the value of the easement must be less than \$30,000
14	Housekeeping	Notice to Council and Document Retention	Requirements in various locations	Record retention requirements apply regardless of whether they are included in this document, so to streamline, they’ve been removed. Notice to Council of closed transactions (“closing memo”) will

				continue in practice but formally removed from this manual.
15	Formatting	Sections on Stabilization, Local Share, Nature in Neighborhoods Capital Grants program	Included summaries of these programs	Removed: the department has reorganized and grown since 2014, and each bond program has its own manual or guidelines. Not necessary to include all detail here.





Metro

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

Agenda #: 4.2

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**File #:** 25-6311

**Agenda Date:** 7/24/2025

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Consideration of the July 10, 2025 Council Meeting Minutes

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, July 10, 2025**

**10:30 AM**

**Metro Regional Center, Council chamber,  
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or  
253-205-0468 (toll free), [www.youtube.com/live/IZoN\\_N4wI7Y](http://www.youtube.com/live/IZoN_N4wI7Y)**

## **Council meeting**

**1. Call to Order and Roll Call**

Deputy President Simpson called the meeting to order at 10:31 a.m.

**Present:** 4 - Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Christine Lewis, and Councilor Ashton Simpson

**Excused:** 2 - Council President Lynn Peterson, and Councilor Juan Carlos Gonzalez

**2. Public Communication**

None.

**3. Consent Agenda**

- 3.1 **Resolution No. 25-5508** For the Purpose of Confirming the Appointments of Zapoura Newton-Calvert and Jon Worley to the Metro Central Station Community Enhancement Grant Committee

Attachments: [Resolution No. 25-5508](#)  
[Staff Report](#)

- 3.2 **Resolution No. 25-5513** For the Purpose of Appointing Brianna Bragg to the Future Vision Commission

Attachments: [Resolution no. 25-5513](#)  
[Staff Report](#)

- 3.3 Consideration of the June 5, 2025 Council Meeting Minutes

Attachments: [June 5, 2025 Council Meeting Minutes](#)

- 3.4 Consideration of the June 12, 2025 Council Meeting Minutes

Attachments: [June 12, 2025 Council Meeting Minutes](#)

- 3.5

Attachments: [June 17, 2025 Council Meeting Minutes](#)

- 3.6

Attachments: [June 26, 2025 Council Meeting Minutes](#)

**4. Presentations**

- 4.1 **Information Technology Audit Results**

Presenter(s): Brian Evans, Metro Auditor

Attachments: [Information Technology Audit](#)  
[Information Technology Audit Highlights](#)

Auditor Evans introduced Maggie Muldrew and David Beller, Senior Management Auditors, and they jointly presented the audit's purpose, findings, and recommended actions. Deputy Chief Operating Officer Andrew Scott provided the management response.

Councilor Hwang asked for clarity about the primary risks facing the agency and whether the Council or the Chief Operating Officer's office should lead policymaking for cybersecurity. Deputy COO Scott referred to the written management response, which identifies actions led by the COO's office to combat risks, including malware and ransomware.

Councilor Rosenthal asked presenters to elaborate on the impacts of AI and plans to better enforce existing policies. He also asked if current staffing levels are adequate to achieve security goals. Auditor Evans emphasized the importance of strong governance structures broadly and identified the need to assess specific software services. Deputy COO Scott also confirmed staffing is currently adequate.

Samantha Korta, Interim Director of Strategic Operations, shared her background in cybersecurity and spoke to imminent plans to better assess the agency's risks.

#### 4.2 2025 State Legislative Session Recap

Presenter(s): Anneliese Koehler, Legislative Affairs Manager  
Kyung Park, State Affairs Advisor

Attachments: [Staff Report](#)  
[Attachment 1 - End of Session Report](#)  
[Attachment 2 - 2025 State Legislative Priorities with Outcomes](#)

Staff presented a summary of the 2025 state legislative session, including tenor, budget constraints and bill highlights.

Councilor Rosenthal asked about the outlook for future transportation investments and highlighted the difference between metro region transportation needs and those needed statewide. Staff responded that a special session dedicated to transportation funding or a larger transportation package in the 2027 legislative session are both possibilities.

Councilor Hwang asked about budget impacts to TriMet, and staff shared their understanding that the current TriMet budget was drafted with the assumption no there would not be additional funds from a transportation package.

Councilor Hwang also reviewed with staff investments in specific housing and homeless services programs, and staff confirmed that allocations for these programs were significant.

Councilor Lewis thanked staff for supporting small cities in Salem alongside Metro and asked how the state planned to backfill federal cuts to Medicaid. Staff confirmed that the state budget included set-asides for losses in federal funds, and that additional cuts from the federal budget will not go into effect until 2027.

Councilor Rosenthal asked about funding for industrial site readiness. Staff reported that about one-quarter of the funds requested were ultimately allocated.

## **5. Chief Operating Officer Communication**

COO Madrigal reminded Council and staff about safety procedures for days with a high heat index. She also announced upcoming Metro events at the Oregon Zoo and Portland's Centers for the Arts.

## **6. Councilor Communication**

Councilor Lewis reported on the Tri-County Planning Body meeting, during which the committee approved a technical assistance plan with funding.

7. Adjourn

There being no further business, Deputy Council President Simpson adjourned the Council meeting at 12:00 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Anne Buzzini".

Anne Buzzini, Council Legislative Advisor



# Metro

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

## Agenda #: 4.3

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**File #:** 25-6312

**Agenda Date:** 7/24/2025

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Consideration of the July 17, 2025 Council Meeting Minutes

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, July 17, 2025**

**10:30 AM**

**<https://zoom.us/j/615079992> (Webinar ID: 615079992) or  
253-205-0468 (toll free), [www.youtube.com/live/OVyJXmIII4M](http://www.youtube.com/live/OVyJXmIII4M)**

## **Council meeting**



**1. Call to Order and Roll Call**

Deputy Council President Simpson called the meeting to order at 10:32 a.m.

**Present:** 4 - Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Christine Lewis, and Councilor Ashton Simpson

**Excused:** 2 - Council President Lynn Peterson, and Councilor Juan Carlos Gonzalez

**2. Public Communication**

None.

**3. Ordinances (First Reading and Public Hearing)**

- 3.1 **Ordinance No. 25-1532** For the Purpose of Annexing to the Metro District Approximately 10.1 acres North of SE 59th Avenue and West of SW 234th Avenue in Hillsboro

Presenter(s): Glen Hamburg (he/him), Senior Regional Planner

Attachments: [Ordinance No. 25-1532](#)  
[Exhibit A to Ordinance No 25-1532](#)  
[Staff Report to Ordinance No. 25-1532](#)  
[Attachment 1 - Subject Property](#)

Metro Attorney MacLaren described the procedural requirements for the quasi-judicial hearing. No Councilors disclosed ex parte contacts or declared conflicts of interest.

Metro staff described the applicant, property and criteria for annexation. Staff noted Metro received no comments for or against the proposal and recommended adoption.

Staff clarified for Councilor Rosenthal the status of the existing tax lots near the northeastern boundary of the proposed area.

3.1.1 Public Hearing for Ordinance No. 25-1532

None.

**4. Chief Operating Officer Communication**

None.

**5. Councilor Communication**

Councilor Lewis reported on the JPACT meeting which considered the proposed Regional Flexible Fund Allocation projects. Deputy President Simpson thanked JPACT members and the community for their participation in the process, and Councilor Rosenthal added that remarks from Washington County Coordinating Committee on the subject were also positive.

**6. Adjourn**

There being no additional discussion, Deputy Council President adjourned the Council meeting at 10:47 a.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Anne Buzzini".

Anne Buzzini, Council Legislative Advisor



Metro

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

Agenda #: 5.1

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**File #:** RES 25-5503

**Agenda Date:** 7/24/2025

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**Resolution No. 25-5503** For the Purpose of Amending or Adding Three I-5 Interstate Bridge Replacement Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

Ted Leybold, Transportation Policy Director

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF AMENDING OR</b>	)	RESOLUTION NO. 25-5503
<b>ADDING THREE I-5 INTERSTATE BRIDGE</b>	)	
<b>REPLACEMENT PROGRAM PROJECTS TO</b>	)	Introduced by: Chief Operating Officer
<b>THE 2024-27 MTIP TO MEET FEDERAL</b>	)	Marissa Madrigal in concurrence with
<b>PROJECT DELIVERY REQUIREMENTS</b>	)	Council President Lynn Peterson
	)	

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

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

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

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

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

WHEREAS, 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 I-5 IBR Program's Supplemental Environmental Impact Statement is expected to receive its required Record of Decision from the Federal Highways Administration and Federal Transit Administration by early 2026 which will allow the construction phases to move forward; and

WHEREAS, the MTIP formal amendment adds new approved funding for the preliminary engineering phase, adds a new right-of-way and utility relocation phases, and new construction phases for the Columbia River Bridge Replacement package and pre-completion tolling signage project; and

WHEREAS, the IBR Program's 2023 Financial Plan estimates the total project will cost between \$5 billion to \$7.5 billion dollars; and

WHEREAS, the total amendment programming will result in three I-5 IBR projects and increase the total funding programmed from \$103,112,407 to \$2,057,861,000; and

WHEREAS, the I-5 IBR Program is will utilize bridge tolling expected to begin in 2027 to help generate required bridge revenues to cover part of the replacement bridge's costs and future maintenance funding needs; and

WHEREAS, approval for the new funding is required from the Oregon Transportation Commission (OTC) and is anticipated to occur on July 31, 2025; and

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

WHEREAS, on July 11, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 17, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend one existing and add the two new 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 24th day of July 2025.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

**Exhibit A**  
**June 2025, Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: JU25-11-JUN**

The June 2025 MTIP Formal Amendment contains three projects. All three are related to the I-5 Interstate Bridge Replacement (IBR) Program. The IBR Program is a bi-state initiative being delivered by ODOT and WSDOT. According to the IBR 2023 Financial Plan, the total estimate project cost is between \$5 billion to \$7.5 billion dollars. The WSDOT STIP project version is included on page 5 (ID# 400519A06) for reference.

Key 21570 is the existing MTIP and STIP project that contains a planning and preliminary engineering phase. The funding for both phases were obligated prior to the approval of the 2024-27 MTIP. The formal amendment updates PE and adds new right-of way (ROW) and utility relocation (UR) phases. The action will change the project to be an active project in the 2024-27 MTIP. The remaining two projects are new construction phase segment packages being added to the MTIP.



The new funding requires approval from the Oregon Transportation Commission (OTC). This will occur during their May and July 2025 meetings. The formal MTIP amendment is proceeding concurrently with OTC approval actions. Additional summary details are shown below for the three projects.

**Key 21570 (Existing Project) - I-5: Columbia River (Interstate) Bridge (ODOT and WSDOT):** This project contains the non-construction phases for the IBR Program. The Planning and initial PE phase funding was obligated prior to development of the 2024-27 MTIP. This part of the overall project has initiated planning and design and will also provide funding for the right of way, and utility relocation activities for early construction packages, as well as continuing overall program management and development work. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Through the amendment Key 21570:

- Updates the Planning phase to reflect the current phase of funding obligations
- Adds \$210,720,416 of funding to continue PE.
- Adds a ROW phase with \$231,699,000 in FFY 2026.
- Adds a UR phase with \$10,000,000 in FFY 2026.

**Key 23876 (New Project) - I-5 OR & WA Pre-completion Tolling Signage (ODOT & WSDOT):** The new project will Install signage, related structures, and electrical systems in preparation of new tolling operations on and near the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered within K21570 shown above. The formal amendment:

- Adds a construction phase with \$22,090,000 in funding.
- Adds an “Other” phase with \$2,500,000.
- Total project programming is \$24,590,000.
- Note: The Other phase includes project scope elements related to completing the construction phase but are not classified as construction phase scope activities and must be programmed separately from the construction phase.

**Key 23877 (New Project) - I-5: Columbia River Bridge Replacement (ODOT & WSDOT):** The new project will 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. The formal amendment:

- Adds a new PE phase to complete final design type actions and contains a total of \$221,797,000.
- Adds a Construction phase with \$1,256,845,000.
- Total project programming is \$1,478,642,000.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 June Formal MTIP Amendment. A copy of the WSDOT project page in WSDOT’s STIP also is included for reference. Additional amendment details concerning each project will be included in the Metro June TPAC and JPACT agendas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5503

June 2025 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JU25-11-JUN

Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Existing Projects Being Amended in the 2024-2027 MTIP:</b>				
(#1) ODOT Key # <b>21570</b> MTIP ID 71083	ODOT	<b>I-5: Columbia River (Interstate) Bridge</b>	On I-5 across the Columbia River between Washington and Oregon impacting bridges 01377A and 07333 from MP 306.70 to MP 308.72, initiate and complete Preliminary Engineering activities including NEPA and design to determine alternatives for the replacement of the two bridges in a cooperative action with WSDOT and complete ROW plus UR to improve mobility, safety, and travel for motorists and goods movements between the two states.	<b><u>ADD PHASES &amp; FUNDS:</u></b> The formal amendment adds new ROW and UR phases which moves the project forward into the active 2024-27 MTIP. The planning phase is updated to reflect actual phase obligations. The PE phase is increased from \$94,000,000 to \$304,720,416. A ROW phase is added with \$231,699,000. Finally, a new UR phase is added with \$10 million dollars. The total programming increases from \$103,112,407 to \$554,629,000.
<b>Category: Adding New Projects to the 2024-2027 MTIP:</b>				
(#2) ODOT Key # <b>23876</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>I-5 OR &amp; WA Pre-completion Tolling Signage</b>	Install signage, related structures, and electrical systems in preparation of new tolling operations on and near the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new tolling signage project on I-5 to the MTIP. The total MTIP programming is \$24,590,000.



(#3) ODOT Key # <b>23877</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>I-5: Columbia River          Bridge Replacement</b>	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.	<b><u>ADD NEW PROJECT</u></b> The formal amendment adds the bridge replacement final design PE phase and construction phase to the MTIP and STIP. This construction phase project (Key 23877) reflects one of several construction phase delivery segments supporting the overall IBR Program that will be programmed in the future in the MTIP and STIP. The total programming amount is \$1,478,642,000.
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Proposed Amendment Review and Approval Steps	
JUNE 2025 (JU2-11-JUN) Formal Amendment estimated processing and approval timing	
Date	Action
Wednesday, May 14, 2025	Post amendment & begin 30-day notification/comment period. The estimate comment period is anticipated to occur from May 14, 2025, to June 13, 2025.
Friday, June 6, 2025	Introduction and overview to the Metro Transportation Policy Alternative Committee (TPAC). No approval recommendation requested.
Friday, June 13, 2025	Public notification/opportunity to comment closes.
Thursday, June 26 2025	JPACT Meeting: Amendment introduction and overview. No approval recommendation requested.
Friday, July 11, 2025	TPAC July meeting: Approval recommendation to JPACT request.
Thursday, July 17, 2025	JPACT July meeting: Amendment approval request.
Thursday, July 24, 2025	Metro Council meeting: Final Metro amendment approval request.
Late August 2025	Final ODOT and FHWA estimated approvals – Inclusion into the approved MTIP and STIP.

**Washington STIP Project Reference  
ID # 400519A**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

**Y** Inside

**N** Outside

**April 16, 2025**

**County:**

**Agency:** WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(325)	400519A	400519A06	10	0.270	EIS	Yes	0.00	0.27	2,861,315,124	25-02

I-5/Columbia River Interstate Bridge - Replacement

The project will update Interstate 5 with a seismically resilient replacement of the I-5 bridge over the Columbia River, connecting Vancouver, Washington to Portland, Oregon. The new bridge will include transit improvements such as additional light-rail transit service, enhanced zero-emission express bus service and the expansion of active transportation networks.

Federal discretionary funds are a FY 2023-2024 National Infrastructure Project Assistance (Mega) Program award.

See Oregon STIP Project I-5: Columbia River (Interstate) Bridge.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025	Discretionary		10,000,000	MAW	2,500,000	0	12,500,000
RW	2025	NHPP		17,000,000	MAW	12,333,000	0	29,333,000
RW	2026	NHPP		10,000,000	MAW	12,333,000	0	22,333,000
RW	2027	NHPP		10,000,000	MAW	12,334,000	0	22,334,000
RW	2028	NHPP		10,000,000	MAW	3,500,000	0	13,500,000
<b>Project Totals</b>				<b>57,000,000</b>		<b>43,000,000</b>	<b>0</b>	<b>100,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	6,250,000	6,250,000	0	0	0
RW	29,333,000	22,333,000	22,334,000	13,500,000	0
<b>Totals</b>	<b>35,583,000</b>	<b>28,583,000</b>	<b>22,334,000</b>	<b>13,500,000</b>	<b>0</b>



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

MTIP Formal Amendment  
**ADD PHASES & FUNDS**  
 Increase PE and add ROW plus UR  
 phases to the project

**Project #1**

**Project Details Summary**

<b>ODOT Key #</b>	<b>21570</b>	RFFA ID:	N/A	RTP ID:	<del>10893</del> <b>10866</b>	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>71083</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>JU25-11-JUN</b>		STIP Amendment ID:		24-27-2593	
IGA #	34096	OTC Action required?		Yes		RTP Investment Category:	Mega Project
Regulatory Agency	FHWA	Last Active MTIP		2021-24		Last Active STIP:	2021-24

**Summary of Amendment Changes Occurring:**

The formal amendment increases the authorized funding to the preliminary engineering phase plus adds non-construction right-of-way (ROW) and utility relocation (UR) phases. Construction phases will be programmed as separate stand-alone projects based on the approved delivery schedule. OTC approval was required to approve the funding. OTC approval occurred during their May and July 2025 meetings. Separate construction phase programming and delivery segments are approved by FHWA for the I-5 IBR Program.

<b>Project Name:</b>	<b>I-5: Columbia River (Interstate) Bridge</b>						
<b>Lead Agency:</b>	<b>ODOT (&amp; WSDOT)</b>	<b>Applicant:</b>	ODOT		<b>Administrator:</b>	ODOT & WSDOT	
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No		<b>Delivery as Direct Recipient:</b>	<b>YES</b>	

**Short 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.

**MTIP Detailed Description (Internal Metro use only):**

On I-5 across the Columbia River between Washington and Oregon impacting bridges 01377A and 07333 from MP 306.70 to MP 308.72, initiate and complete Preliminary Engineering activities including NEPA and design to determine alternatives for the replacement of the two bridges in a cooperative action with WSDOT **and complete ROW plus UR** to improve mobility, safety, and travel for motorists and goods movements between the two states.

**STIP 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 Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Capacity - Managed or Priced	Capital Improvement
ODOT Work Type:	IBR		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>State-STBG</del>	<del>Z24E</del>	<del>2020</del>	<del>-\$ 7,288,246</del>						\$ -
State STBG	Z24E	2020	\$ 6,567,667						\$ 6,567,667
NHPP	<del>Z001</del> Z0E1	2022		\$ 10,000,000					\$ 10,000,000
NHPP	Y001	2022		\$ 10,000,000					\$ 10,000,000
NHFP	<del>Z460</del> Z46E	2022		\$ 18,800,000					\$ 18,800,000
HIP-BIP	Y173	2022		\$ 950,000					\$ 950,000
BIP	Y17F	2022		\$ 1,000,000					\$ 1,000,000
<del>AC-STBGS</del>	<del>ACP0</del>	<del>2022</del>		<del>\$ 1,000,000</del>					\$ -
ADVCON	ACP0	2022		\$ 50,964,333					\$ 50,964,333
ADVCON	ACP0	2026			\$ 72,036,000				\$ 72,036,000
<b>Federal Totals:</b>			\$ 6,567,667	\$ 91,714,333	\$ 72,036,000	\$ -	\$ -	\$ -	\$ 170,318,000

**Notes:**

1. NHPP (Y001) in PE are changed from 100% federal to 80/20% with the match from Local funds in PE.
2. HIP-BIP reflect federal Bridge Investment Program funds which are tied/allocated from the larger Highway Infrastructure Program. Match is from local funds.
3. BIP are federal Bridge Investment Program - Planning category awarded funds with the match split between State and Local Funds.
4. Use of general Advance Construction (ADVCON) funds expands and is re-coded as general federal advance construction funds. The expected conversion code is not yet identified, but may end up being from prior awarded CDS 2024 earmark now committed to the project. See committed funding plan section for additional details.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2020	<del>\$ 834,172</del>						\$ -
State	Match	2020	\$ 1,641,917						\$ 1,641,917
<del>State (Z001)</del>	<del>Match</del>	<del>2022</del>		<del>\$ 1,144,545</del>					\$ -
State (Z0E1)	Match	2022		\$ 2,500,000					\$ 2,500,000
State (Z46E)	Match	2022		\$ 4,700,000					\$ 4,700,000
State (Y17F)	Match	2022		\$ 500,000					\$ 500,000
<del>State (ACP0)</del>	<del>Match</del>	<del>2022</del>		<del>\$ 1,000,000</del>					\$ -
State (ACP0)	Match	2022		\$ 12,741,083					\$ 12,741,083
State	S010	2022		\$ 110,949,500					\$ 110,949,500
State (ACP0)	Match	2026			\$ 18,009,000				\$ 18,009,000
State	S010	2026			\$ 37,606,000				\$ 37,606,000
State	S010	2026				\$ 4,000,000			\$ 4,000,000
State Totals:			\$ 1,641,917	\$ 131,390,583	\$ 55,615,000	\$ 4,000,000	\$ -	\$ -	\$ 192,647,500

Notes:

1. State match in Planning phase to the State STBG is based on a federal share of 80% with the required match at 20%
2. State funds cover the NHPP match requirement in PE to fund code Z0E1.
3. State matching funds to ADVCON in ROW are based on a 80% federal share and 20% required minimum match.

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2020	<del>\$ 989,989</del>						\$ -
Other	OTH0	2022		<del>\$ 2,500,000</del>					\$ -
Local (Y001)	Match	2022		\$ 2,500,000					\$ 2,500,000
Local (Z46E)	Match	2022		\$ 3,198,962					\$ 3,198,962
Local (Y173)	Match	2022		\$ 237,500					\$ 237,500
Local (Y17F)	Match	2022		\$ 500,000					\$ 500,000
Other	OTH0	2022		<del>\$ 44,855,455</del>					\$ -
Other (WSDOT)	OTH0	2022		\$ 75,179,038					\$ 75,179,038
Other (WSDOT)	OTH0	2026			\$ 104,048,000				\$ 104,048,000
Other (WSDOT)	OTH0	2026				\$ 6,000,000			\$ 6,000,000
Local Totals:			\$ -	\$ 81,615,500	\$ 104,048,000	\$ 6,000,000	\$ -	\$ -	\$ 191,663,500
Notes: 1. PE phase local funds of \$2,500,000 act as the match to NHPP (Y001) \$10,000,000 2. Federal National High Freight Program (NHFP) funds in PE phase match are split between State funds and Local. Reference "(Z46E)" fund code for both state and local contributions. 3. Local "Other" funds in PE in 2022 reflect WSDOT's contribution to the project phase. 4. Local "Other" funds identified in the ROW and UR phases in 2026 represent WSDOT's contribution to the project phase.									
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			<del>\$ 9,112,407</del>	<del>\$ 94,000,000</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	\$ -	<del>\$ 103,112,407</del>
Amended Programming Totals			\$ 8,209,584	\$ 304,720,416	\$ 231,699,000	\$ 10,000,000	\$ -	\$ -	\$ 554,629,000
Total Estimated Project Cost (all phases):									\$5B to \$7.5B
Total Cost in Year of Expenditure (all Phases):									\$5B to \$7.5B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. It reflects only the non-construction phase costs. The construction phases are being programmed separately.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (902,823)	\$ 210,720,416	\$ 231,699,000	\$ 10,000,000	\$ -	\$ -	\$ 451,516,593
Phase Change Percent:	0.0%	224.2%	100.0%	0.0%	0.0%	0.0%	437.9%
Amended Phase Matching Funds:	\$ -	\$ 26,877,545	\$ 55,615,000	\$ -	\$ -	\$ -	\$ 82,492,545
Amended Phase Matching Percent:	N/A	22.66%	24.00%	0.00%	N/A	N/A	N/A

Note: Due to various types of federal funds and commitments between 2 state DOTs, the usual match logic per federal fund can't be shown in a simple aggregate format. The fund and phase programming does include the correct minimum match requirements for each type of federal fund that requires a match.

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 6,567,667	\$ 91,714,333	\$ 72,036,000	\$ -	\$ -	\$ -	\$ 170,318,000
State	\$ 1,641,917	\$ 131,390,583	\$ 55,615,000	\$ 4,000,000	\$ -	\$ -	\$ 192,647,500
Local	\$ -	\$ 81,615,500	\$ 104,048,000	\$ 6,000,000	\$ -	\$ -	\$ 191,663,500
Total	\$ 8,209,584	\$ 304,720,416	\$ 231,699,000	\$ 10,000,000	\$ -	\$ -	\$ 554,629,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	30.10%	31.09%	0.0%	0.0%	0.0%	30.71%
State	20.0%	43.1%	24.0%	40.0%	0.0%	0.0%	34.73%
Local	0.0%	26.78%	44.91%	60.0%	0.0%	0.0%	34.56%
Total	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	1.2%	16.5%	13.0%	0.0%	0.0%	0.0%	30.71%
State	0.3%	23.7%	10.0%	0.7%	0.0%	0.0%	34.7%
Local	0.0%	14.7%	18.8%	1.1%	0.0%	0.0%	34.56%
Total	1.5%	54.9%	41.8%	1.8%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	\$ 8,209,584	\$ 304,720,416					Aid ID
Federal Funds Obligated:	\$ 6,567,667	\$ 131,390,583					S001(533)
EA Number:	C0265207	PE003374					FHWA or FTA
Initial Obligation Date:	2/6/2020	3/1/2024					FHWA
EA End Date:	Not Available	6/30/2029					FMIS or TRAMS
Known Expenditures:	Not Available	\$ 48,295,795					FMIS
					Estimated Project Completion Date:		Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Various sources from ODOT state bonds, federal awarded funds and WSDOT state funds.</b>							
2. Does the amendment include changes or updates to the project funding? <b>Yes.</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the May and June 2025 OTC actions.</b>							
4. Level of funding approval? <b>FHWA, Oregon Legislature approval, and OTC approvals.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References							
On State Highway	Yes/No	Route	MP Begin		MP End		Length
	Yes	I-5	306.70		308.72		2.02
Cross Streets	Route or Arterial		Cross Street			Cross Street	
Portland side	I-5		Just south of Marine Dr			Washington State line	
Districts							
County	Multnomah	ACT	R1ACT	ODOT Region	1	Metro District	Council District 5
Cities:	Portland						
State Representative District		44	State Senate District		22	Congressional Rep District 3	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2020	Years Active	6	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	4	Last Amendment	Not Applicable	Date of Last Amendment	Administrative	Last MTIP Amend Num	AM23-26-SEP1
Last Amendment Action	The admin mod combines the BIP Planning grant award (Key 23456) into this main I-5 IBR project, updates the committed funds, and reconciles the programming to match up with the FMIS mod report.						



RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt per 40 CFR 93.126, Table 2 from air quality conformity analysis</b>
Exemption Reference:	<b>Not Applicable</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes for the 2023 RTP. Also see the Performance Assessment Evaluation (PAE) results as part of this amendment bundle</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>RTP ID - 10866: I-5 Interstate Bridge Replacement Program</b>
RTP Project Description:	<b>Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension and implement variable rate tolling.</b>
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>Yes</b>
3. Is the project included as part of the approved: UPWP?	<b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP?	<b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment?	<b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	<b>Not applicable</b>

4. Applicable RTP Goals:
- Goal # 1 -Mobility Options:**  
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- Goal #2 - Safer System:**  
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- Goal #3 - Equitable Transportation:**  
Objective 3.2 - Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs
- Goal 4 - Thriving Economy:**  
Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **Yes. The amendment adds implementation phases which are capacity enhancing and has a total project cost that exceeds \$100 million. A full PAE is required as part of the amendment.**

#### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be May 14, 2025 to June 13, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. A comment log will be established for email comment submission. Metro's Communication department will coordinate receipt, review, and evaluation of all other comments submitted**

#### Fund Codes References

BIP	The federal Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition
CDS22 or CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS22 refers to the award occurring from the FFY 2022 year while CDS24 indicates the award is from the FFY 2024 cycle..
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.

AC-STBGS	Advance Construction funds being programmed with the expected later conversion code to be State STBG
HIP	Highway Infrastructure Program (HIP) funds. The funds resulting from this apportionment for (1) activities eligible under 23 U.S.C. 133(b), and to provide necessary charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors designated pursuant to 23 U.S.C. 151, and (2) the bridge replacement and rehabilitation program are available for obligation until September 30, 2024. HIP funds are normally apportioned to the State DOT for their use. Under certain circumstances, a portion may be sub-allocated to the MPOs for geographic urban needs.
HIP-BIP	Federal Bridge investment Program funding that is a component of the HIP funding program
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds. <b>For this project, the use of Other funds represent Washington DOT's funding contribution to the project. This is called out by the inclusion of "WSDOT" with the Other fund type code designation.</b>
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

Key 21570 Identified Project Funding Plan Committed Funds						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
IBR Interstate Bridge	Planning	\$ 6,567,667	\$ 1,641,917	\$ -	\$ 8,209,584	
Total Planning Phase Commitments:		\$ 6,567,667	\$ 1,641,917	\$ -	\$ 8,209,584	
HB5005 GO	PE	\$ -	\$ 123,680,000	\$ -	\$ 123,680,000	HB5005 GO bonds
IBR Interstate Bridge	PE	\$ 38,842,333	\$ 7,710,583	\$ -	\$ 46,552,916	
USDOT Grants 2022	PE	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	2022 awarded federal grants
USDOT Grants 2024	PE	\$ 52,109,500	\$ -	\$ -	\$ 52,109,500	2024 awarded federal grants
WSDOT Contributions	PE	\$ -	\$ -	\$ 71,378,000	\$ 71,378,000	WA MAW state funds & fed Mega grant
Other contributions	PE	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	Not specified
Total PE Phase Commitments:		\$ 91,951,833	\$ 131,390,583	\$ 81,378,000	\$ 304,720,416	
HB5005 GO	ROW	\$ -	\$ 55,615,000	\$ -	\$ 55,615,000	HB5005 GO bonds
USDOT Grants 2024	ROW	\$ 72,036,000	\$ -	\$ -	\$ 72,036,000	2024 awarded federal grants
WSDOT Contributions	ROW	\$ -	\$ -	\$ 104,048,000	\$ 104,048,000	WA MAW state funds & fed Mega grant
Total ROW Phase Commitments:		\$ 72,036,000	\$ 55,615,000	\$ 104,048,000	\$ 231,699,000	
HB5005 GO	UR	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000	HB5005 GO bonds
WSDOT Contributions	UR	\$ -	\$ -	\$ 6,000,000	\$ 6,000,000	WA MAW state funds & fed Mega grant
Total UR Phase Commitments:		\$ -	\$ 4,000,000	\$ 6,000,000	\$ 10,000,000	
Key 21570 Updated Programming:		\$ 170,555,500	\$ 192,647,500	\$ 191,426,000	\$ 554,629,000	TPC = \$5B to \$7.5B

Added note: Construction phase funding commitments are programmed in separate stand-alone projects

Project Name:

**I-5: Columbia River (Interstate) Bridge**

**(DRAFT AMENDMENT**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Z24E	Surface transportation block grants - flex FAST ext	100.00%	8,209,584.00	80.00%	6,567,667.20	20.00%	1,641,916.80	0.00%	0.00
	PL Totals		100.00%	8,209,584.00		6,567,667.20		1,641,916.80		0.00
PE	ACP0	ADVANCE CONSTRUCT PR	20.91%	63,705,416.00	80.00%	50,964,332.80	20.00%	12,741,083.20	0.00%	0.00
	OTH0	OTHER THAN STATE OR	24.67%	75,179,038.23	0.00%	0.00	0.00%	0.00	100.00%	75,179,038.23
	S010	STATE	36.41%	110,949,500.00	0.00%	0.00	100.00%	110,949,500.00	0.00%	0.00
	Y001	National Highway Perf IJJA	4.10%	12,500,000.00	80.00%	10,000,000.00	0.00%	0.00	20.00%	2,500,000.00
	Y173	HIP Bridge Investment Program FY23	0.39%	1,187,500.00	80.00%	950,000.00	0.00%	0.00	20.00%	237,500.00
	Y17F	Bridge Investment Program - Planning Project - IJJA	0.66%	2,000,000.00	50.00%	1,000,000.00	25.00%	500,000.00	25.00%	500,000.00
	Z0E1	National Highway Perf Fast Ext	4.10%	12,500,000.00	80.00%	10,000,000.00	20.00%	2,500,000.00	0.00%	0.00
	Z46E	National highway freight program FAST ext	8.76%	26,698,961.77	70.00%	18,800,000.00	17.60%	4,700,000.00	11.98%	3,198,961.77
	PE Totals		100.00%	304,720,416.00		91,714,332.80		131,390,583.20		81,615,500.00
	RW	ACP0	ADVANCE CONSTRUCT PR	38.86%	90,045,000.00	80.00%	72,036,000.00	20.00%	18,009,000.00	0.00%
OTH0		OTHER THAN STATE OR	44.91%	104,048,000.00	0.00%	0.00	0.00%	0.00	100.00%	104,048,000.00
S010		STATE	16.23%	37,606,000.00	0.00%	0.00	100.00%	37,606,000.00	0.00%	0.00
RW Totals		100.00%	231,699,000.00		72,036,000.00		55,615,000.00		104,048,000.00	
UR	OTH0	OTHER THAN STATE OR	60.00%	6,000,000.00	0.00%	0.00	0.00%	0.00	100.00%	6,000,000.00
	S010	STATE	40.00%	4,000,000.00	0.00%	0.00	100.00%	4,000,000.00	0.00%	0.00
	UR Totals		100.00%	10,000,000.00		0.00		4,000,000.00		6,000,000.00
Grand Totals				554,629,000.00		170,318,000.00		192,647,500.00		191,663,500.00

### Upcoming STIP Request

According to the 2023 financial plan, the IBR Program is estimated to cost between \$5 billion to \$7.5 billion. During the 2022 and 2023 legislative sessions, Oregon and Washington committed to providing the IBR Program with \$1 billion from each state. The IBR Program will also rely on toll funding to provide between \$1.1 billion to \$1.6 billion for capital construction costs. In addition to state funds and toll funds, the IBR Program has secured a \$1.5 billion FHWA Bridge Investment Program (BIP) Grant, a \$600 million USDOT Mega Grant, and a \$30 million USDOT Reconnecting Communities Pilot (RCP) Grant. The IBR Program has also applied for and been admitted into the first phase (Project Development) of the FTA's Capital Investment Grant (CIG) program and plans to apply for approximately \$1 billion. The CIG program has a multi-phase, multi-year grant application process with FTA approval required for entry into each phase, which provides increased confidence in successfully receiving funding at the end of the process. Under the current schedule, the Program is anticipated to complete the phases and receive a grant award in 2028.

#### Modeling Network , NHS, and Performance Measure Designations

Note: The I-5 IBR MTIP full Amendment requires the completion of a formal Performance Assessment Evaluation (PAE). The PAE will be included as an attachment to the amendment staff report.

National Highway System and Functional Classification Designations					
System	Y/N	Route	Designation		
NHS Project	Yes	I-5	Interstate		
Functional Classification	Yes	I-5	1 = Urban Interstate		
Federal Aid Eligible Facility	Yes	I-5	Interstate		
ODOT Hwy Name:		Pacific	Hwy Number:	1	Road/Hwy Owner: ODOT

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

Added notes:



Zoom to

### I-5 Interstate Bridge Replacement Program

Zoom to

This project (RTP # 10866) is in the **Megaprojects** investment group. It will start at **Victory Blvd.** and end at **Washington state line**. It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension and implement variable rate tolling.

**Project Time Frame:** 2031-2045

**Estimated Cost:** \$6,000,000,000

This project **is** in the **financially constrained** list.

This project **is** located in an **equity focus** area.

This project **is not** an **equity priority** project.

This project **will not** reduce **greenhouse gas** emissions.

This project **does** have identified **safety** benefits.

This project **is** located in a **high injury** corridor.

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

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

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

This project **does** include **multimodal (non-motor vehicle)** design elements.

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

NE Minnehaha S

NE 137

NE 49th St

NE 39th St

NE 28th St

NE 18th St

Vancouver

Blvd

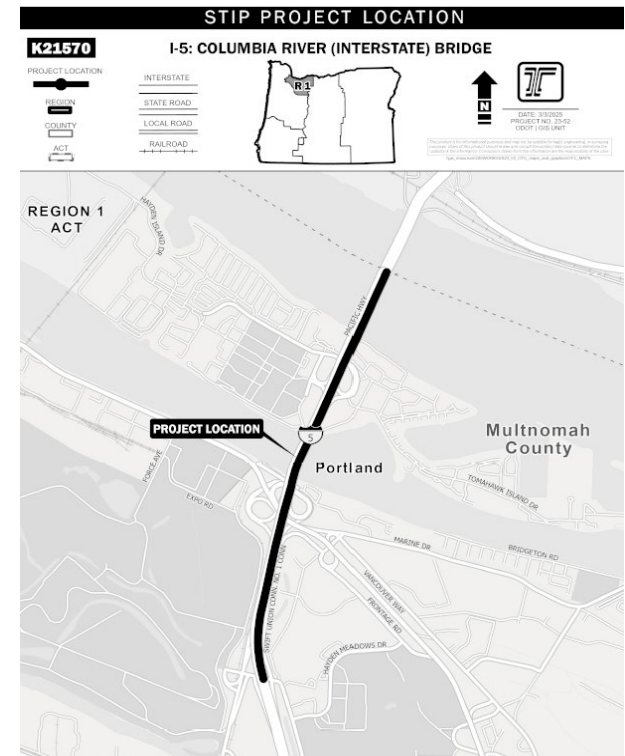
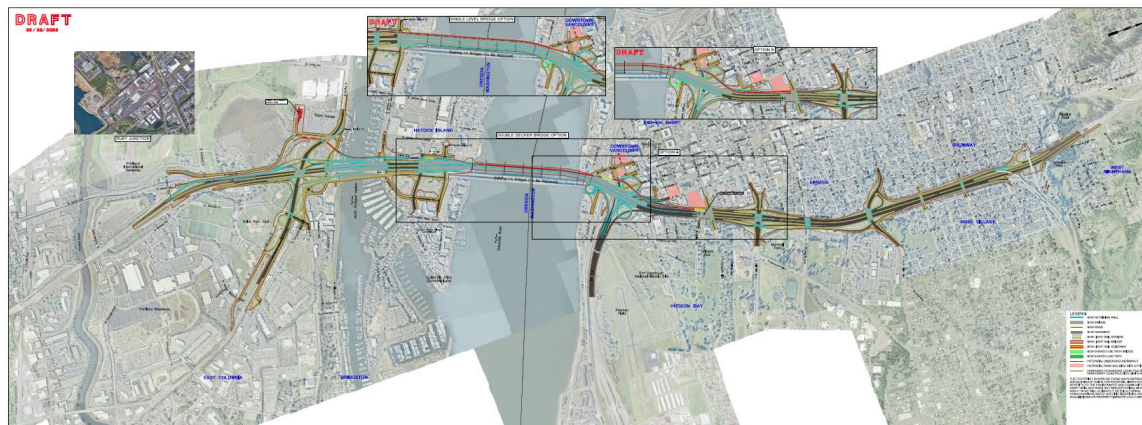
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Interstate Bridge Replacement program | November 2023

## Interstate Bridge Replacement Program

**River Crossing:**  
New earthquake-resilient, multimodal bridge

**Roadway:**  
Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

**Transit:**  
Extends Light Rail and adds express bus on shoulder to better connect transit systems

**Active Transportation:**  
Safe and accessible shared use paths

**North Portland Harbor:**  
New earthquake-resilient bridge

Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.





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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new Pre-Completion  
 Tolling Signage project

**Project #2**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23876</b>	RFFA ID:	N/A	RTP ID:	10866	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>JU25-11-JUN</b>		STIP Amendment ID:		24-27-2594	
IGA #	N/A	OTC Action required?		Yes		RTP Investment Category:	Mega Project
Regulatory Agency	FHWA	Last Active MTIP		N/A-New		Last Active STIP:	N/A-New

**Summary of Amendment Changes Occurring:**

The formal amendment adds the new tolling signage project on I-5 to the MTIP. OTC approval was required to approve the funding. OTC approval occurred during their May and July 2025 meetings. PE activities were completed in Key 21570. This new project adds a construction and other phase as follows:

- Other Phase: Establish the other phase and program approximately \$2.5 million in funding for the Program to begin early procurement work for toll gantries and cantilever sign structures which have long lead times. It is anticipated that this amount will be sufficient for the Pre-completion Tolling Signage and Electrical package.

- Construction Phase: Establish construction phases and program funding for Pre-Completion Tolling (approximately \$22 million) and the Columbia River Bridge (CRB) Replacement (approximately \$1.3 billion) packages. According to the 2023 Financial Plan, it is anticipated that the amount requested will be sufficient for costs associated with the construction of the CRB and Pre-Completion Tolling Signage and Electrical packages.

**Project Name:** **I-5 OR & WA Pre-completion Tolling Signage**

<b>Lead Agency:</b>	<b>ODOT (&amp; WSDOT)</b>	<b>Applicant:</b>	ODOT	<b>Administrator:</b>	ODOT & WSDOT	
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No	<b>Delivery as Direct Recipient:</b>	<b>YES</b>	

**Short 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.

**MTIP Detailed Description (Internal Metro use only):**

As part of the I-5 Columbia River Interstate Bridge Replacement Project from Portland to Vancouver between MP 286.19 to MP 308.38, install signage, toll gantries, electrical systems and related equipment in preparation of new tolling operations on and near the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.

**STIP 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.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Capacity - Managed or Priced	Capital Improvement
ODOT Work Type:	IBR		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S010	2026					\$ 12,295,000		\$ 12,295,000
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 12,295,000	\$ -	\$ 12,295,000

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2026					\$ 9,795,000		\$ 9,795,000
Other	OTH0	2026						\$ 2,500,000	\$ 2,500,000
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ 9,795,000	\$ 2,500,000	\$ 12,295,000

Note: Local "Other" funds in Construction and Other phases in 2026 reflect WSDOT's contribution to the project phases

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 22,090,000	\$ 2,500,000	\$ 24,590,000
Total Estimated Project Cost (all phases):							\$5B to \$7.5B
Total Cost in Year of Expenditure (all Phases):							\$5B to \$7.5B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed. It reflects specific construction phase costs. Multiple construction phases will be programmed separately.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ 22,090,000	\$ 2,500,000	\$ 24,590,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	0.00%	0.00%	0.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ 12,295,000	\$ -	\$ 12,295,000
Local	\$ -	\$ -	\$ -	\$ -	\$ 9,795,000	\$ 2,500,000	\$ 12,295,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 22,090,000	\$ 2,500,000	\$ 24,590,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.00%	0.00%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	55.7%	0.0%	50.00%
Local	0.0%	0.00%	0.00%	0.0%	44.3%	100.0%	50.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%
Local	0.0%	0.0%	0.0%	0.0%	39.8%	10.2%	50.0%
Total	0.0%	0.0%	0.0%	0.0%	89.8%	10.2%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Various sources from ODOT state bonds, federal awarded funds and WSDOT state funds.</b>							
2. Does the amendment include changes or updates to the project funding? <b>Yes.</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the May and June 2025 OTC actions.</b>							
4. Level of funding approval? <b>FHWA, Oregon Legislature approval, and OTC approvals.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References (Oregon side)					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	I-5	286.19	308.38	22.19
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Approximate	I-5 Oregon side		Approx 0.1 mile s/o OR141/SW Elligsen Rd intersection	north to Washington state border over the Columbia River	
Note: The I-5 IBR Pre-Tolling Signage project is a unique segment and contains limits that exceed the standard bridge replacement project limits.					

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
I-5	001 PACIFIC HIGHWAY	292.28	293.42	1.14		TIGARD	WASHINGTON	R1ACT		1	25, 38	13, 19	5, 6
I-5	001 PACIFIC HIGHWAY	292.08	292.27	0.19		LAKE OSWEGO	CLACKAMAS	R1ACT		1	38	19	5, 6
I-5	001 PACIFIC HIGHWAY	286.19	286.45	0.26		WILSONVILLE	WASHINGTON	R1ACT		1	26	13	6
I-5	001 PACIFIC HIGHWAY	290.26	290.53	0.27		TUALATIN	WASHINGTON	R1ACT		1	37	19	6
I-5	001 PACIFIC HIGHWAY	286.46	287.96	1.50			WASHINGTON	R1ACT		1	37	19	6
I-5	001 PACIFIC HIGHWAY	293.43	308.38	14.95		PORTLAND	MULTNOMAH	R1ACT		1	28, 38, 42, 43, 44	14, 19, 21, 22	1, 3, 5
I-5	001 PACIFIC HIGHWAY	287.97	289.49	1.52		TUALATIN	WASHINGTON	R1ACT		1	37	19	6
I-5	001 PACIFIC HIGHWAY	290.54	290.63	0.09		TIGARD	WASHINGTON	R1ACT		1	25, 37	13, 19	6
I-5	001 PACIFIC HIGHWAY	289.51	290.24	0.73		TUALATIN	WASHINGTON	R1ACT		1	37	19	6
I-5	001 PACIFIC HIGHWAY	290.64	291.22	0.58			WASHINGTON	R1ACT		1	25, 37	13, 19	6
I-5	001 PACIFIC HIGHWAY	291.23	292.07	0.84			CLACKAMAS	R1ACT		1	38	19	6
I-5	001 PACIFIC HIGHWAY	308.38	308.38	0.00		PORTLAND	MULTNOMAH	R1ACT	01377A	1	44	22	3
I-5	001 PACIFIC HIGHWAY	287.98	290.52	2.54		TUALATIN	WASHINGTON	R1ACT		1	25, 37	13, 19	6

Locations													
Route	Highway	MP Begin	MP End	Length	Street	City	County	ACT	Bridge	Reg	State Repr Dist	State Sen Dist	US Cngr Dist
I-5	001 PACIFIC HIGHWAY	290.5 3	293.4 2	2.89		TIGARD	WASHINGTON	R1ACT		1	25	13	6
I-5	001 PACIFIC HIGHWAY	293.4 3	308.3 8	14.95		PORTLAND	MULTNOMAH	R1ACT		1	28, 38, 42, 43, 44	14, 19, 21, 22	1, 3, 5
I-5	001 PACIFIC HIGHWAY	286.4 6	287.9 7	1.51			WASHINGTON	R1ACT		1	37	19	6
I-5	001 PACIFIC HIGHWAY	286.1 9	286.4 5	0.26		WILSONVILLE	WASHINGTON	R1ACT		1	26	13	6
I-5	001 PACIFIC HIGHWAY	308.3 8	308.3 8	0.00		PORTLAND	MULTNOMAH	R1ACT	07333	1	44	22	3

Districts							
Counties	Clackamas Multnomah, Washington	ACT	R1ACT	ODOT Region	1	Metro Districts	Council District 2, 5, & 6
Cities	Lake Oswego, Portland, Tigard, Tualatin, & Wilsonville						
State Representative Districts		25, 26, 28, 37, 38, 42, 43, & 44	State Senate District		13, 14, 19, 21, & 22	Congressional Rep District	1, 3, 5, & 6

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Mot Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt per 40 CFR 93.126, Table 2 from air quality conformity analysis</b>
Exemption Reference:	<b>Not Applicable</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes for the 2023 RTP. Also see the Performance Assessment Evaluation (PAE) results as part of this amendment bundle</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>RTP ID - 10866: I-5 Interstate Bridge Replacement Program</b>
RTP Project Description:	<b>Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension and implement variable rate tolling.</b>
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>Yes</b>
3. Is the project included as part of the approved: UPWP?	<b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP?	<b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment?	<b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	<b>Not applicable</b>

4. Applicable RTP Goals:

**Goal # 1 -Mobility Options:**

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

**Goal #2 - Safer System:**

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

**Goal #3 - Equitable Transportation:**

Objective 3.2 - Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs

**Goal 4 - Thriving Economy:**

Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region



5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **Yes. The amendment adds implementation phases which are capacity enhancing and has a total project cost that exceeds \$100 million. A full PAE is required as part of the amendment.**

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be May 14, 2025 to June 13, 2025**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Comments are expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Yes. A comment log will be established for email comment submission. Metro's Communication department will coordinate receipt, review, and evaluation of all other comments submitted**

**Fund Codes References**

Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds. <b>For this project, the use of Other funds represent Washington DOT's funding contribution to the project. This is called out by the inclusion of "WSDOT" with the Other fund type code designation.</b>
State	General state funds committed to the project

**Key 23876 Identified Project Funding Plan Committed Funds**

Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
HB5005 GO	Construction	\$ -	\$ 12,295,000	\$ -	\$ 12,295,000	HB5005 GO bonds
WSDOT Contributions	Construction	\$ -	\$ -	\$ 9,795,000	\$ 9,795,000	Add WA MAW funding
<b>Total Construction Tolling Signage Phase Commitments:</b>		<b>\$ -</b>	<b>\$ 12,295,000</b>	<b>\$ 9,795,000</b>	<b>\$ 22,090,000</b>	
WSDOT Contributions	Other	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	Add WA MAW funding
<b>Total PE Phase Commitments:</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ 2,500,000</b>	

**Key 23876 Total Programming:** \$ - \$ 12,295,000 \$ 12,295,000 \$ 24,590,000 TPC = \$5B to \$7.5B

Added note: Construction phase funding commitments are programmed in separate stand-alone projects

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	OTH0	OTHER THAN STATE OR	44.34%	9,795,000.00	0.00%	0.00	0.00%	0.00	100.00%	9,795,000.00
	S010	STATE	55.66%	12,295,000.00	0.00%	0.00	100.00%	12,295,000.00	0.00%	0.00
	CN Totals		100.00%	22,090,000.00		0.00		12,295,000.00		9,795,000.00
OT	OTH0	OTHER THAN STATE OR	100.00%	2,500,000.00	0.00%	0.00	0.00%	0.00	100.00%	2,500,000.00
	OT Totals		100.00%	2,500,000.00		0.00		0.00		2,500,000.00
Grand Totals				24,590,000.00		0.00		12,295,000.00		12,295,000.00

Funding Source: Submitted STIP Summary Report and OTC Agenda Item K, May 8, 2025 OTC agenda item

### Upcoming STIP Request

According to the 2023 financial plan, the IBR Program is estimated to cost between \$5 billion to \$7.5 billion. During the 2022 and 2023 legislative sessions, Oregon and Washington committed to providing the IBR Program with \$1 billion from each state. The IBR Program will also rely on toll funding to provide between \$1.1 billion to \$1.6 billion for capital construction costs. In addition to state funds and toll funds, the IBR Program has secured a \$1.5 billion FHWA Bridge Investment Program (BIP) Grant, a \$600 million USDOT Mega Grant, and a \$30 million USDOT Reconnecting Communities Pilot (RCP) Grant. The IBR Program has also applied for and been admitted into the first phase (Project Development) of the FTA's Capital Investment Grant (CIG) program and plans to apply for approximately \$1 billion. The CIG program has a multi-phase, multi-year grant application process with FTA approval required for entry into each phase, which provides increased confidence in successfully receiving funding at the end of the process. Under the current schedule, the Program is anticipated to complete the phases and receive a grant award in 2028.

### Modeling Network , NHS, and Performance Measure Designations



Note: The I-5 IBR MTIP full Amendment requires the completion of a formal Performance Assessment Evaluation (PAE). The PAE will be included as an attachment to the amendment staff report.

National Highway System and Functional Classification Designations						
System	Y/N	Route	Designation			
NHS Project	Yes	I-5	Interstate			
Functional Classification	Yes	I-5	1 = Urban Interstate			
Federal Aid Eligible Facility	Yes	I-5	Interstate			
ODOT Hwy Name:		Pacific	Hwy Number:	1	Road/Hwy Owner:	ODOT

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

Added notes:


**2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045**




### I-5 Interstate Bridge Replacement Program

Zoom to

This project (RTP # 10866) is in the **Megaprojects** investment group. It will start at **Victory Blvd.** and end at **Washington state line**. It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension and implement variable rate tolling.

**Project Time Frame:** 2031-2045

**Estimated Cost:** \$6,000,000,000

This project **is** in the **financially constrained** list.

This project **is** located in an **equity focus** area.

This project **is not** an **equity priority** project.

This project **will not** reduce greenhouse gas emissions.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

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

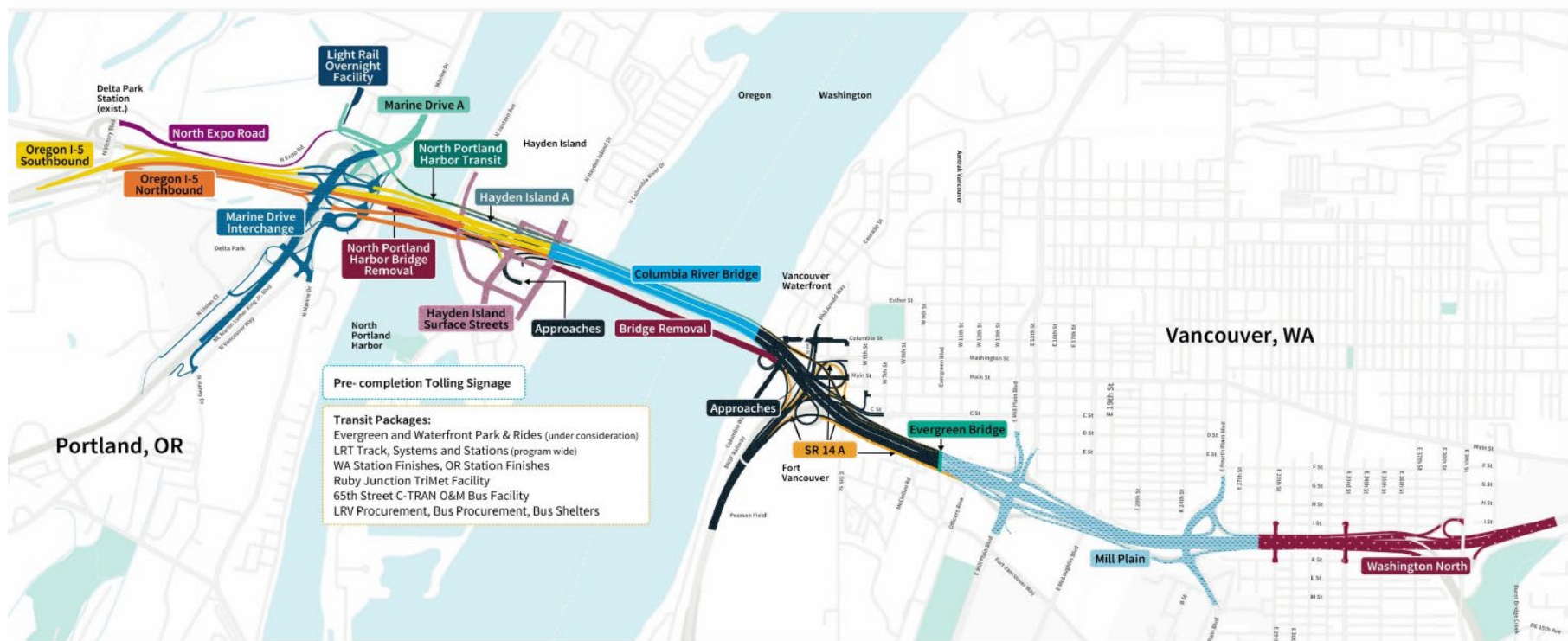
This project **is** located in a **current job center**.

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

This project **does** include **multimodal (non-motor vehicle) design elements**.

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

# Conceptual Construction Packages



**DRAFT**

*All packages are draft conceptual packages and subject to change*

May 8, 2025

5



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

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new PE and construction  
 delivery segment

**Project #3**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23877</b>	RFFA ID:	N/A	RTP ID:	10866	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridges #:	01377A, 07333,	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>JU25-11-JUN</b>		STIP Amendment ID:		24-27-2595	
IGA #	N/A	OTC Action required?		Yes		RTP Investment Category:	Mega Project
Regulatory Agency	FHWA	Last Active MTIP		N/A - New		Last Active STIP:	N/A - New

**Summary of Amendment Changes Occurring:**

The formal amendment adds the bridge replacement final design PE phase and construction phase to the MTIP and STIP. The construction phase is one of several delivery segments that will be programmed for the I-5 IBR Program. The IBR Program estimates that a total of 28 construction phase segments may be required. Some will be consolidated based on their delivery efficiency. Key 23877 represents only a partial picture of the total construction phase delivery requirement. OTC approval was required to add the project and funding. OTC approval occurred during their May and June 2025 meetings. Added notes: The bridge replacement funding and construction delivery actions are occurring as a two state effort between ODOT and WSDOT. Finally, the stated project limits reflect the Oregon side only. The total project limits on I-5 extend into Washington and up into North Vancouver.

<b>Project Name:</b>	<b>I-5: Columbia River Bridge Replacement</b>						
<b>Lead Agency:</b>	<b>ODOT (&amp; WSDOT)</b>	<b>Applicant:</b>	ODOT		<b>Administrator:</b>	ODOT & WSDOT	
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No		<b>Delivery as Direct Recipient:</b>	<b>YES</b>	

**Short 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.

**MTIP Detailed Description (Internal Metro use only):**

In northern Portland for this construction segment on I-5 between MP 307.98 to MP 308.38: 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. One of multiple construction package segments to be programmed in the MTIP and STIP to complete the full construction phase delivery requirements.

**STIP 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.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Bridge	Capacity - Managed or Priced	Capital Improvement
ODOT Work Type:	IBR		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
ADVCON	ACP0	2026		\$ 177,437,000					\$ 177,437,000
ADVCON	ACP0	2026					\$ 1,005,474,000		\$ 1,005,474,000
<b>Federal Totals:</b>			\$ -	\$ 177,437,000	\$ -	\$ -	\$ 1,005,474,000	\$ -	\$ 1,182,911,000
Notes: A generic Advance Construction (ADVCON) fund type code is being used for programing purposes. The expected conversion code is not yet specified.									
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (ACP0-PE)	Match	2026		\$ 22,179,250					\$ 22,179,250
State (ACP0-CN)	Match	2026					\$ 219,642,530		\$ 219,642,530
State	S010	2026		\$ 750					\$ 750
State	S010	2026					\$ 2,500		\$ 2,500
<b>State Totals:</b>			\$ -	\$ 22,180,000	\$ -	\$ -	\$ 219,645,030	\$ -	\$ 241,825,030
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2026		\$ 22,180,000					\$ 22,180,000
Other	OTH0	2026					\$ 31,725,970		\$ 31,725,970
<b>Local Totals:</b>			\$ -	\$ 22,180,000	\$ -	\$ -	\$ 31,725,970	\$ -	\$ 53,905,970
Notes: Local "Other" funds in PE and Construction phases in 2026 reflect WSDOT's contribution to the project phase.									
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 221,797,000	\$ -	\$ -	\$ 1,256,845,000	\$ -	\$ 1,478,642,000
Total Estimated Project Cost (all phases):									\$5B to \$7.5B
Total Cost in Year of Expenditure (all Phases):									\$5B to \$7.5B

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 221,797,000	\$ -	\$ -	\$ 1,256,845,000	\$ -	\$ 1,478,642,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 22,179,250	\$ -	\$ -	\$ 219,642,530	\$ -	\$ 241,821,780
Amended Phase Matching Percent:	N/A	10.00%	N/A	N/A	17.93%	N/A	16.71%

Note: Due to multiple federal fund match requirements, the standard match percent values are skewed a bit. The minimum match requirement is included for each specific fund type code. Overall, the match percent works out to reflect a federal share of 80% with state and other funds equaling 20%.

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 177,437,000	\$ -	\$ -	\$ 1,005,474,000	\$ -	\$ 1,182,911,000
State	\$ -	\$ 22,180,000	\$ -	\$ -	\$ 219,645,030	\$ -	\$ 241,825,030
Local	\$ -	\$ 22,180,000	\$ -	\$ -	\$ 31,725,970	\$ -	\$ 53,905,970
Total	\$ -	\$ 221,797,000	\$ -	\$ -	\$ 1,256,845,000	\$ -	\$ 1,478,642,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.00%	0.0%	0.0%	80.0%	0.0%	80.00%
State	0.0%	10.0%	0.0%	0.0%	17.5%	0.0%	16.35%
Local	0.0%	10.0%	0.0%	0.0%	2.5%	0.0%	3.65%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	12.0%	0.0%	0.0%	68.0%	0.0%	80.00%
State	0.0%	1.5%	0.0%	0.0%	14.9%	0.0%	16.4%
Local	0.0%	1.5%	0.0%	0.0%	2.1%	0.0%	3.65%
Total	0.0%	15.0%	0.0%	0.0%	85.0%	0.0%	100.0%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			Not Specified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Various sources from ODOT state bonds, federal awarded funds and WSDOT state funds.</b>							
2. Does the amendment include changes or updates to the project funding? <b>Yes.</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the May and June 2025 OTC actions.</b>							
4. Level of funding approval? <b>FHWA, Oregon Legislature approval, and OTC approvals.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References								
On State Highway	Yes/No	Route	MP Begin		MP End		Length	
	Yes	I-5	307.98		308.38		0.40	
Cross Streets	Route or Arterial		Cross Street			Cross Street		
Oregon side								
Districts								
County	Multnomah	ACT	R1ACT	ODOT Region	1	Metro District	Council District 5	
Cities:	Portland							
State Representative District		44	State Senate District		22	Congressional Rep District		3

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No. The project is not exempt per 40 CFR 93.126, Table 2 from air quality conformity analysis</b>
Exemption Reference:	<b>Not Applicable</b>
Was an air analysis required as part of RTP inclusion?	<b>Yes for the 2023 RTP. Also see the Performance Assessment Evaluation (PAE) results as part of this amendment bundle</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>RTP ID - 10866: I-5 Interstate Bridge Replacement Program</b>
RTP Project Description:	<b>Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks and a new trail/multiuse path or extension and implement variable rate tolling.</b>
Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure? <b>No.</b>	
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes</b>	
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>	
3a. If yes, is an amendment required to the UPWP? <b>No.</b>	
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>	
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>	

4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal # 1 -Mobility Options:</u></b></p> <p>Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.</p> <p><b><u>Goal #2 - Safer System:</u></b></p> <p>Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.</p> <p><b><u>Goal #3 - Equitable Transportation:</u></b></p> <p>Objective 3.2 - Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs</p> <p><b><u>Goal 4 - Thriving Economy:</u></b></p> <p>Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region.</p>
5.	<p>Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>Yes. The amendment adds implementation phases which are capacity enhancing and has a total project cost that exceeds \$100 million. A full PAE is required as part of the amendment.</b></p>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be May 14, 2025 to June 13, 2025</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Comments are expected</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Yes. A comment log will be established for email comment submission. Metro's Communication department will coordinate receipt, review, and evaluation of all other comments submitted</b>

Fund Codes References	
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
Other	General local or state funds committed to the project above the required minimum match to the federal funds. Other funds may also represent the lead agency's ability to fund the entire phase with local funds. <b>For this project, the use of Other funds represent Washington DOT's funding contribution to the project. This is called out by the inclusion of "WSDOT" with the Other fund type code designation.</b>

State	General state funds used normally to satisfy the minimum match requirement to the federal funds. For this project, the State funds are used this way and to provide the difference in the 50%-50% contribution requirement between ODOT and WSDOT.
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Key 23877 Identified Project Funding Plan Commitments						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
HB5005 GO	PE	\$ -	\$ 22,180,000	\$ -	\$ 22,180,000	HB5005 GO bonds
USDOT Grants 2024	PE	\$ 177,437,000	\$ -	\$ -	\$ 177,437,000	2024 awarded federal grants
WSDOT Contributions	PE	\$ -	\$ -	\$ 22,180,000	\$ 22,180,000	WA MAW state funds & fed Mega grant
Total PE Phase Commitments:		\$ 177,437,000	\$ 22,180,000	\$ 22,180,000	\$ 221,797,000	
HB5005 GO	Construction	\$ -	\$ 29,762,479	\$ -	\$ 29,762,479	HB5005 GO bonds
WSDOT Contributions	Construction	\$ -	\$ -	\$ 31,725,970	\$ 31,725,970	WA MAW state funds & fed Mega grant
Tolling	Construction	\$ -	\$ 189,882,551	\$ -	\$ 189,882,551	Tolling state funds at as match on BIP
USDOT Grants 2024	Construction	\$ 1,005,474,000	\$ -	\$ -	\$ 1,005,474,000	OR BIP federal funds - match from GO Bonds, Tolling, & WA MAW
Total Construction Phase Commitments:		\$ 1,005,474,000	\$ 219,645,030	\$ 31,725,970	\$ 1,256,845,000	

Key 23877 Updated Commitments :	\$ 1,182,911,000	\$ 241,825,030	\$ 53,905,970	\$ 1,478,642,000	TPC = \$5B to \$7.5B
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Key Number: **23877** 2024-2027 STIP

Project Name: **I-5: Columbia River Bridge Replacement** (DRAFT AMENDMENT PP

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	90.00%	199,616,250.00	0.00%	177,437,000.00	0.00%	22,179,250.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	10.00%	22,180,000.00	0.00%	0.00	0.00%	0.00	100.00%	22,180,000.00
	S010	STATE	0.00%	750.00	0.00%	0.00	100.00%	750.00	0.00%	0.00
	PE Totals		100.00%	221,797,000.00		177,437,000.00		22,180,000.00		22,180,000.00
CN	ACPO	ADVANCE CONSTRUCT PR	97.48%	1,225,116,530.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	2.52%	31,725,970.00	0.00%	0.00	0.00%	0.00	100.00%	31,725,970.00
	S010	STATE	0.00%	2,500.00	0.00%	0.00	100.00%	2,500.00	0.00%	0.00
	CN Totals		100.00%	1,256,845,000.00		0.00		2,500.00		31,725,970.00
	Grand Totals			1,478,642,000.00		177,437,000.00		22,182,500.00		53,905,970.00

**Upcoming STIP Request**

According to the 2023 financial plan, the IBR Program is estimated to cost between \$5 billion to \$7.5 billion. During the 2022 and 2023 legislative sessions, Oregon and Washington committed to providing the IBR Program with \$1 billion from each state. The IBR Program will also rely on toll funding to provide between \$1.1 billion to \$1.6 billion for capital construction costs. In addition to state funds and toll funds, the IBR Program has secured a \$1.5 billion FHWA Bridge Investment Program (BIP) Grant, a \$600 million USDOT Mega Grant, and a \$30 million USDOT Reconnecting Communities Pilot (RCP) Grant. The IBR Program has also applied for and been admitted into the first phase (Project Development) of the FTA's Capital Investment Grant (CIG) program and plans to apply for approximately \$1 billion. The CIG program has a multi-phase, multi-year grant application process with FTA approval required for entry into each phase, which provides increased confidence in successfully receiving funding at the end of the process. Under the current schedule, the Program is anticipated to complete the phases and receive a grant award in 2028.

**Modeling Network , NHS, and Performance Measure Designations**

Note: The I-5 IBR MTIP full Amendment requires the completion of a formal Performance Assessment Evaluation (PAE). The PAE will be included as an attachment to the amendment staff report.

National Highway System and Functional Classification Designations								
System	Y/N	Route	Designation					
NHS Project	Yes	I-5	Interstate					
Functional Classification	Yes	I-5	1 = Urban Interstate					
Federal Aid Eligible Facility	Yes	I-5	Interstate					
ODOT Hwy Name:		Pacific	Hwy Number:	1	Road/Hwy Owner:	ODOT		
Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
	X		X	X	X	X	X	
Added notes:								



Zoom to

### I-5 Interstate Bridge Replacement Program

Zoom to

This project (RTP # 10866) is in the **Megaprojects** investment group. It will start at **Victory Blvd.** and end at **Washington state line**. It is owned by **ODOT** and is in **Multnomah County**.

**Description:** Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension and implement variable rate tolling.

**Project Time Frame:** 2031-2045

**Estimated Cost:** \$6,000,000,000

This project **is** in the **financially constrained list**.

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not** reduce **greenhouse gas emissions**.

This project **does** have identified **safety benefits**.

This project **is** located in a **high injury corridor**.

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

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

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

This project **does** include **multimodal (non-motor vehicle) design elements**.

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

NE Minnehaha St

NE 49th St

NE 39th St

NE 28th St

NE 18th St

Vancouver

Blvd

SE

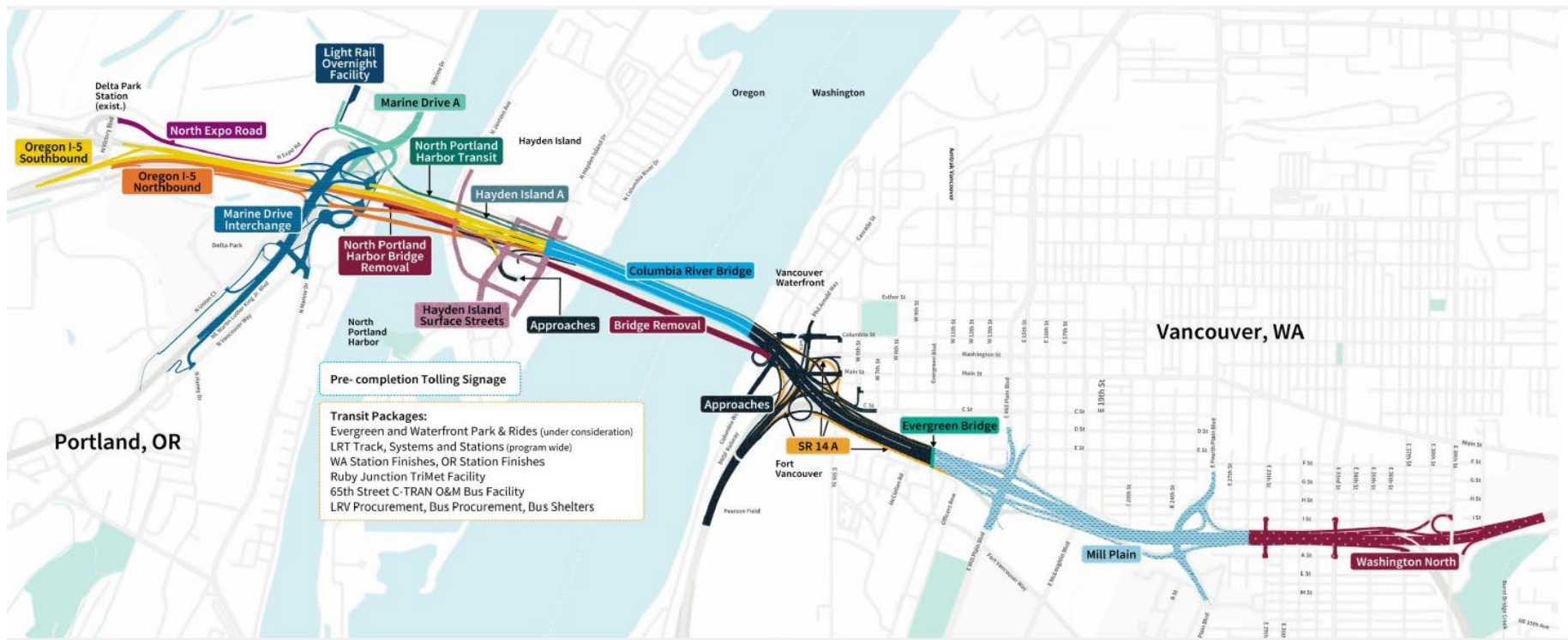
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# Conceptual Construction Packages



**DRAFT**

*All packages are draft conceptual packages and subject to change*

May 8, 2025

5

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: July 7, 2025  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: June 2025 MTIP Formal Amendment & Resolution 25-5503 Approval Request – JU25-11-JUN

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF AMENDING OR ADDING THREE I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

### **What is the requested action?**

**With JPACT's anticipated approval to occur during their July 17, 2025, meeting, Metro Council's final approval is now requested for Resolution 25-5503 to add the three new I-5 IBR Program projects to the MTIP<sup>1</sup>**

Note 1: The Metro Council approval assumes the Oregon Transportation Commission (OTC) approves the I-5 IBR Program funding as indicated in the Exhibit A programming worksheets on July 31, 2025. OTC's approval is required to authorize the new funding to the three projects which will satisfy the MTIP's fiscal constraint requirement for all formal MTIP amendments.

## **BACKGROUND**

### **What This Is - Amendment Summary:**

The June 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains three projects. All three are related to the ongoing I-5 Interstate Bridge Replacement (IBR) Program effort to replace and reconstruct the existing I-5 Columbia River bridge and related interchanges within the five-mile corridor with a new bridge and interchange improvements. Project delivery is a combined two-state effort between the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). The project is currently in the design stage with a Draft Supplemental Environmental Impact Statement (SEIS) anticipated to be completed by the end of 2025. Initial construction phases will be obligated shortly after the federal Record of Decision (ROD) is obtained in early 2026.

The I-5 IBR Program MTIP amendment contains funding updates and added phases to the non-construction phases project in Key 21570, plus adds two new segment or "package" construction phase projects.



The new construction phase projects do not represent the entire required construction phase for the project. Additional construction phase segments will be added to support the delivery effort for the I-5 IBR Program.

The funding net change through this amendment will increase the total programmed funding from a current \$103,112,407 to \$2,057,861,000. A summary of the specific changes to the projects are included in this memo.

**Staff Report Included Sections and Items:**

- a. Metro and Oregon Transportation Commission (OTC) Summary Approval Steps
- b. Project Assessment and Evaluation (PAE) Requirement
- c. Project Funding and Amendment Summary Overview
- d. Proposed Tolling Overview Summary
- e. Construction Phase Delivery Overview
- f. Metro Consistency Review Requirements and Processing Timeline
- g. Analysis and Information
- h. Included attachments. Six attachments are now included with the staff report. They include:
  1. Modified Locally Preferred Alternative.
  2. OTC May 8, 2025, IBR Update Item.
  3. I-5 IBR Program Major Project Assessment Evaluation (PAE) Summary.
  4. Construction Phase Delivery Segments.
  5. Pre-Completion Tolling Signage and Toll Infrastructure Map.
  6. Public Comment Period Summary

**A. Metro and OTC Summary Approval Steps:**

The I-5 IBR Program amendment will follow a “two-touch” approval requirement through Metro’s Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). TPAC received an amendment overview during their June 6, 2025, meeting. JPACT received an overview during their meeting on June 26, 2025.

TPAC will meet on July 11, 2025, and consider providing JPACT their approval recommendation for the MTIP formal amendment under Resolution 25-5503. JPACT’s approval is anticipated to occur on July 17, 2025.

Final Metro Council approval of Resolution 25-5503 is scheduled for July 24, 2025. Amendment materials are being submitted to the Metro Council Office based on the assumption JPACT will approve Resolution 25-5503. If approval issues arise from JPACT, staff will advise Metro Council members of the issue(s) and their options.

OTC will consider approval of the new funding for all three IBR projects in the formal MTIP amendment during their July 31, 2025, meeting. This approval action is required to authorize the new funding and to provide fiscal constraint demonstration requirements.

Normally, the MTIP formal amendment approval process results with OTC first approving the amendment's funding ensuring fiscal constraint is satisfied. Then, the MTIP amendment proceeds through Metro approval process with final approval then occurring with FHWA. For this MTIP formal amendment, Metro approval is occurring before OTC approval. This process adjustment is referred to as "amendment concurrent processing".

Feedback from ODOT staff anticipate that the OTC will approve the amendment. However, if OTC does not approve the amendment, Metro's approval action will be considered invalidated. The formal amendment under Resolution 25-5503 will not be sent to FHWA for final approval. To complete MTIP programming actions, the MTIP formal amendment would have to proceed through TPAC, JPACT, and Metro Council for new approvals.

**B. Project Assessment and Evaluation (PAE) Requirement:**

A completed PAE is required as part of the MTIP formal amendment. A PAE is required for projects that include construction phase capacity enhancement scope elements (e.g. auxiliary lanes, new through lanes, extension of a light rail line, purchase of service expansion buses, etc.) and exceed a total project cost of \$100 million dollars. The I-5 IBR Program includes interchange bridge reconfigurations, new auxiliary lanes, and an extension of the MAX light rail system across the new bridge and into Vancouver. See Attachment 1, Modified Local Preferred Alternative (LPA) for more information in what is included in the I-5 IBR Program's Modified LPA.

The completed PAE reviews and evaluates a complete build of the IBR project. A complete IBR build was included in the 2045 fiscally constrained model for the 2023 Regional Transportation Plan (RTP). This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

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

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

The outputs for this analysis are for the entire area within the Metro jurisdiction or MPA and the year modeled was 2027. This analysis does not include the level of detail covered by a full corridor study. Table 1 provides a summary of the evaluation results based on the RTP investment priorities. The complete PAE is included as Attachment 3.

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

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

RTP Priority	Measure Description	Model Result
<b>Equitable Transportation</b>	1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute.	o
	2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute.	o
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	o
<b>Climate Action and Resilience</b>	1. Projected daily metric tons of greenhouse gas emissions reduction per capita.	o
	2. Projected daily metric tons of greenhouse gas emissions reduction	o
	3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work.	+
<b>Safe System</b>	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.	^
<b>Mobility Options</b>	1. Mode split	o
	2. Miles traveled by mode	o
<b>Thriving Economy</b>	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:

o neutral or no significant change

^ not directly addressing the region's desired outcome; has other related benefits

+

- trending away from the desired outcome for that priority

+/o potential to trend toward desired outcome but still to be determined until further details are known

-/o risk to trend away from desired outcome but still to be determined until further details are known

### **C. Project Funding and Amendment Summary Overview**

- **ODOT Key 21570 (Existing Project):**
  - **Name: I-5: Columbia River (Interstate) Bridge**
  - **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.

- Notes and changes:
  - The existing project includes the planning phase and preliminary engineering (PE) phase. The source of the funding for this project originates from federal, state, and local sources from both ODOT and WSDOT as shown below in Table 2.
  - Decreases the Planning phase from \$9,112,407 to \$8,209,584 based on actual phase fund obligations.
  - Increases the PE phase from a MTIP programming level of \$94,000,000 to \$304,720,416.
  - Adds a right-of way (ROW) phase with \$231,699,000.
  - Adds a utility relocation (UR) phase with \$10,000,000.
  - The project programming increases from \$103,112,407 to \$554,629,000. The complete changes are shown in the project MTIP Worksheet which are included separately from the staff report as Exhibit A to Resolution 25-5503.

*Table 2. Key 21570 (Existing Project) I-5: Columbia River Interstate Bridge*

Key 21570 Identified Project Funding Plan Committed Funds						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
IBR Interstate Bridge	Planning	\$ 6,567,667	\$ 1,641,917	\$ -	\$ 8,209,584	
Total Planning Phase Commitments:		\$ 6,567,667	\$ 1,641,917	\$ -	\$ 8,209,584	
HB5005 GO	PE	\$ -	\$ 123,680,000	\$ -	\$ 123,680,000	HB5005 GO bonds
IBR Interstate Bridge	PE	\$ 38,842,333	\$ 7,710,583	\$ -	\$ 46,552,916	
USDOT Grants 2022	PE	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	2022 awarded federal grants
USDOT Grants 2024	PE	\$ 52,109,500	\$ -	\$ -	\$ 52,109,500	2024 awarded federal grants
WSDOT Contributions	PE	\$ -	\$ -	\$ 71,378,000	\$ 71,378,000	WA MAW state funds & fed Mega grant
Other contributions	PE	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	Not specified
Total PE Phase Commitments:		\$ 91,951,833	\$ 131,390,583	\$ 81,378,000	\$ 304,720,416	
HB5005 GO	ROW	\$ -	\$ 55,615,000	\$ -	\$ 55,615,000	HB5005 GO bonds
USDOT Grants 2024	ROW	\$ 72,036,000	\$ -	\$ -	\$ 72,036,000	2024 awarded federal grants
WSDOT Contributions	ROW	\$ -	\$ -	\$ 104,048,000	\$ 104,048,000	WA MAW state funds & fed Mega grant
Total ROW Phase Commitments:		\$ 72,036,000	\$ 55,615,000	\$ 104,048,000	\$ 231,699,000	
HB5005 GO	UR	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000	HB5005 GO bonds
WSDOT Contributions	UR	\$ -	\$ -	\$ 6,000,000	\$ 6,000,000	WA MAW state funds & fed Mega grant
Total UR Phase Commitments:		\$ -	\$ 4,000,000	\$ 6,000,000	\$ 10,000,000	
Key 21570 Updated Programming:		\$ 170,555,500	\$ 192,647,500	\$ 191,426,000	\$ 554,629,000	TPC = \$5B to \$7.5B

Note: To avoid double counting between the ODOT and WSDOT STIP, WSDOT's committed federal, state, and local project funds are being programmed as "local Other" funds in the Oregon MTIP and STIP. The WSDOT funding contribution does contain a mix of federal, state, and local funds.

- **ODOT Key 23876 (New Project):**

- **Name: I-5 OR & WA Pre-completion Tolling Signage**
- **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.

- Notes and changes:
  - This is a new project. The amendment is adding a new construction and “Other” phase that will support the required pre-completion tolling signage actions.
  - For this project, the required PE activities have been completed as part of the PE phase in project Key 21570. A new PE phase is not required for Key 23876.
  - ODOT State funds of \$12,295,000 are being programmed to the construction phase with an obligation year of FFY 2026. WSDOT is contributing \$9,975,000 an additional into construction resulting in a total construction phase amount of \$22,090,000.
  - The amendment adds a new Other phase with a WSDOT contribution of \$2,500,000.
  - The total project programming is \$24,590,000.

*Table 1. Key 23876: (New Project) I-5: OR & WA Pre-Completion Tolling Signage*

Key 23876 Identified Project Funding Plan Committed Funds						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
HB5005 GO	Construction	\$ -	\$ 12,295,000	\$ -	\$ 12,295,000	HB5005 GO bonds
WSDOT Contributions	Construction	\$ -	\$ -	\$ 9,795,000	\$ 9,795,000	Add WA MAW funding
<b>Total Construction Tolling Signage Phase Commitments:</b>		<b>\$ -</b>	<b>\$ 12,295,000</b>	<b>\$ 9,795,000</b>	<b>\$ 22,090,000</b>	
WSDOT Contributions	Other	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	Add WA MAW funding
<b>Total PE Phase Commitments:</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ 2,500,000</b>	
<b>Key 23876 Total Programming:</b>		<b>\$ -</b>	<b>\$ 12,295,000</b>	<b>\$ 12,295,000</b>	<b>\$ 24,590,000</b>	<b>TPC = \$58 to \$7.5B</b>
Added note: Construction phase funding commitments are programmed in separate stand-alone projects						

- **ODOT Key 23877 (New Project):**
  - **Name: I-5: Columbia River Bridge Replacement**
  - 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.
  - Notes and changes:
    - This is a new project. The amendment is adding a new PE and construction phase that will support post-NEPA/final design and construction activities.
    - ODOT is utilizing the Advance Construction fund type code to enable ODOT to maximize fund leveraging to the project. When ODOT obligates the federal funds through FHWA, they will identify the expected eligible federal fund type the project will utilize.

- The new PE phase continues the preliminary engineering actions completed in Key 21570 and finishes final design and post NEPA activities.
- For the new PE phase:
  - ODOT is programming \$177,437,000 of federal Advance Construction funding (plus match) in FFY 2026.
  - WSDOT is contributing \$22,180,000.
  - Together, the new PE phase totals \$221,797,000.
- The amendment adds a new construction phase with funding from both ODOT and WSDOT:
  - ODOT is programming \$1,005,474,000 of federal Advance Construction funds (plus \$22,180,000 of matching funds) in FFY 2026.
  - WSDOT's contribution totals \$31,725,970.
  - Future tolling funds of \$187,919,060 also are being programmed.
  - The construction phase programming totals \$1,256,845,000.
- The total project programming totals \$1,478,642,000.

*Table 2: Key 23877 (New Project) I-5: Columbia River Bridge Replacement*

Key 23877 Identified Project Funding Plan Commitments						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
B5005 GO	PE	\$ -	\$ 22,180,000	\$ -	\$ 22,180,000	HB5005 GO bonds
SDOT Grants 2024	PE	\$ 177,437,000	\$ -	\$ -	\$ 177,437,000	2024 awarded federal grants
WSDOT Contributions	PE	\$ -	\$ -	\$ 22,180,000	\$ 22,180,000	WA MAW state funds & fed Mega grant
<b>Total PE Phase Commitments:</b>		<b>\$ 177,437,000</b>	<b>\$ 22,180,000</b>	<b>\$ 22,180,000</b>	<b>\$ 221,797,000</b>	
B5005 GO	Construction	\$ -	\$ 29,762,479	\$ -	\$ 29,762,479	HB5005 GO bonds
WSDOT Contributions	Construction	\$ -	\$ -	\$ 31,725,970	\$ 31,725,970	WA MAW state funds & fed Mega grant
Tolling	Construction	\$ -	\$ 189,882,551	\$ -	\$ 189,882,551	Tolling state funds at as match on BIP
SDOT Grants 2024	Construction	\$ 1,005,474,000	\$ -	\$ -	\$ 1,005,474,000	OR BIP federal funds - match from GO Bonds, Tolling, & WA MAW
<b>Total Construction Phase Commitments:</b>		<b>\$ 1,005,474,000</b>	<b>\$ 219,645,030</b>	<b>\$ 31,725,970</b>	<b>\$ 1,256,845,000</b>	
<b>Key 23877 Updated Commitments :</b>		<b>\$ 1,182,911,000</b>	<b>\$ 241,825,030</b>	<b>\$ 53,905,970</b>	<b>\$ 1,478,642,000</b>	<b>TPC = \$5B to \$7.5B</b>

### • Summary of I-5 IBR Program Funding Sources and Cost Estimate

According to the IBR Program's 2023 Financial Plan Analysis, the current total project cost is estimated between \$5 billion and \$7.5 billion dollars and multiple funding sources have been awarded, committed, or are in development towards the project. Table 5 summarizes the anticipated funding sources across all project phases.

The I-5 IBR Program plans to release an updated cost estimate and financial plan later this year that reflects the work the Program has advanced to this point. The cost estimate will account for current market conditions along with potential risks and cost savings opportunities.

*Table 3: Summary of I-5 IBR Program Funding Sources Across All Project Phases*

<b>Funding Program</b>	<b>Amount</b>	<b>Notes</b>
Existing State Funding	\$100,000,000	Committed
Connecting WA Funding – Mill Plain Interchange	\$117,000,000	Committed
Move Ahead WA Funding	\$1,000,000,000	Committed
Oregon Funding Contribution	\$1,000,000,000	Committed
FHWA Bridge Investment Program (BIP) Grant <sup>1</sup>	\$1,500,000,000	Committed
USDOT Mega Grant	\$600,000,00	Committed
USDOT Reconnecting Communities Pilot (RCP) Grant	\$30,000,000	Awarded
Toll Funding <sup>2</sup>	\$1,100,000,000 to \$1,600,000,000	Committed
FTA Capital Investment Grant (CIG) New Starts Funding <sup>3</sup>	\$900,000,000 to \$1,100,000,000	In development
<b>Total Awarded, Committed, or in Development:</b>	<b>\$6,347,000,000 to \$7,047,000,000</b>	

*Notes:*<sup>1</sup>*Combines \$1 million BIP Planning Grant (2022) and \$1.488 billion Construction Grant (2024)*<sup>2</sup>*Legislative authorization to toll has been secured in both Oregon and Washington toll funding at \$1.24 billion. This has been confirmed by both states at toll rates assumed in the 2023 Financial Plan under a base case financing scenario. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.*<sup>3</sup>*The IBR Program is pursuing a FTA New Starts grant that will support the extension of light rail to Vancouver, WA. The IBR Program was accepted into the Project Development phase of the CIG process in September 2023.***D. Proposed Tolling Overview:**

Tolling is an integral part of the funding strategy for the IBR Program and the proposed amendment includes programming tolling funding.

The IBR Program plans to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Establishing pre-completion toll operations before the new bridge opens will provide a source of revenue to pay current interest on the debt, thereby minimizing capitalized interest costs while also providing direct capital funding on a pay-as-you-go basis. All-electronic, time-of-day variable-rate tolling will follow a fixed schedule and is assumed for both travel directions. Additionally, program partners have adopted time-of-day variable-rate tolling as a key component of the Modified LPA, which is currently undergoing NEPA analysis. Figure 1 shows the preliminary schedule for approving toll rates. Attachment 5 is an illustrative map depicting the pre-completion tolling signage and toll infrastructure.

*The May 8, 2025, OTC staff report (Attachment 1) provides the following summary: “(The) final SEIS will be published by the end of 2025, followed by an amended Record of Decision (ROD). The ROD will allow the Program to move into construction, with corridor construction beginning in 2026.*

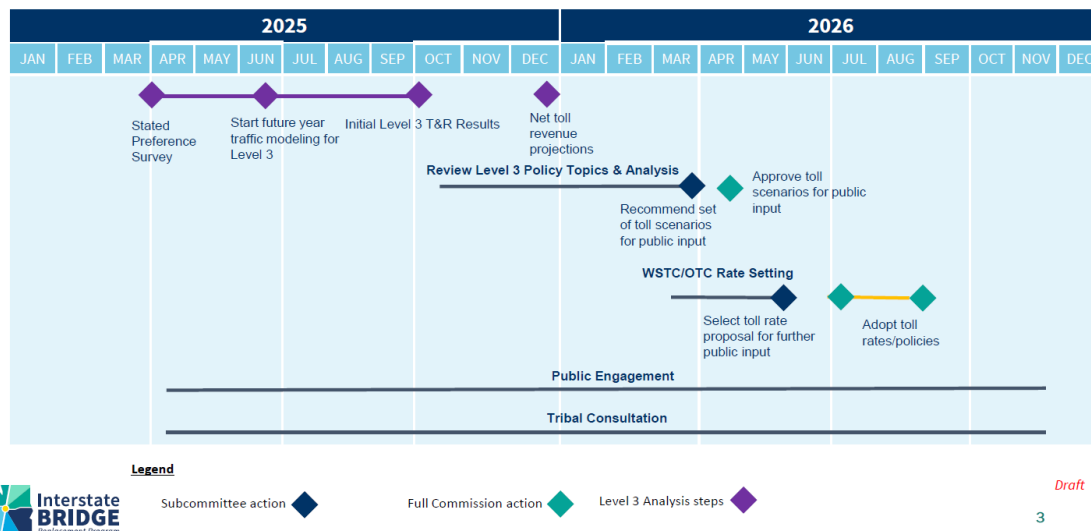


*With the updated environmental timeline, pre-completion tolling is anticipated to begin in 2027, allowing time to hire a contractor, install tolling equipment, and conduct the rate-setting process. The Washington State Department of Transportation Toll Division is currently conducting the Level 3 Toll Traffic and Revenue Study with results anticipated toward the end of 2025. Once the results are available, the Bi-State Tolling Subcommittee will review the results and identify which scenarios will move forward for public input, as well as discuss potential options such as a low-income discount and a tribal exemption or discount. The rate-setting process would occur following the commissions' review and feedback and is currently anticipated to conclude during the summer of 2026".*

*Figure 1: Preliminary Schedule for Tolling Rate (May 2025)*

## Interstate Bridge Rate Setting – Preliminary Schedule

*Rate setting schedule assumes a tolling start date of second quarter 2027.*



## E. Construction Phase Delivery Overview

The proposed MTIP Amendment includes the first of more than two dozen potential construction packages administered by WSDOT that the I-5 IBR Program plans to issue for construction. The May 8, 2025, OTC staff report (Attachment 1) provides the following summary about the construction packages:

*“The Columbia River Bridge package will include the construction of the replacement I-5 bridge downstream of the existing bridge shore-to-shore over the Columbia River to accommodate highway, active transportation and transit modes. This also includes the construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety. The Bridge Approaches package (administered by WSDOT) will construct roadways and bridges that connect the existing I-5 to the Columbia River replacement bridge. In Washington, this includes the reconstruction of the SR-14 and City Center interchanges and reconstructing I-5 up to Evergreen Boulevard, including a structure for an active transportation-centered community connector/lid in Washington. It also includes connecting the*



*new replacement bridge to the existing I-5 alignment and modifying on- and off-ramps to and from Hayden Island in Oregon. Follow-up packages will be sequenced throughout the Program area following the SR 14A and Evergreen Boulevard construction packages (administered by WSDOT). The IBR Program is also in the process of refining the details of draft construction packages to share with the industry. Construction of the IBR Program could last more than 15 years.”*

Attachment 4 lists the draft, conceptual construction packages with an illustrative map. A summary schedule of IBR Program activities through the end of 2026 is shown in Figure 2. [Note: Activities funded through the proposed MTIP amendments continue past 2026.]

Figure 2: IBR Program Schedule of Activities (2020 through 2026)



## F. Metro Consistency Review Requirements and Processing Timeline

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

### Metro Code of Federal Regulations Consistency Review Items

Metro's approval process for a formal amendment includes multiple steps. The required approvals for the June 2025 Formal MTIP amendment (JU25-11-JUN) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.

- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully completes the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

#### Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• IBR Program overview to OTC.....	May 8, 2025
• Initiate the public notification/comment process.....	May 12, 2025
• TPAC June meeting agenda mail-out.....	May 30, 2025
• TPAC amendment overview – no recommendation.....	June 6, 2025
• End Public comment period*.....	June 13, 2025
• Metro Council amendment overview – no action.....	June 24, 2025
• JPACT amendment overview – no recommendation.....	June 26, 2025
• TPAC July meeting agenda mail-out.....	July 3, 2025
• TPAC July meeting – approval recommendation to JPACT.....	July 11, 2025
• JPACT July meeting – approval request.....	July 17, 2025
• <b>Metro Council final approval.....</b>	<b>July 24, 2025</b>
• Final OTC approval** .....	July 31, 2025

#### Notes:

\* Metro will monitor all submitted comments and necessary responses in accordance with Metro's Public Participation Plan.

\*\* OTC approval is required for the funding award to the project. Final OTC approval will occur after Metro Council meets to provide their approval for the amendment. As a result, confirmation of fiscal constraint demonstration will not occur until OTC approves the funding award on July 31, 2025. The final approved MTIP amendment cannot be transmitted to ODOT and FHWA for their final approval until OTC provides their funding award approval, currently scheduled for July 31, 2025.

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

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	Early August 2025
• USDOT clarification and final amendment approval.....	Late August 2025

## G. ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** A number of groups and individuals have expressed opinions about elements of the I-5 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 comments.
2. **Legal Antecedents:**
  - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no fiscal impacts to the Metro budget. The approved funding for the project originates from ODOT and WSDOT. There are no Metro funds committed to the project

## RECOMMENDED ACTION:

**With JPACT's anticipated approval to occur during their July 17, 2025, meeting, Metro Council's final approval is now requested for Resolution 25-5503 to add the three new I-5 IBR Program projects to the MTIP**

- H. Six attachments are included:
  1. Modified Locally Preferred Alternative
  2. OTC May 8, 2025, IBR Update Item
  3. IBR Performance Assessment Evaluation
  4. Potential Construction Phase Packages
  5. Pre-Completion Tolling Signage Map
  6. Public Comment Period Summary

## 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 14<sup>th</sup> day of July 2022.



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Lynn Peterson, Council President

Approved as to Form:



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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](mailto: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



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** April 24, 2025

**TO:** Oregon Transportation Commission



**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item K** – Interstate Bridge Replacement Update

### **Requested Action:**

Receive an update on the Interstate Bridge Replacement Program, including details about the Program schedule, preparing for delivery of Program improvements, and the upcoming proposed Statewide Transportation Improvement Program (STIP) amendment for the IBR Program.

### **Background:**

The Interstate Bridge Replacement (IBR) Program will replace the existing Interstate Bridge with a modern, earthquake resilient, multimodal structure that will improve safety and keep people and the economy moving into the future. The IBR Program is currently in the federal environmental review phase. The 60-day public comment period for the Draft Supplemental Environmental Impact Statement (SEIS) concluded in November 2024 and the IBR Program received more than 3,600 public comment submissions that included nearly 10,000 individual [public comments](#). The public input received during the comment period will help inform the technical analysis and design options and refine the preferred alternative that will move into the Final SEIS. The Final SEIS will document all public comments received and their responses.

### **IBR Schedule Update**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have provided the IBR Program with an updated schedule that allows time for them to review responses to the large number of public comments received on the Draft SEIS, any updated technical analysis, and any refinements to the preferred alternative. FHWA and FTA anticipate that the Final SEIS will be published by the end of 2025, followed by an amended Record of Decision (ROD). The ROD will allow the Program to move into construction, with corridor construction beginning in 2026.

With the updated environmental timeline, pre-completion tolling is anticipated to begin in 2027, allowing time to hire a contractor, install tolling equipment, and conduct the rate-setting process. The Washington State Department of Transportation Toll Division is currently conducting the Level 3 Toll Traffic and Revenue Study with results anticipated toward the end of 2025. Once the results are available, the Bi-State Tolling Subcommittee will review the results and identify which scenarios will move forward for public input, as well as discuss potential options such as a low-income discount and a tribal exemption or discount. The rate-setting process would occur following the commissions' review and feedback and is currently anticipated to conclude during the summer of 2026.

In addition to the environmental and tolling work, the IBR Program also plans to release an updated cost estimate and financial plan later this year that reflects the work the Program has advanced to this point. The cost estimate will account for current market conditions along with potential risks and cost saving opportunities, and includes costs associated with constructing the replacement bridge and other Program components.

### **Transitioning to Delivery**

As the IBR Program advances through the federal environmental review process over the coming months, the Program will begin to transition from planning and preliminary design to final design, right of way acquisition, utility relocation, and construction.

During the upcoming biennium, the first of more than [two dozen construction packages](#) will be let and awarded. Construction is anticipated to begin with contracts that help prepare for the Columbia River Bridge Replacement construction package which will be administered by WSDOT. The Columbia River Bridge package will include the construction of the replacement I-5 bridge downstream of the existing bridge shore-to-shore over the Columbia River to accommodate highway, active transportation and transit modes. This also includes the construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety. The Bridge Approaches package (administered by WSDOT) will construct roadways and bridges that connect the existing I-5 to the Columbia River replacement bridge. In Washington, this includes the reconstruction of the SR-14 and City Center interchanges and reconstructing I-5 up to Evergreen Boulevard, including a structure for an active transportation-centered community connector/lid in Washington. It also includes connecting the new replacement bridge to the existing I-5 alignment and modifying on- and off- ramps to and from Hayden Island in Oregon. Follow-up packages will be sequenced throughout the Program area following the SR 14A and Evergreen Boulevard construction packages (administered by WSDOT). The IBR Program is also in the process of refining the details of draft construction packages to share with the industry. Construction of the IBR Program could last more than 15 years.

### **Upcoming STIP Request**

According to the 2023 financial plan, the IBR Program is estimated to cost between \$5 billion to \$7.5 billion. During the 2022 and 2023 legislative sessions, Oregon and Washington committed to providing the IBR Program with \$1 billion from each state. The IBR Program will also rely on toll funding to provide between \$1.1 billion to \$1.6 billion for capital construction costs. In addition to state funds and toll funds, the IBR Program has secured a \$1.5 billion FHWA Bridge Investment Program (BIP) Grant, a \$600 million USDOT Mega Grant, and a \$30 million USDOT Reconnecting Communities Pilot (RCP) Grant. The IBR Program has also applied for and been admitted into the first phase (Project Development) of the FTA's Capital Investment Grant (CIG) program and plans to apply for approximately \$1 billion. The CIG program has a multi-phase, multi-year grant application process with FTA approval required for entry into each phase, which provides increased confidence in successfully receiving funding at the end of the process. Under the current schedule, the Program is anticipated to complete the phases and receive a grant award in 2028.

The majority of the funds awarded to the Program through federal discretionary grant programs will be used for the construction phase of the Program. The grant agreements required to access federal funds for the Mega and BIP grants were fully executed and signed earlier this year by ODOT/WSDOT and FHWA. A portion of the funds from these grants has already been obligated; future obligations will occur for the remaining funds once the Program enters the construction phase, as required by the grants.

The IBR Program has secured the necessary funding to advance the Program towards construction and will be nearing the final stages of the federal environmental review process later this year; and as such, will request to program about \$2B of additional funds and phases in the Statewide Transportation Improvement Program (STIP) later this year. Specifically, the request will include:

- **Preliminary Engineering Phase:** Program approximately \$430 million in additional funding to continue to share the planning costs equally with the State of Washington through the 2025-27 biennium. According to the 2023 Financial Plan, this amount will cover costs associated with continuing PE work for early construction packages, as well as continuing overall program management and development work through the 2025-27 biennium. It also includes \$89 million in Oregon GO bond reimbursement for PE phase activities undertaken to date paid for by WSDOT. Additional funding will be needed as PE extends through the entire duration of the IBR Program.
- **Right of Way Phase:** Establish the right of way phase and program approximately \$230 million in funding to begin the initial acquisition of properties. Depending on the package schedule, the ROW acquisition process could begin for some parcels as early as this year. Programing these funds will ensure that IBR has the funds available to begin the acquisition process starting this fall and into mid-2026. According to the 2023 Financial Plan, it is anticipated that the amount requested will be sufficient for the costs associated with ROW acquisition initiated in the 2025-27 biennium. Additional funding will be needed as construction packages progress.
- **Utility Relocation Phase:** Establish the utility relocation phase and program approximately \$10 million in funding for payments to eligible utilities who need to relocate because of construction of the IBR Program. The Program anticipates sharing preliminary designs with utility companies later this year, at which point some may need to begin their redesign work for the Program's first construction packages. It is anticipated that the amount requested will be sufficient for the costs associated with UR needs for IBR's initial construction packages. Additional funding may be needed as construction packages progress.
- **Other Phase:** Establish the other phase and program approximately \$2.5 million in funding for the Program to begin early procurement work for toll gantries and cantilever sign structures which have long lead times. It is anticipated that this amount will be sufficient for the Pre-completion Tolling Signage and Electrical package.
- **Construction Phase:** Establish construction phases and program funding for Pre-Completion Tolling (approximately \$22 million) and the Columbia River Bridge (CRB) Replacement (approximately \$1.3 billion) packages. According to the 2023 Financial Plan, it is anticipated that the amount requested will be sufficient for costs associated with the construction of the CRB and Pre-Completion Tolling Signage and Electrical packages.

Due to various constraints regarding the duration of the STIP amendment process and Program schedule, this STIP amendment is needed before the Program will have the results of the updated cost estimate

and financial plan, anticipated later this year. Therefore, the IBR Program will likely need to amend the STIP amounts for construction and ROW accordingly later during the 2025-27 biennium and again in 2028 contingent upon the FTA CIG award. Following the 2025-27 biennium, the Program plans to advance STIP amendments once per biennium to add funds for subsequent construction packages.

**Program Accountability Measures**

To provide transparency into Program spending and delivery progress, the IBR Program will provide a report to the Commission as part of the Agency's quarterly Operations Report. The report will include an overview of the Program spending to date and performance on individual project schedules, budgets, delivery timelines, and a preview of future work.

**Outcomes:**

This is an informational update on the IBR Program designed to provide context for the Commission for ongoing decision-making related to tolling and financial decisions about the Program.

# Memo

Date: Friday, May 30, 2025  
To: Transportation Policy Advisory Committee (TPAC) and Interested Parties  
From: Blake Perez, Associate Transportation Planner  
Jean Senechal Biggs, Resource Development Section Manager  
Subject: 2024-27 MTIP Formal Amendment Request: Interstate Bridge Replacement Program  
Major Project Assessment Summary

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**Purpose:** The purpose of this assessment is to document how the proposed Metropolitan Transportation Improvement Program (MTIP) amendment performs 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).

## **Introduction and Background:**

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. The Metro Council adopted the 2024-27 MTIP in July 2023.

The proposed formal amendment to the 2024-27 MTIP adds funding to the preliminary engineering phase and adds the right of way, utility relocation, and construction phases to the Interstate Bridge Replacement Program (IBR). In 2021, a 2021-2024 MTIP amendment was made to include preliminary engineering for the IBR Program. As part of that 2021 amendment process, Metro completed a similar project assessment.

The proposed amendment includes pre-completion tolling work. Beginning in 2027, the IBR Program plans to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Establishing pre-completion toll operations before the new bridge opens will provide a source of revenue to pay current interest on the debt, thereby minimizing capitalized interest costs while also providing direct capital funding on a pay-as-you-go basis. All-electronic, time-of-day variable-rate tolling will follow a fixed schedule and is assumed for both travel directions. Additionally, Program partners have adopted time-of-day variable-rate tolling as a key component of the Modified Locally Preferred Alternative, which is currently undergoing NEPA analysis.

The Modified LPA refers to an agreed upon set of components that will be further evaluated through the federal environmental review process. It is not the replacement bridge's final design but rather a key milestone setting the Program's direction as further analysis evaluates the plans for a replacement multimodal river crossing system.

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.

### **History of Interstate Bridge Replacement Program and Proposed MTIP Amendment**

The Interstate (I-5) Bridge is a critical connection linking Oregon and Washington across the Columbia River. With one span now 108 years old, it is at risk of collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel.

In 2004, regional leaders identified the need to address the I-5 corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. In response, the Washington and Oregon Departments of Transportation (WSDOT and ODOT respectively) formed the joint Columbia River Crossing (CRC) project. The intent of this project was to improve safety, reduce congestion, and increase the mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. This project was active between 2005 and 2014 and successfully received a federal Record of Decision (ROD) in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

In 2019, former Oregon Governor Kate Brown and former Washington Governor Jay Inslee signed a Memorandum of Intent directing ODOT and the WSDOT to relaunch efforts to replace the aging Interstate Bridge. Both governors, as well as the bi-state legislative committee, provided clear direction that the IBR Program must build upon past work from the former CRC project that remains valid to maximize the past investment and ensure efficient decision-making, while also considering the physical and contextual changes that have occurred since the CRC project was discontinued.

### **Proposed MTIP Amendment Phases**

The proposed MTIP amendment includes programming by phase for the activities listed below:

#### Preliminary Engineering Phase

- Program additional funds for the 2025-27 biennium in the Preliminary Engineering (PE) phase from a variety of sources.
- Complete NEPA work (anticipated in late 2025) followed by obtaining a ROD.
- Continue design work for the first several construction packages, including the Columbia River Bridge replacement, SR 14 package A, Evergreen Blvd. replacement, and Columbia River Bridge Approaches packages.

#### Right of Way Phase

- Establish the Right of Way (RW) phase and program funding from a variety of sources to begin the initial acquisition of properties.

## Interstate Bridge Replacement Program - Major Performance Assessment Summary

### Utility Relocation Phase

- Establish the Utility Relocation (UR) Phase and program funding from a variety of sources to provide payments to eligible utilities that need to relocate because of construction of the IBR Program.

### Other Phase

- Establish the Other (OT) phase and program Washington's Move Ahead Washington (WA MAW) funding to begin early procurement work for toll gantries and cantilever sign structures.

### Construction: Columbia River Bridge Replacement Package

- Establish a new key number and the construction phase for the Columbia River Bridge Replacement package to construct the replacement I-5 bridge downstream of the existing bridge shore to shore over the Columbia River. This includes the construction of two new bridges to accommodate highway, active transportation, transit modes and construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety. (Note: This work is contingent upon completing the federal NEPA process and receiving a ROD.)

### Construction: Pre-Completion Tolling Phase I Package

- Establish a new key number and a construction phase for the Pre-Completion Tolling Signage construction package to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Programming the funding in this MTIP amendment would allow for the purchase and installation of permanent traffic control and illumination systems to include new toll signage in both Oregon and Washington in the vicinity of the Interstate Bridge.

### **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 Draft SEIS evaluates consistency with additional local plans in Chapter 3.4- Land use and Economics, which can be found online at: <https://www.interstatebridge.org/media/wy2hwg4g/chapter-3-04-land-use-and-economic-activity.pdf>.

### **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 three 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
<b>Equitable Transportation</b>	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
<b>Climate Action and Resilience</b>	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.	+
<b>Safe System</b>	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.	^
<b>Mobility Options</b>	1. Mode split	0
	2. Miles traveled by mode	0
<b>Thriving Economy</b>	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

+/- potential to trend toward desired outcome but still to be determined until further details are known

-/- 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 policies 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
Increase level of investment to address fatalities and serious injuries	1. Amount of investment of safety activities which address fatalities and serious injuries crashes.	<p>A GIS analysis of the project indicates Marine Dr &amp; 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>
Increase level of safety investment on high injury corridors, and high injury corridors in equity focus areas	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.	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.

## 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.



# Potential Construction Packages

Major construction is anticipated to begin with the Columbia River bridge and approaches and be sequenced throughout the program area. Early construction activities may occur in the program area to prepare for the bridge replacement work. Construction of the packages identified could last more than 10 years.

All projected cost ranges listed include design, right of way, and construction, and are based on the program’s 2023 financial plan and will be updated as additional detail is identified and cost estimates are refined. Sequencing, packages, delivery methods, and delivery agency listed below are initial proposals and may change as the program advances toward construction. The program is continuing to seek feedback and identify opportunities to create smaller contract packages.

**Bridge Approaches | 6-7 years | \$720 million- 1.1 billion | Design Build or Progressive Design Build | WSDOT**

Construct roadways and bridges that connect existing I-5 to the Columbia River replacement bridge. In Washington, this includes reconstruction of the SR-14 and City Center interchange and reconstructing I-5 up to Evergreen Boulevard, including a structure for an active transportation-centered community connector/lid in Washington. This includes connecting the new replacement bridge to the existing I-5 alignment and modifying on- and off-ramps to and from Hayden Island. Includes construction of shoulders on I-5 to accommodate bus on shoulder and improve safety, and construction of active transportation connections between the shared-use-path on the replacement bridge and the local streets in Oregon and Washington. Also constructs the structures for the light rail extension from the Columbia River Bridge to the terminus at Evergreen Blvd. and the structures that support the new transit stations at the waterfront and Evergreen Blvd.

**Bus and BRT Infrastructure | 1-1.5 years | \$3-5 million | Design Bid Build | C-TRAN**

Install bus shelters along C-TRAN bus routes that will be adjusted to improve transit system connections.

**Bus and Bus Rapid Transit Infrastructure | Less than a year | \$30-45 million | Two-step Sealed Bid | C-TRAN**

To purchase new C-TRAN express buses for additional express bus services.

**Columbia River Bridge | 5-6 years | \$1-1.5 billion | Design Build or Progressive Design Build | WSDOT**

Construct the replacement I-5 bridge downstream of the existing bridge shore to shore over the Columbia River. This will include the construction of two new bridges to accommodate highway, active transportation and transit modes. Light Rail Track, System and Stations package will construct rail and system needs for transit. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

**Columbia River Bridge Removal | 2.5-3 years | \$120-180 million | Design Bid Build | WSDOT/ODOT**

Remove the existing Interstate Bridge, including foundations below the riverbed, after traffic is shifted onto the replacement bridge.

**Evergreen Boulevard Bridge | 2.5-3 years | \$9-14 million | Design Bid Build | WSDOT**

Replace the East Evergreen Boulevard overpass that crosses I-5 to allow for construction of follow-on projects and the realignment of I-5 during and after construction. Work on mainline I-5 under Evergreen Boulevard will occur as part of the Bridge Approaches package.

**Evergreen Park and Ride | 1-1.5 years | \$90-140 million | Design Build | WSDOT**

Potential Park and Ride locations are being studied in the environmental process. Decisions regarding the locations of Park and Rides will be made after the public comment period of the Draft Supplemental Environmental Impact Statement. The program is considering options that include zero, one, or two Park and Rides. Package reflects conceptual underground multi-story parking structure.

**Hayden Island Package A | 2-2.5 years | \$55-85 million | CM/GC or Design Bid Build | ODOT/TriMet**

Construct the structure that supports the light rail line extension and the new transit station on Hayden Island. This package also includes the I-5 southbound off-ramp adjacent to the light rail line and the on-ramp to southbound I-5.

**Hayden Island Surface Streets | 2-2.5 years | \$53-80 million | Design Bid Build | ODOT**

Construction of the new extension of North Tomahawk Island Drive connection under the new I-5 alignment. Realignment of North Hayden Island Drive, North Jantzen Drive and North Center Avenue. Construction of the local road connection to the new local arterial bridge over North Portland Harbor. Includes construction of connections to active transportation and the shared use path on the replacement Columbia River Bridge.

**Light Rail Overnight Facility | 1.5-2 years | \$9-14 million | CM/GC | TriMet**

Includes the construction of a new light rail overnight facility to provide storage and facilities for cleaning and minor maintenance for vehicles that will be purchased to support the extension of light rail as part of the IBR program. The location for this facility is still under consideration.

**Light Rail Track, System and Stations | 3 years | \$190-290 million | CM/GC | TriMet**

Construct light rail tracks and systems from Expo Road to Evergreen Boulevard. This also includes construction of three new transit stations at Hayden Island, Vancouver waterfront and Evergreen Boulevard and reconstruction of the existing station at Expo Center.

**Light Rail Vehicle Procurement | \$190-290 million | Two-step Sealed Bid | TriMet**

TriMet will purchase new light rail vehicles to provide service along the extension of the existing light rail line and to the new stations identified.

**Marine Drive Interchange | 3-3.5 years | \$240-360 million | CM/GC or Design Build | ODOT**

Reconstruct the Marine Drive interchange with I-5. Work includes construction of on- and off-ramps between Marine Drive and I-5, construction of the on- and off-ramps leading to the arterial bridge and the partial interchange at Hayden Island, construction of local roadway and bike/pedestrian facilities under I-5 to connect Expo Road to North Marine Drive, relocation of ramps between MLK Blvd and Marine Drive, and connections to local roads and construction

of active transportation facilities. This package completes reconstruction of the Marine Drive Interchange, which begins with Marine Drive Package A.

**Marine Drive Package A | 2-2.5 years | \$38-58 million | CM/GC or Design Build | ODOT/TriMet**

Raise the section of Marine Drive immediately west of I-5, including the ramps, to accommodate the new alignment of light rail under Marine Drive. Work includes connections to I-5/Marine Drive, new light rail guideway, and revisions to N Expo Road, including active transportation connections.

**Mill Plain | 3.5-4 years | \$550-830 million | Design Build | WSDOT**

Reconstruct the Mill Plain Interchange, including the northbound off-ramp to Fourth Plain Boulevard and replace the I-5 bridges over McLoughlin Boulevard. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety, and construction of active transportation facilities along Mill Plain Boulevard and Fourth Plain Boulevard.

**North Expo Road | 2-2.5 years | \$14-21 million | Design Bid Build | ODOT**

Construct shared-use-path along the west edge of North Expo Road between the Expo Center light rail station and North Victory Boulevard. The package includes a long retaining wall on the west side, but no transit elements.

**North Portland Harbor Bridge Removal | 2-2.5 years | \$32-48 million | Design Bid Build | ODOT**

Remove the existing I-5 bridges over the North Portland Harbor.

**North Portland Harbor Transit Bridge | 2-2.5 years | \$35-53 million | CM/GC - TriMet**

Construct the bridge that will support the light rail extension across the levee and over the North Portland Harbor to Hayden Island where it connects with the light rail structure in Hayden Island Package A.

**Oregon I-5 Northbound | 3-3.5 years | \$700 million- \$1 billion | CM/GC or Design Build | ODOT**

Reconnect ramps from North Victory Boulevard, North Denver Avenue to northbound I-5 and construct the ramp from Marine Drive over the North Portland Harbor to northbound I-5. This package also includes the ramp from Hayden Island to northbound I-5, the local arterial bridge with active transportation facilities over North Portland Harbor to Hayden Island and the northbound I-5 bridge over the North Portland Harbor. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

**Oregon I-5 Southbound | 3-3.5 years | \$640-960 million | CM/GC or Design Build | ODOT**

Constructs the I-5 southbound alignment between the Columbia River replacement bridge and Victory Boulevard. The package includes the new I-5 bridge southbound over the North Portland Harbor, portions of the Marine Drive interchange and the braided ramp between Marine Drive and Victory Boulevard. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

**Oregon Station Finishes | 1-1.5 years | \$1-2 million | Design Bid Build | TriMet**

Includes non-structural elements at one reconstructed station and one new light rail station in Oregon including way finding, ticketing, vending, signage, furniture, wind barriers, enclosures etc.

**Pre-completion Tolling Signage | less than one year- \$5-\$6M | Design Bid Build | WSDOT/ODOT**

Pre-completion tolling is targeted to start as early as the start of construction. To prepare for this, tolling signage will be installed throughout the corridor.

**Ruby Junction TriMet Facility | 2 years | \$45-65 million | CM/GC | TriMet**

Modify TriMet’s existing Ruby Junction facility in Gresham to have enough space to maintain the additional light rail vehicles needed for the extension of the existing light rail line that is part of the IBR program.

**65th Street C-TRAN Operations & Maintenance Bus Facility | 1-1.5 years | \$8-12 million | Design Bid Build | C-TRAN**

Improvements to C-TRAN’s existing operations and maintenance facility to maintain new express buses needed to accommodate expected increased ridership resulting from IBR program transit investments.

**SR 14 Package A | 2.5-3 years | \$8-12 million | Design Bid Build | WSDOT**

Install permanent retaining walls along the east side of I-5, temporarily adjust SR-14 and City Center existing ramps including their connections to local streets. This package facilitates the temporary shift of I-5 traffic eastward to ensure continued movement of traffic during construction of the I-5 Bridge Approaches contract.

**Washington North | 4-4.5 years | \$180-270 million | Design Build | WSDOT**

Constructs the new braided ramp along southbound I-5 between SR 500 and Fourth Plain Blvd. Package includes replacing the 29th Street and 33rd Street overpasses, including active transportation elements. Includes construction of shoulders on I-5 to accommodate Bus on shoulder and improve safety.

**Waterfront Park and Ride | 1-1.5 years | \$30-45 million | Design Build | WSDOT**

Potential Park and Ride locations are being studied in the environmental process. Decisions regarding the locations of Park and Rides will be made after the public comment period of the Draft Supplemental Environmental Impact Statement. The program is considering options that include zero, one, or two Park and Rides. Package reflects conceptual above ground multi-story parking structure.

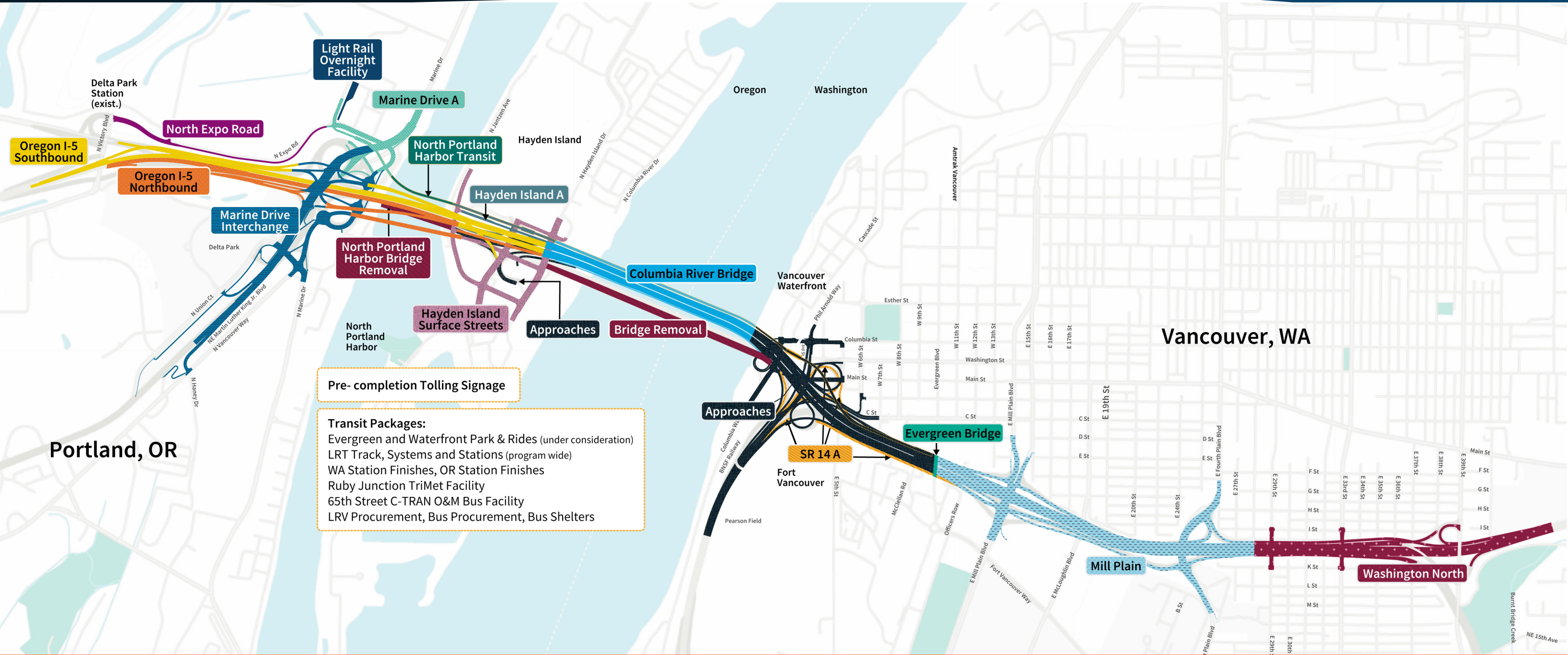
**Washington Station Finishes | 1-1.5 years | \$1-2 million | Design Bid Build | WSDOT**

Includes non-structural elements on the two new light rail stations in Washington including way finding, ticketing, vending, signage, furniture, wind barriers, enclosures etc.





# Potential Construction Packages



All packages are draft, conceptual packages and subject to change.

## OREGON

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

## WASHINGTON

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR) Title VI Coordinator by contacting (360) 705-7090.

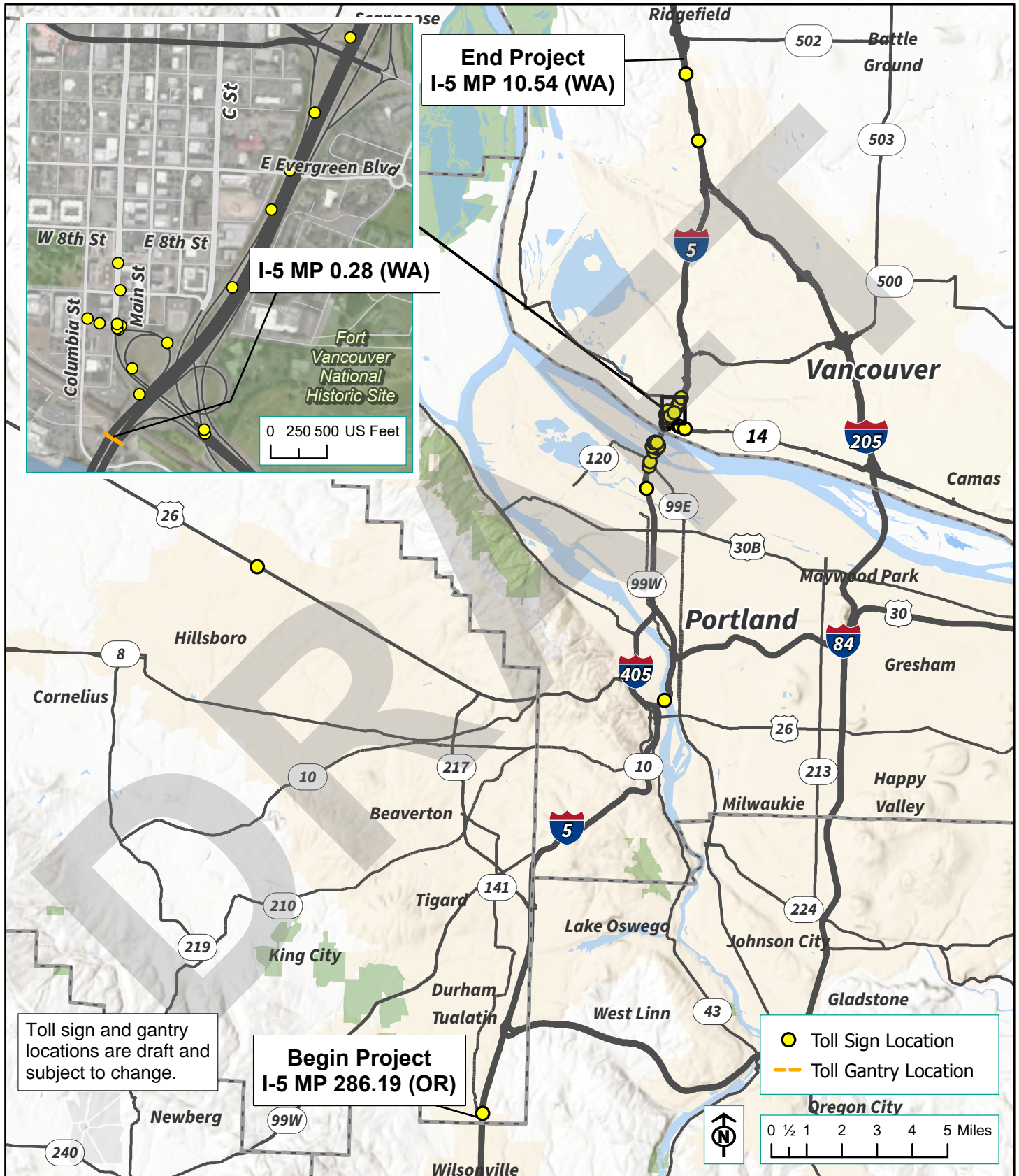


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Email: [info@interstatebridge.org](mailto:info@interstatebridge.org)





# Pre-Completion Tolling Signage and Toll Infrastructure Map



Source: ODOT, WSDOT, Mapbox, OpenStreetMap


**Metro**

 600 NE Grand Ave.  
 Portland, OR 97232-2736

# Memo

Date: June 27, 2025  
 To: TPAC, JPACT, Metro Council, and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead  
       Jean Senechal Biggs, Resource Development Manager  
 Subject: **Public Comment Period Summary**  
           **I-5 Interstate Bridge Replacement (IBR) MTIP Formal Amendment**

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The June 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains three projects. The purpose of this amendment is to amend/add three I-5 Interstate Bridge Replacement Program projects to the 2024-27 MTIP to meet federal project delivery requirements. The I-5 IBR Program MTIP amendment contains funding updates and added phases to the non-construction phases project in Key 21570, plus adds two new segment or “package” construction phase projects. The funding net change through this amendment will increase the total programmed funding from a current \$103,112,407 to \$2,057,861,000.

## **Public Comment Period Notice and Invitation to Participate**

Between May 12, 2025 and June 13, 2025, residents of the Portland metropolitan area were invited to provide comment on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website: <https://www.oregonmetro.gov/news/public-notice-opportunity-comment-pending-amendment-metropolitan-transportation-improvement-84>

Comments were accepted via email to [summer.blackhorse@oregonmetro.gov](mailto:summer.blackhorse@oregonmetro.gov).

During this comment period, Metro received:

- two email comments
- Testimony from one person at the Metro Council meeting on May 15, 2025
- Testimony from one person at the TPAC meeting on June 6, 2025

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 between May 12, 2025 and June 13, 2025*

Comments Received				
Num	Date	Name	Comment Type	Brief Summary of Comments
1	5-15-2025	Arthur Lewellan	Public Testimony at the May 15, 2025 Metro Council meeting	Concerns raised about poor engineering for Rose Quarter and I-5 IBR projects
2	5-19-2025	Robin Smith	email	Concerns about increasing project costs and funding availability, as well as access on and off Hayden Island.
3	5-22-2025	Cory Pinkard	email	Concerns about the decline of rail infrastructure and neighborhood livability and increases in vehicle congestion and social inequities.
4	6-6-2025	Chris Smith	Public Testimony at the June 6, 2025 TPAC meeting	Support for seismic replacement, transit and active transportation investments across the Columbia River, and an equitable toll program. Concerns about the width of the bridge and freeway expansion, increasing project costs and accountability, and lack of connectivity between active transportation elements to transit stations and into downtown Vancouver. Interest in communicating the importance of equity and implementing a low-income toll discount through the MTIP amendment.

**Attachments:**

1. Arthur Lewellan Metro Council testimony transcript 05-15-2025
2. Robin Smith email 05-19-2025
3. Cory Pinckard email 05-22-2025
4. Chris Smith TPAC testimony transcript 06-06-2025

**Lewellan - IBR testimony transcription, Metro Council, May 15, 2025:**

My name is Arthur Lewellan. I've been an advocate for transportation system planning in Portland for more years than everyone sitting behind me have been alive. That's how long I put an effort into steering projects to... productive outcomes. And I am not here today as a friendly witness to the current council. I consider in transportation system go. You are all utterly incompetent. Disgracefully incompetent. And the three projects that I listed over my years of study are the Columbia River crossing project the southwest corner max extension to tiger. Thank god voters voted it down. And this latest plan for the rose quarter. Astonishingly bad engineering. I made a few appearances over the last months to try to make my case what can be salvaged on the gross quarter project? And they are the new entrance southbound from Weidler. As far as I can tell, it's no longer on the table, but that would reduce surface traffic demonstrably, make safer. And I say the exit southbound on from southbound Broadway, you're moving into wheeler way, just south of that that's, that's a hazard in the making. We're in pileups collisions, injuries, fatalities. It has to remain where it is. And the exit that's now proposed, I don't know if it's possible, but it's owed us a design for exiting to go eastbound on Weidler. I'm on to it, serious perspective, transit system planning that may, I think, become a white paper study. I don't need your opinion why I say electric buses don't convert to standard buses don't convert to electric very well, no they don't. Nor do yale school buses, they don't. Nor do the paratransit lift vans. Oh, boy, just so great with converting all of these obsolete chassis to electric and calling it good. So, one more three-minute exercise in the testimony, probably necessary, to make my points.

**From:** SmithR  
**To:** Metro  
**Subject:** [External sender]Adequate funding?  
**Date:** Monday, May 19, 2025 8:25:33 AM

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

Since the changes you are proposing cost more money.... Is there adequate funding for these and for the overall bridge project. Especially given the federal government situation.  
Also short of building a toyboata infibious vehicle for myself how am I going to get on and off island? The current plan appears to screw Hayden island.  
Sent from my iPhone



-----Original Message-----

Sent: Thursday, May 22, 2025 8:43 PM

To: Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>

Subject: [External sender] Cities Designed for People and Society Instead of Cars and Profiteering

Hello,

Oregon owes a lot of its strengths to rail infrastructure, much of which unfortunately no longer even exists. The further we move away from the logical layout provided by streetcar grids and electric commuter interurban railroads the uglier and less livable the city and its suburbs become. An intelligent coastal city would take advantage of this limited time of people crowding in to install city assets that will benefit us for generations such as a rail route beneath the Willamette meaning the Steel Bridge won't break the light rail circuit interrupting all MAX lines every time it lifts, and railway going between Vancouver and us. I-5 should be buried on the inner east side stretch to make the area tolerable and reclaim space for the Black community to rebuild their community they had stolen from them. The WES should expand to extend down to Salem reuniting the Portland metropolitan area with our capital. It makes perfect sense to build the full Southwest Corridor (Purple) Line with railway stations on Marquam Hill and at Portland Community College Sylvania Campus, for example, and zero sense not to.

Electric cars also destroy the environment through resource mining, manufacturing processes and ultimately going to the landfill in mass droves. The pollution they cause is simply unnecessary as is the amount of urban space squandered on parking and other paved over autocentric wastes. MORE VEHICLES ON THE ROAD MEANS MORE AVOIDABLE DEATHS WILL CONTINUE TO CONSTANTLY OCCUR! They also perpetuate redlining, urban sprawl, the food deserts that come from that invariably, along with cities that are not navigable as a pedestrian or bicyclist and are, in fact, inhospitable to humanity along with being lethally horrendous towards animals.

They add to traffic congestion.

Commodification of societal needs and attempted normalization of trying to substitute rampant consumerism where we need standardized, regulated and uniform public utilities doesn't work.

Putting the financial burden of transportation inefficiently and directly on the individual citizen is simply not wise or fair and hasn't been the norm for even 80 years. We need to invest in commuter rail that's properly implemented as it typically is overseas. A commuter rail system is an engineering marvel while buses are just buses. The most reliable predictor of a neighborhood being impoverished is if it has no commuter rail connection. The American people are apathetic through decades of disenfranchisement and a lot of that marginalization (eg Robert Moses's racist urban renewal) is through divestment of public infrastructure, utilities and programs to help the American people. We can't undo the social inequities inflicted upon and retained by redlining until we transcend the highway robbery carcentric built habitat that physically structurally reinforces them. We're past the point of car dominated transportation being anything better than a tragic hindrance or an outright travesty. Public works materially improving life for the taxpaying citizenry will bolster civic pride.

Transcontinental High Speed Rail should integrate seamlessly with commuter rail networks so it can evenly function as one cohesive system and this will convert flyover country (CONUS flights should be virtually eliminated) back into a thriving heartland by functioning as an artery of commute and commerce which will reduce clustering on the coasts. Similarly, wholly integrated circuits of commuter rail blended with interurban routes, light rail lines, street car grids, subways, and even trolleys along with electric ferries functioning together as a comprehensive, coherent series of interwoven systems would prevent people from having to live on top of each other in city centers in order to have quick access to urban cores and downtown areas so this would stimulate our local economies and prevent gentrification from demolishing cherished heirlooms of our historicity, destroying our classic neighborhoods, shredding the fabric of our communities and toppling our civic landmarks and architectural heirlooms along with other social capital such as venerable culture generating venues.

Numerous studies show that built environments of homogenously bleak and bland duplitecture dreck that profiteering developers push on us for their privatized gains to our public loss for the riches of themselves and corporate slumlords not only cause homelessness from being financially inaccessible to most Americans, but also cause depression from creating such a devastatingly sterile, cold, unloving urban habitat that's too congested and overcrowded to work properly as a correctly engineered built environment. Our roadways are overcrowded and no amount of widening them and adding lanes will do anything to help it because it just leads to induced demand that inevitably grinds to a halt at snags and bottlenecks down the road. Shouldn't American cities be thriving centers of culture and character rather than austere and chintzy morasses of mediocrity?

I believe that we can design the cities of our nation to reflect a future that embraces humanity and that we also must for America to have any sort of a bright future ahead of it. Right now we are mired in the destruction of our cities from the inward attacking neocolonial oppressors who weaponize their clout of wealth against the nation for their own off-shore un-American gains of privileged, parasitic, private profits. This greed fueled anti-social exploitation is present day feudalism driving us into another gilded age. Tons of new petrochemical building "luxury living" housing units remain empty serving only as financial assets in investment portfolios of hedge fund and permanent capital firm cretins sheltering dubiously acquired wealth instead of as direly needed shelter for humans. We deserve a landscape we can be proud of and country should come first before corporate looting and exploitation. Legacies are important and live on forever.

We've grievously regressed since the grand times of our interurban electric railways, our streetcar grid, our trolley lines. We're a port town without even ferry service/water taxis. We need to do different things with a different mindset if we want to change things for the better.

With space opened up in our cities we could rebuild beloved structures gone from economic and environmental disaster utilizing new technologies such as hempcrete and 3-D printing. We could create vertical agriculture, green pocket areas, etc. on spots currently now just serving as paved over squares and nothing more. We can extend democracy into offering the taxpayer residents democratic say in what their city consists of, how it looks and how it operates promoting civic engagement and participation. With vision and strength we can be heroes.

Thank you,

Cory Pinckard

Good morning, Chris Smith on behalf of the Just Crossing Alliance, commenting on the IBR MTIP Amendment that you have in front of you this morning. I know that you're not voting this month, and we'll have formal written testimony for next month when you do have the votes. But I wanted to take the opportunity to put some stuff on the record and plant some seeds for you to think about.

First of all, the staff memo puts Just Crossing Alliance JCA in the known opposition category. Our position's a little more nuanced than that. We support a number of elements of this project, including the seismic replacement, getting transit and active transportation across the river, and an equitable toll program. Our issues are more about the width of the facility and the extra four miles of freeway expansion that accompanied the bridge.

With respect to the MTIP Amendment, some things to think about. First of all, a process question. There's a lot of the talk in Salem right now in transportation package is about accountability and I think the way we're doing this on this project is not supporting good accountability. They're asking for authority to spend some of the money they've already got in hand, but they're a year overdue in giving us a new cost estimate.

If you say, go ahead and spend it and tell us what it costs later, that's the opposite of accountability. And I want to point out that you just did this with ODOT and Rose Quarter. You approved an MTIP amendment and six weeks later they came out with a new increased cost estimate. That's not the way to keep our agencies accountable, and I would suggest that you think about whether you should perhaps not do the MIP amendment until after we see the new cost estimate from IBR, with respect to some of the specifics in the amendment.

On the second of the three amendments around tolling, the description talks about tolling signage and electrical systems. That's a little bit misleading and I've talked to staff about this. I want to appreciate Jean for taking all of my questions very patiently and providing good answers. That amendment is really about tolling gantries, cameras, and transponders. So, this is the equipment that will implement the pre-completion tolling. It's not just putting up some signs. And again, we support an equitable tolling program for this project, but I want to underscore the equitable line.

The Oregon Transportation Commission passed a low income total discount program for Oregon in general, but also including this project. But because Washington is actually operating the tolling, they don't have such a policy and that needs to be reconciled. The toll scenarios currently in front of the transportation commission(s) talk about a low income discount as soon as practical to be equitable. We think that needs to be there on day one and adding something to the MTIP amendment that communicates the importance of equity and getting that discount in place might be useful.

And then finally, on the third amendment, which is funding bridge construction itself. Again, we don't oppose the...replacement. During the public comment period, we and other allies had lots of comments on the active transportation design. We think the active transportation design that was in the draft EIS was not functional and did not meet our goals. It had no connectivity to the transit

stations or their elevators, and it ended on the waterfront a hundred feet above the ground. We think it's important that the active transportation path be designed so that it has access to all the transit stations and their elevators, and that it continues into downtown Vancouver where it can land at grade somewhere, rather than having an elevated termination. So again, this might be a place to try and insert some of those values, and I hope you will think about that.

Thank you very much.



## Agenda #: 6.1

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**File #:** ORD 25-1534

**Agenda Date:** 7/24/2025

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**Ordinance No. 25-1534**, For the Purpose of Repealing Metro Code Section 2.19.240 (Oregon Zoo Bond Citizens' Oversight Committee) and Replacing it with a New, Updated Metro Code Section 2.19.240 (Oregon Zoo Bond Oversight Committee)

Heidi Rahn (she/her), Oregon Zoo Director

Beth Redmond-Jones (she/her), Oregon Zoo Program Director

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REPEALING METRO	)	ORDINANCE NO. 25-1534
CODE SECTION 2.19.240 (OREGON ZOO	)	
BOND CITIZENS' OVERSIGHT	)	Introduced by Chief Operating Officer
COMMITTEE) AND REPLACING IT WITH A	)	Marissa Madrigal with the Concurrence of
NEW, UPDATED METRO CODE SECTION	)	Council President Lynn Peterson
2.19.240 (OREGON ZOO BOND OVERSIGHT	)	
COMMITTEE)	)	

WHEREAS, on February 1, 2024, the Metro Council adopted Resolution No. 24-5375, "For the Purpose of Submitting to the Metro Area Voters a \$380 Million General Obligation Oregon Zoo Bond Measure to Protect Animal Health, Provide Conservation Education and Increase Sustainability, and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of General Obligation Bonds Upon Issuance," approving, certifying and referring Ballot Measure 26-244 to the Metro Area voters at the May 21, 2024 Election ("Oregon Zoo Bond Measure 26-244"); and

WHEREAS, at the Election held on May 1, 2024, the Metro Area voters approved Oregon Zoo Bond Measure 26-244; and

WHEREAS, the Oregon Zoo Bond Measure 26-244 called for the creation by the Metro Council of an independent oversight committee, to be convened periodically to monitor bond spending and issue annual reports to the public and Metro Council; and

WHEREAS, current Metro Code Section 2.19.240 provides for the 2008 Oregon Zoo Bond Citizens' Oversight Committee, which was dissolved following the issuance of its final report; and

WHEREAS, the new Oregon Zoo Bond Measure 26-244 oversight committee will also be known as the Oregon Zoo Bond Oversight Committee; and

WHEREAS, Oregon Zoo Bond project work has commenced, and the immediate creation of the new Oregon Zoo Bond Oversight Committee is needed, so that the committee it may begin its work monitoring spending for the Oregon Zoo Bond Measure 26-244 projects as soon as possible; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro Council repeals the old Metro Code Section 2.19.240.
2. The Metro Council adopts the new Metro Code Section 2.19.240 set forth in Exhibit “A” attached to this Ordinance.
3. The Metro Council declares an emergency. As it is necessary for the immediate preservation of public health, safety and welfare, this ordinance takes effect immediately upon adoption pursuant to Metro Charter Section 38(1).

ADOPTED by the Metro Council this 31 day of July 2025.

\_\_\_\_\_  
Lynn Peterson, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Georgia Langer, Recording Secretary

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

## **Exhibit A to Ordinance 25-1534**

### **2.19.240 Oregon Zoo Bond Oversight Committee**

- (a) Purpose and Authority. The purpose and authority of the Oregon Zoo Bond Oversight Committee is to monitor Oregon Zoo Bond Measure 26-244 spending and issue annual reports to the public and the Metro Council. The Committee will:
  - (1) Receive reports and updates on the status of spending and planned implementation of the bond program by the Oregon Zoo and determine if its status and implementation are in line with the bond measure commitments to the public.
  - (2) Report the Committee's findings to the Metro Council and the public through annual and final program reports.
- (b) Membership. The Committee is composed of at least 13 and no more than 17 members. The Metro Council President appoints the members subject to Metro Council confirmation. The Committee's makeup will aim to reflect a diversity of backgrounds and viewpoints. Members should have professional, volunteer and/or lived experiences in one or more of the following areas:
  - (1) Business and/or non-profit management
  - (2) Construction
  - (3) Finance or municipal finance
  - (4) Legal expertise
  - (5) Wildlife conservation or animal wellbeing
  - (6) Informal learning (museum, zoo, aquarium)
  - (7) Sustainability
  - (8) Data and evaluation skills
  - (9) Accessibility
  - (10) Marketing and public relations
  - (11) Higher education
  - (12) Government
- (b) Terms. Seven of the initial Committee members will be appointed to serve a one-year term and may be reappointed for up to two additional two-year terms as set forth in Metro Code Section 2.19.030. The remaining initial appointments will serve two-year terms.
- (c) Chair and Vice Chair. The Metro Council President will designate one member to serve as the Committee's Chairperson. The Metro Council President may also designate one member to serve as Vice-Chair. If the Council President designates a Vice Chair, the Vice Chair will serve as Chair in the absence of the Chair and may at the election of the Metro Council President be designated to take the place of the present Chair upon the Chair's resignation or term expiration.
- (d) Meetings. The Committee must meet at least two times per year.



- (e) Dissolution. The Committee will be dissolved on the earlier of July 1, 2039, or after the Committee issues a final report once all funds authorized by the Oregon Zoo Bond Measure 26-244 have been spent.  
[Ord. 10-1232, Sec. 1, Ord. 25-1534.]

## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 25-1534, AREPEALING METRO CODE SECTION 2.19.240 (OREGON ZOO BOND CITIZENS' OVERSIGHT COMMITTEE) AND REPLACING IT WITH A NEW, UPDATED METRO CODE SECTION 2.19.240 (OREGON ZOO BOND OVERSIGHT COMMITTEE)

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Date: July 14, 2025  
Department: Oregon Zoo  
Meeting Date: July 31, 2025

Prepared by: Leslie Jorgensen,  
leslie.jorgensen@oregonzoo.org  
Presenter(s): Heidi Rahn,  
heidi.rahn@oregonmetro.gov,  
Beth Redmond-Jones,  
beth.redmond-jones@oregonzoo.org

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## BACKGROUND

On May 22, 2024, Metro area voters passed Ballot Measure 26-244 authorizing Metro to issue up to \$380 million of general obligation bonds to fund Oregon Zoo capital projects to:

- Improve facilities to enhance educational opportunities for children and other visitors to learn about animals and habitat conservation.
- Conserve water and energy in operations and updated infrastructure.
- Improve facilities supporting the zoo's conservation work protecting and restoring threatened and endangered species in the Northwest and beyond.
- Increase accessibility for visitors of all abilities, including improved paths and exhibits.
- Improve protection from heat and extreme weather for animals and visitors.
- Improve facilities to prepare for animal care in a natural disaster or emergency.

The bond measure language included a public accountability plan which requires annual audits, and annual reports to Metro Council by a community oversight committee.

Ordinance No. 25-1534 amends Metro Code Chapter 2.19 to establish the Oregon Zoo Bond Oversight Committee.

## ANALYSIS/INFORMATION

1. Known Opposition: No opposition known.

2. Legal Antecedents: Metro area voters approved the Oregon Zoo Bond Measure 26-244 during the election held on May 21, 2024.

3. Anticipated Effects: This ordinance amends Metro Code Chapter 2.19 to establish the Oregon Zoo Bond Oversight Committee.

4. Budget Impacts: There are no material budget impacts associated with this resolution.

**RECOMMENDED ACTION**

The Chief Operating Officer recommends adoption of this ordinance.

Materials following this page were distributed at the meeting.

# Expo Future Project: Quarterly Update and 180-day Sports Sales and Marketing Report

July 24, 2025



# Key Players:



**Craig Stroud, CPA**

General Manager Visitor Venues



**Cindy Wallace, CMP, CMM, PMP**

Interim Executive Director, OCC + Expo



**Jamie McCool**

National Sales Director, Travel Portland



**Jenn Dooher**

Director of Sports Tourism, Sport Oregon

# Expo Future Objectives:



Recognize the area as a site of national historical significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as pre-colonial history and importance to Indigenous Peoples.



Leverage Oregon's status as an international powerhouse in the sport and outdoor industry to pivot Expo to a community-centric destination that prioritizes amateur, professional, and recreational sports.

# Representation and Memorialization:

## Phase 3 major activities:

- Cultural resources background review of the Expo site
- Engineering study of Hall A's integrity, reuse capacity. Discuss findings with community and develop recommendations for future use of Hall A
- Tribal Engagement on the project's vision
- Develop approach to governance and engagement for development of a site interpretive plan and develop that plan
- Assess the feasibility of the Historical Significance and Memorialization Committee's recommendations, develop an implementation strategy for feasible recommendations



# Progress Update:

- Cultural resources background review - Completed
- Engineering study of Hall A - Approach in Development
- Tribal Engagement on the project's vision - In Progress
- Governance, Engagement and Interpretive Planning - Upcoming
- Assess HSMC feasibility recommendations - Upcoming

# Sports Redevelopment:

## Phase 3 major activities:

- Continued analysis and refinement of preferred sports scenario
- Propose interim investment in sports equipment for Halls D and E
- Develop and present criteria for solicitation of public-private partnership by June 30, 2025
- Make every effort to pursue sports events at Expo

# Progress Update:

- General Fund budget approval of \$2 million initial interim investment in infrastructure and sports equipment for Halls D and E
- Public-private partnership workshop held April 10. Staff drafted a memo outlining for development models and solicitation criteria for the Expo Future development
- Strong sports sales and marketing collaboration between Expo, Sport Oregon, and Travel Portland

# Looking Forward:

## Key activities in the next quarter:

- Engage former HSMC and interested community members in Hall A engineering and decision-making approaches
- Continue Tribal engagement
- Launch Halls D and E sports equipment investment project
- Distribute public-private partnership memo and engage Council and MERC on development next steps
- Develop approaches to HSMC feasibility assessment and governance

# Strategic Vision and Goals

## Objective

Pursue the sports market within Expo's constraints, offering first priority bookings to sporting events per November 2023 policies. Report progress to Metro Council every 180 days.

## Key Focus Areas

1. **Partner with Sport Oregon and Travel Portland** for strategic marketing and sales
2. **Coordinate shared resources** including marketing materials, outreach, and staffing
3. **Optimize scheduling** by identifying conflicts and assessing opportunities to accommodate sports clients



# FY25 Sports Event Overview

## Achievement

Positioned as premier Pacific Northwest venue for youth and amateur sports through targeted outreach, strategic partnerships, and flexible venue use.

## Key Performance Highlights

- **36% increase** in sports event bookings vs. FY24
- **30% revenue growth** from sports bookings (returning + new tournaments)
- **\$950K+ total revenue** from rent, parking, and food and beverage sales





Event Name	Sport Type	Dates	Attendance	Overall Revenue
DOA Wrestling	Pro Wrestling	July 2024	275	\$5,255
DOA Wrestling	Pro Wrestling	July 2024	225	\$4,255
DOA Wrestling	Pro Wrestling	July 2024	290	\$4,860
IBJJ PDX Open	Jiu Jitsu	Sept 2024	810	\$25,960
NW Showcase	Cheerleading	Oct 2024	470	\$9,890
Mighty River Classic	Kung Fu	Nov 2024	550	\$10,530
Rose City Classic Dog Show	Animal Sport	Jan 2025	5,500	\$126,000
PDX Invitational	Gymnastics	Jan 2025	2,350	\$61,725
ADCC PDX Open	Jiu Jitsu	Feb 2025	2,790	\$41,740
Showstopper Dance	Dance	April 2025	925	\$50,550
Oregon State Xcel	Gymnastics	March 2025	2095	\$76,220
CEVA Weekend #1	Volleyball	April 2025	21,800	\$172,275
CEVA Weekend #2	Volleyball	May 2025	18,250	\$169,540
Willamette Classic	Volleyball	May 2025	16,365	\$142,190
CEVA All-Star Tryouts	Volleyball	May 2025	100	\$14,545
North America Gay Volleyball Association	Volleyball	May 2025	3,700	\$46,260
<b>Total Impact:</b>	<b>16 Events</b>		<b>38,085</b>	<b>\$961,795</b>

# FY26 and Beyond Sports Event Bookings Overview

## Contracted and Definite Bookings

- IBJJ PDX Open - September 2025
- Roll A Lot Jiu Jitsu Tournament - October 2025
- Mighty River Classic - November 2025
- WCC Rose City Cheer Championship - Dec. 2025
- CEVA Winter Power League #1 - January 2026
- CEVA Winter Power League #2 - January 2026
- CEVA Winter Power League #3- February 2026
- ADCC PDX Open - February 2026
- Showstopper Dance - February 2026
- CEVA Regionals Weekend #1 - April 2026, 2027 and 2028
- CEVA Regionals Weekend #2 - May 2026, 2027 and 2028
- Willamette Volleyball Classic - May 2026, 2027 and 2028

## Tentative Bookings

- AOG Memorial Day Basketball Tournament - May 2026
- USA Judo - March 2026



# Partnership Progress Report: Sport Oregon and Travel Portland

## Competitive Bid Submissions and Events

- American Cornhole League (June 2022) ✓
- Major League Table Tennis (March 2023) ✓
- North American Gay Volleyball Association (May 2025) ✓
- USA Judo Youth Nationals (bidding 2026)
- Attitude of Gratitude Basketball (bidding 2026)
- HoopSource Basketball (future partnership discussions)

## Industry Presence and Networking

- Joint representation at Sports ETA Symposium (Portland & Tulsa)
- 60+ meetings with sports organizations over 3 days
- Built targeted outreach list for future opportunities

## Strategic Planning

- Identified key dates for major sporting events
- Evaluated scheduling conflicts with existing bookings
- Developing balanced strategy to integrate high-impact sports events while supporting traditional programming

**Goal:** Drive regional economic benefits through strategic sports event partnerships

# Challenges and Opportunities

## Challenges

- Competitors have plug-and-play advantages
- Built-in seating, specialized flooring, equipment
- Peak season scheduling conflicts with consumer shows

## Opportunities

- High demand for youth sports events
- Growing niche tournaments
  - *Pickleball, indoor archery, futsal*
- City-wide event potential using Expo + OCC



# Next Steps

## Expand Outreach (FY26)

- National sports trade show participation
  - *TEAMS, Connect Sports, Sports ETA Symposium*

## Develop Marketing Tools

- Co-create sports visitor marketing toolkit
- Target campaigns at sports rights holders

## Gather Feedback and Optimize

- Seek input from event organizers on investment needs
- Engage with current Expo clients on flexible scheduling





# Halls D and E Sports Infrastructure

## **\$2M Metro investment (FY26)**

- *Sports infrastructure upgrades*
- *Enhanced plug-and-play capabilities*
- *Project Number: 8N168 – Expo D&E Sports Infrastructure*



# Once we build it, they will come...

- Hype Volleyball
- Triple Crown Volleyball
- 3 Step Volleyball
- Attitude of Gratitude Basketball
- Made Hoops
- West Coast Elite Basketball
- Ladies Ball
- 3 Step Basketball



# Thank You





# Questions



July 24, 2025

# I-5 IBR Program Formal MTIP Amendment

Ted Leybold, Metro

Greg Johnson & Ray Mabey, IBR Program





# Metro Council Approval Request: Amendment # JU25-11-JUN

## Agenda Item Materials

- **Draft Resolution 25-5503**
- **Exhibit A** (MTIP Worksheets)
- **Staff Report with 6 attachments:**
  1. Modified Local Preferred Alternative
  2. OTC May Staff Item
  3. I-5 IBR Program Project Assessment Evaluation (PAE)
  4. Construction Phase Delivery Segments
  5. New: Pre-Completion Tolling Signage and Toll Infrastructure Map
  6. New: Public Comment Period Summary

# The I-5 IBR Program Amendment Bundle

Key	21570	23876	23877
Name	<b>I-5: Columbia River (Interstate) Bridge</b>	<b>I-5 OR &amp; WA Pre-completion Tolling Signage</b>	<b>I-5: Columbia River Bridge Replacement</b>
Status	Existing programmed, non-construction phases	Adding a new construction and “other” phase project	Adding a new project PE and construction phase project
Action	<ul style="list-style-type: none"><li>• Adds new ROW and UR phases</li><li>• Funding increases from \$103 million to \$554,629,000</li></ul>	<ul style="list-style-type: none"><li>• Add construction &amp; other phases totaling \$22.59M</li><li>• Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations</li></ul>	<ul style="list-style-type: none"><li>• Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes.</li><li>• Adds \$1.478 billion</li></ul>


**PE = Preliminary Engineering, ROW = Right-of Way, UR = Utility Relocation**



# Approval Steps


- ✓ July 11: TPAC – Approval Recommendation
- ✓ July 17: JPACT – Approval Request
- July 24: Metro Council – Final Approval

# TPAC and JPACT Discussion

- Seeking assurance low-income tolling be implemented with pre-completion tolling
  - Questions about potential diversion to I-205 due to tolling
  - Concerns about design of active transportation elements, including access to transit stations and downtown Vancouver
  - Concerns about approving significant funding without an updated cost estimate and a completed NEPA process
- 

# Action Requested

JPACT recommends that Metro Council approve Resolution 25-5503 to amend an existing I-5 IBR Program project and add two new I-5 IBR Program project elements to the MTIP.





To: JPACT and Metro Council  
From: Just Crossing Alliance  
Date: 14 July 2025  
Re: Testimony on Three IBR MTIP Amendments

The Just Crossing Alliance (JCA) appreciates the importance of the Interstate Bridge Replacement Program to the region and the focus of the program team to keep the project on track. While JCA is skeptical of the benefit of IBR components that extend beyond the replacement bridge itself, we are supportive of:

- Seismic Replacement of the Bridges
- Extending High Capacity Transit from Portland to Vancouver
- Effective Active Transportation Connections across the Columbia
- Equitable Tolling as a Demand Management tool

The three MTIP amendments pending before JPACT and Metro (constituted as our region's Metropolitan Planning Organization) relate to the portions of the project we support. Nonetheless there are details of considerable concern. Below we outline our support and concerns for each amendment.

1. Key 21570 - Additional funds for Preliminary Engineering, Right of Way acquisition and Utility Relocation. This represents an increase of \$451M to an existing MTIP project phase.

**JCA Supports Key 21570.**

2. Key 23876 - A new project phase of approximately \$25M to construct the toll gantries and related systems to implement pre-completion tolling on the existing bridge.

As noted, JCA supports equitable tolling. However, we believe that equitable tolling requires the low income toll program developed by ODOT's Equitable Mobility Advisory Committee be implemented from the first day of tolling. We note that Metro's conditions

of approval for the Modified Locally Preferred Alternative also require the low income toll program. We also note that both the Oregon Transportation Commission and Washington Legislature appear to have given clear policy directions around this.

Unfortunately the current set of tolling scenarios being considered by the Joint Transportation Commission Subcommittee on toll rates DO NOT guarantee that the low income program be implemented at the commencement of tolling. Indeed half the scenarios would not provide this critical equity tool until the replacement bridge opens! This is particularly inequitable given that tolling would commence before the project is complete, at a time when transit and active transportation alternatives are far less robust than they are projected to be once the new bridge opens.

## Joint Commission Level 3 T&R Study Toll Scenarios

1	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.55 - 3.20	\$1.55 - 3.65	Two Step (Min/Midday)	2.0x / 4.0x	2.15% Annually	50% Discount when New Bridge Opens
2	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.55 - 3.65	\$1.65 - 3.90	Three Step (Min/Mid/Peak)	1.5x / 3.0x	2.15% Annually	50% Discount when New Bridge Opens
3	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.65 - 3.90	\$1.65 - 3.90	Two Step (Min/Midday)	1.5x / 3.0x	2.15% Annually	50% Discount <i>as soon as practical</i>
4	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$2.00 - \$4.70	\$2.00 - \$4.70	Three Step (Min/Mid/Peak)	1.5x / 3.0x	3% Every 2 Years	50% Discount <i>as soon as practical</i>



May 16, 2025

**JCA Requests that approval of Key 23876 be conditioned on implementation of the 50% low income discount from the commencement of pre-completion tolling.**

3. Key 23877 - A new project phase for initial construction of the replacement bridge. The dollar amount for this phase is \$1.479B.

JCA believes that approval of construction funding is not yet ripe for consideration due to multiple factors:

- There is not yet a NEPA Record of Decision
- Several critical design options remain unresolved, including whether the bridge will be a lift bridge or fixed-span bridge.
- JCA and allies provided hundreds of comments during the DSEIS comment period making clear that the active transportation path did not meet Purpose and Need, lacking several key components:
  - Seamless transfer to transit at all transit stations
  - Access to transit elevators
  - Continuation to a path terminus at grade in downtown Vancouver, removing the need for path users to descend and then re-ascend 100 feet while traveling in either direction to or from downtown Vancouver
- Perhaps most astoundingly, decision makers only have access to a three-year-old cost estimate and the project is more than a year late delivering a new cost estimate.

JCA has provided the attached memo (which has benefited from Metro staff review) looking at prior MTIP amendment precedent. Key 23877 is unprecedented both in its dollar amount (3-4x any prior MTIP amendment) and the lack of clarity on cost, design and environmental review.

**JCA Requests that Key 23877 be tabled until the issues listed above are significantly resolved.**

The IBR project has argued that unreliable Federal partnership makes it urgent to secure all local approvals. If this urgency is real, we do not understand why IBR has delayed a cost estimate. This appears to us to be a cynical attempt to use a false sense of urgency to bypass any oversight or accountability for perhaps the largest transportation spending approval ever requested in the history of the region.





To: Interested Parties  
From: Chris Smith, Just Crossing Alliance  
Date: 8 July 2025  
Re: Precedent for Large MTIP Amendments

TPAC, JPACT and Metro Council are being asked to process three MTIP (Metropolitan Transportation Improvement Program) amendments related to the Interstate Bridge Replacement (IBR) in July 2025. Two of these will be for record dollar amounts.

These amendments support components of the IBR project that JCA supports (seismic replacement, transit and active transportation connections across the Columbia), but we are concerned that the process of approval is not providing sufficient oversight and accountability by local leaders.

The Just Crossing Alliance (JCA) believes that at least the largest of these amendments is unprecedented in requesting very significant construction funding with a minimum of finalized information about the project. To highlight this we'd like to compare these amendments to other very large MTIP amendments.

The three IBR amendments proposed are:

Key 21570 - Additional funds for Preliminary Engineering, Right of Way acquisition and Utility Relocation. This represents an increase of \$451M to an existing MTIP project phase.

Key 23876 - A new project phase of approximately \$25M to construct the toll gantries and related systems to implement pre-completion tolling on the existing bridge.

Key 23877 - A new project phase for initial construction of the replacement bridge. The dollar amount for this phase is \$1.479B.

Both Keys 21570 and 23877 represent new records for a dollar amount for an MTIP amendment.

We compare Key 23877 with the three largest prior amendments

<b>Project</b>	<b>NEPA Status at time of amendment</b>	<b>Design Status</b>	<b>Recency of Cost Estimate</b>
<u>Orange Line</u> (2010) \$293M	Final EIS complete, Record of Decision (ROD) not yet received	Locally Preferred Alignment (LPA) with phasing options in Final EIS	Unknown - Not captured in MTIP amendment documents reviewed
<u>Abernethy Bridge</u> (2021) \$375M	Categorical Exclusion	Published design	Unclear as the bridge was one phase of larger proposed project
<u>Rose Quarter</u> (July 2024) \$382M	Revised Supplemental Environmental Assessment (RSEA), ROD	Well documented in RSEA	June 2023 estimate
<u>IBR Key 23877</u> (now) \$1.479B	Supplemental Final EIS still being drafted	Modified LPA with a number of “design options” still under review, including lift vs. single span bridge, downtown Vancouver alignment. Strong negative comments on active transportation design in Draft Supplement EIS	Current cost estimate is from 2022, new estimate is now one year late

We think this makes clear that TPAC, JPACT and Metro are being asked to approve an historic sum for IBR construction in Key 23877 based on information about the project

that is far less complete than precedent suggests is normal for a large project at this point in its life cycle.

All three prior amendments in the \$300-400M range had final environmental records of decision and a clear design. And the prior largest amendment for Rose Quarter had a cost estimate within the prior year.

The IBR construction amendment has none of these, but JPACT is being asked to approve an amount 3-4x the largest prior amendment nonetheless! This is NOT effective oversight and accountability.



# JUST CROSSING ALLIANCE

## Active Transportation and Transit Vision

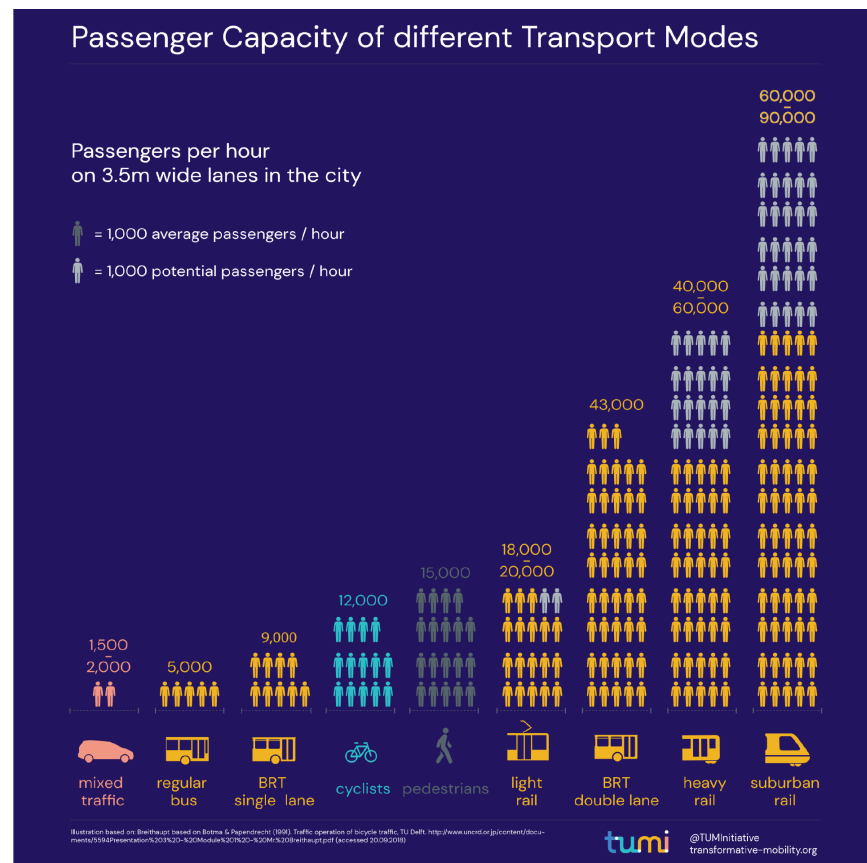
The Just Crossing Alliance seeks the most equitable and sustainable outcomes possible from the Interstate Bridge Replacement Project. We believe that one of the ways to optimize these outcomes is to substantially improve and future-proof the active transportation and transit components of the project in comparison to what is suggested in the Draft Supplemental EIS (DSEIS).

The Alliance would like to acknowledge the excellent work of the community-centered Active Transportation Working Group. This document incorporates a number of their ideas and we look forward to their separate and more detailed comments on the DSEIS

### Future-proofing the Bridge with Transit Capacity

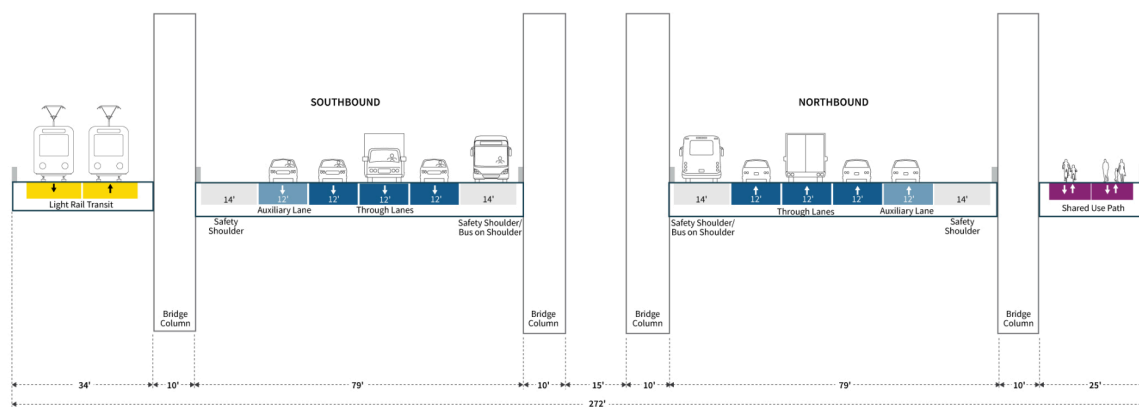
The new bridge will last long past the 2045 horizon year in the DSEIS. It behooves us to ensure that it is capable of supporting passenger travel levels beyond what is considered in the DSEIS. Widening the bridge is likely to be cost prohibitive. We need to look at how space on the structure could be allocated to maximize mobility.

This chart helps us understand the lane capacity of various methods of mobility, and



makes it clear that forms of high capacity transit represent the most efficient use of space. We acknowledge that when the bridge opens, none of the lanes or modes will function to their highest capacity due to bottlenecks or lack of connectivity elsewhere in the corridor. We are looking past opening day, and even beyond the 2045 DSEIS horizon year to a century or more of operation of this bridge.

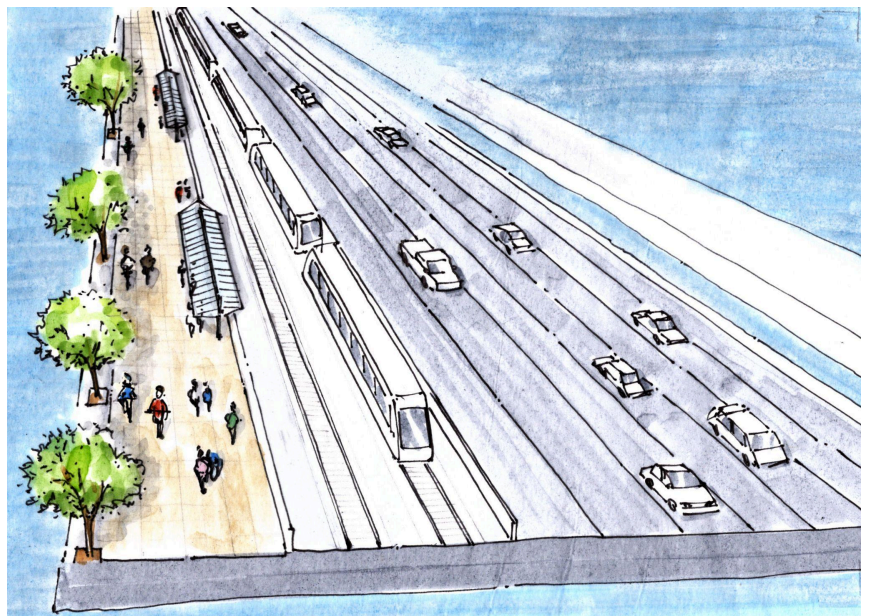
Currently the Modified Locally Preferred Alternative (MLPA), as documented in the diagram below from the DSEIS, allocates 158 feet to motor vehicle capacity, the lowest throughput opportunity, and only 59 feet to transit and active transportation. We don't consider bus-on-shoulder to be an allocation of space, only a borrowing of space from mixed traffic operations.



Ensuring that there are options to reallocate this space to higher throughput uses of transit and active transportation in the future is vital to a responsibly designed project for a climate-resilient future.

## Prepare Now for Near Term Light Rail Improvements

The Draft SEIS makes clear that in the immediate future the full potential of Light Rail between Vancouver and Portland cannot be achieved because of the capacity limitations of the Steel Bridge. The Regional Transportation Plan anticipates a future transit tunnel under the Willamette River and downtown Portland. When that happens, **four-car trains will greatly increase transit capacity.** IBR should anticipate that happening within a few decades



and design the four transit stations in the project area to accommodate four-car trains without having to be redesigned and reconstructed.

### **Consider Now How Transit Capacity Could be Dramatically Increased in the Long Term**

When the capacity of Light Rail in the I-5 corridor is maxed out we will need to consider supplementing or replacing it with additional modes like heavy rail or multi-lane BRT. IBR's design should include conceptual approaches for how we would make this fit on the structure we're about to build. Would we have a way to increase the width of the transit way? Or would we convert auto lanes to exclusive bus lanes? Or...? We should be thinking about that now, not in 20 years.

### **Active Transportation and Transit Should be Partnered, not Separated**

The project configuration proposed in the Draft SEIS places active transportation on one edge of the project and transit on the opposite edge of an adjoining structure (or in the two level configuration, underneath separate structures).

We share a view with the Active Transportation Working Group that for numerous reasons, these two modes should be adjacent to each other. Some of these reasons include:

- Users should be able to transition from active transportation to transit or vice versa at any of the transit stations within no more than a few steps (and no grade changes).
- Active transportation users should have elevator access at elevated egress points. Making use of the transit station elevators removes the need for multiple sets of elevators.
- Transit operators and passengers will serve as “eyes on the path” countering a sensation of isolation and increasing the user security and comfort of the multi-use path.



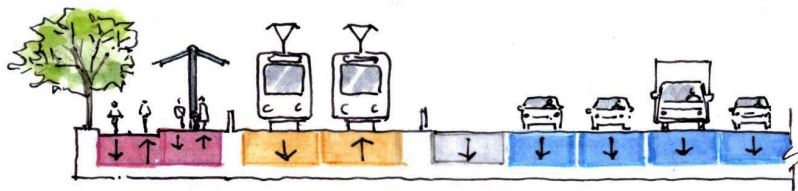


- The multi-use path can serve as emergency egress for the transit way.
- Inclusive design principles should be employed to make sure that the transit and active transportation components are as accessible as possible.

Furthermore, if a single-level configuration is selected, the multi-use path should be on the outside of one of the structures, next to the transit way which will serve as a buffer from noise, vibration and debris from the motor vehicle lanes.

### Protect and Connect Active Transportation

The Climate section of the DSEIS makes it clear that ambient temperatures around the bridge will frequently exceed 100°F in summer months. Factoring in heat island effects, this will make the active transportation path unusable **unless the multi-use path is shaded**. Shading with plantings could additionally act as “the lungs of the bridge” helping with air quality.



On the Washington side, the multi-use path stops at the waterfront. This does not match the need and leaves us with a challenging spiral path ascending/descending more than 100 feet. It also puts travelers from northern parts of Vancouver in the challenging position of traveling downhill through the city, then having to gain that elevation back on the ramp system. The Active Transportation Working Group has identified this as “the Vancouver dip.” Instead, the multi-use path should continue north, at least to the “community connector” at Evergreen and most appropriately to the northern extent of the project area.

On the Oregon side, while the connection to the Kenton neighborhood appears reasonably robust, the connections to the MLK corridor area will leave active transportation users in no-man’s land. Securing a complete, safe and comfortable connection to the popular Vancouver/Williams corridor is a priority. The Active Transportation Working Group has also identified a lack of connections to the 40-mile loop and we look forward to additional detailed connectivity suggestions in their comments.

## Georgia Langer

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, July 22, 2025 3:00 PM  
**To:** Legislative Coordinator  
**Subject:** [External sender]Submit testimony to Metro Council [#318]

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

**Name \*** Ruppert Reinstadler

**Email \*** [rupe07@gmail.com](mailto:rupe07@gmail.com)

**Address**



14550 SW Hazeltree Terrace  
Tigard, OR 97224  
United States

**Your testimony**

Just wanted to comment about your proposed plan to take away 2 lanes for cars on 82nd Ave. I think most of us that use 82nd to travel anywhere thinks this is a terrible idea. We should be expanding to accommodate more car traffic if anything. I am not sure why anyone involved in transportation planning that has eyes and uses Oregon roads would think cutting out car lanes is acceptable.

**Is your testimony related to an item on an upcoming agenda? \*** Yes



Good Morning

Nice to see everyone again. I'm Jim Sjulín with the 40 Mile Loop, a Portland-area trail advocacy group. I'm here as part of a working group that formed around the how the IBR project was handling active transportation facilities. That is, what would the experience be like for pedestrians, bicyclists, and others who would in some form walk or roll across the Columbia River.

Last month, on June 26<sup>th</sup>, I was here and testified in favor of placing active transportation facilities alongside light rail, insulated by light rail and distance from the incredible noise and pollution created by hundreds of autos and trucks that would accompany you as you cross the Columbia on foot or by bicycle. By the way, there's only one way to understand what it's like to be directly adjacent to high volume highway traffic, and that's to do it yourself on the existing facilities. And to do it while imagining other users of all ages and abilities.

Last month I tried to describe the giant concrete spiral that's proposed to take active transportation users from the bridge to the Vancouver waterfront. Today, thanks to Vancouver resident Dave Rowe, I have a scale model of that nearly ½ mile long spiral. The scale of plans and drawings that policy makers look at truly obscure the size of this thing.

Last month, I raced out the door after the IBR team's presentation and asked one of the team members what he thought of placing active transportation alongside light rail. He hadn't heard about the idea. I know that our working has met with IBR staff to explicitly describe advantages of active transportation alongside light rail. I know that there were hundreds of public comments made last November supporting the idea of placing active transportation alongside light rail on the downstream side of the bridge project. I also know that someone here last month said to the IBR team "just get it done".

I worry, in part because of IBR fatigue, and in part because of fear of losing federal funding, that we are sleep-walking toward a multi-generational mistake. SERIOUS QUESTION: Can ~~JPACT~~ Metro Council support this project only if active transportation is placed alongside light rail and insulated from traffic?

Today, I'm leaving copies of 14 reasons why active transportation alongside light rail, insulated from highway traffic should be a condition of this project.

## Advantages of Pathway with LRT

1. Takes advantage of the same low percentage grades as needed and planned for Light Rail Transit (LRT).
2. Avoids a 100-foot elevation drop and climb, a.k.a. the "Vancouver Dip", north of the Columbia River. The 100-foot dip is a significant impediment for active transportation and mobility challenged users. Note that the vast majority of the urbanized Vancouver area elevation is 100 feet and greater. <https://en-gb.topographic-map.com/map-fwlj3l/Clark-County/?center=45.64057%2C-122.65858&base=2&zoom=13>
3. Allows active transportation and mobility challenged users to use the elevator(s) already planned for LRT users to connect to the Vancouver waterfront.
4. Provides "eyes on the trail" security via light rail users and light rail operators.
5. Active transportation pathway can share space with emergency access to light rail trains.
6. Allows active transportation and LRT users to access and use the same ramp redundancy features, both to Hayden Island and to the Vancouver waterfront.
7. Accommodates mode shifts between active transportation and mass transit, something that we need and expect every project to deliver.
8. Provides an excellent connection to westbound Marine Drive Trail, an existing multiple use path.
9. Supports an excellent connection to eastbound Marine Drive Trail whether or not the IBR Project provides a complete connection to the top of levee trail in Bridgeton.
10. Provides an excellent multi-modal path connection from Vancouver to Expo Center and southbound to the Kenton Neighborhood in Portland via N Expo Road and N Interstate Avenue.
11. Provides a good multi-modal path connection to a future multi-modal path alongside Martin Luther King Jr Blvd. (Hwy 99-E).
12. Provides a good multi-modal connection to Delta Park.
13. Supports the development of a future pathway connection in Vancouver northward alongside an extended LRT in the I-5 corridor to the Burnt Bridge Trail that already exists alongside SR 500.
14. Eliminates the need for the costly Vancouver corkscrew or mega-spiral that only serves active transportation to its detriment (see #2, above). What should be done with the savings? Add another elevator.



Metro Council  
600 NE Grand Avenue  
Portland, OR

Dear President Peterson and Council Members,

I am submitting this testimony to indicate Westside Economic Alliance's full-throated support for the MTIP Amendment Request seeking to fund the Interstate Bridge Replacement Project.

The Interstate Bridge Replacement project is long overdue – and investment at this moment is critical. Not only are there increased safety concerns for a bridge that is in service long past its lifecycle, we are now at a critical moment in our regional economy that warrants well-thought investments in infrastructure.

As we have seen the past, investments in large infrastructure can help recession-proof our region. At the very least, it can mitigate the impact and ensure that local dollars are being invested back into the local workforce – providing opportunities for small and mid-size businesses to benefit.

The westside cares about this project because it is our manufacturers and fabricators who need to get goods to market and workers to jobs. A well-functioning bridge that connects the westside to the ports and markets in Washington State is vital.

The team behind this project have done their work to identify and secure funding from both Oregon and Washington states, through a USDOT Mega Grant, through FHWA program grants as well as hundreds of millions of dollars from other governments and granting opportunities. Additionally, motorists will do their part by contributing through a tolling program. Bringing these MTIP dollars into the mix will allow this project to continue the forward march toward construction.

I urge you to vote YES on this essential funding. Now is not the time to stand still – the program needs to demonstrate local commitments to this project. Your vote in favor today will show a strong commitment to this region's workforce and the health of our economy.

Sincerely,

A handwritten signature in blue ink that reads "Elizabeth Mazzara Myers".

Elizabeth Mazzara Myers, Executive Director

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