

JPACT Worksheet

Agenda Item Title: FFY June 2025 MTIP Formal Amendment Approval Request – Resolution 25-5503 (June 2025 I-5 IBR MTIP Formal Amendment)

Presenters: Jean Senechal Biggs with members of the ODOT IBR project team.

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Purpose/Objective:

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

Approval Recommendation:

Based on the expectation that TPAC will provide an approval recommendation during their July 11, 2025 meeting, JPACT is requested to approve Resolution 25-5503 to add the three new I-5 IBR Program projects to the MTIP.

Outcome:

JPACT approval and final approval recommendation to Metro Council. Final action is the updates/additions to the three projects in the 2024-27 MTIP. This will enable later fund obligations and project expenditure to occur without delays.

What has changed since JPACT last considered this issue/item?

The amendment process proposes a two-touch approval process as follows:

- JPACT overview/amendment presentation during their June 26, 2025, meeting.
- JPACT approval request/presentation as needed during their July 17, 2025, meeting.
- Final Metro Council approval action is proposed for July 24, 2025.

What packet material do you plan to include?

1. Draft Resolution 25-5503 contains three projects:
 - a. The amendment bundle consists of increasing the authorized funding to the existing non-construction phases project in Key 21570. The added funding increases the total project programming from \$103 million to \$554,629,000.
 - b. Adds two new construction phase segments also are being added through the amendment. New project Key 23876 will establish tolling signage actions. The programming for this project is \$24,590,000.

- c. The third new project is Key 23877. This new project is one of several construction phase delivery packages that will be programmed for IBR. This segment 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. PE and construction phases are included, and the total programming amount is \$1,478,642,000.
 - d. Added note: The total project cost is estimated between \$5 and \$7.5 billion. The IBR Program plans to release an updated cost estimate and financial plan in late 2025. The cost estimate will account for current market conditions along with potential risks and cost savings opportunities.
2. Exhibit A to Resolution 25-5503 (MTIP worksheet) showing the specific changes to the projects.
3. A staff report in support of the formal amendment's action to add or amend the three projects. The staff report provides a summary of the project changes, review processes, and required approval steps.

ADDED NOTES:

- Metro completed a formal 30-day comment period between May 12, 2025, and June 13, 2025. A memo summarizing the comments is included in the staff report as Attachment 6.
- A number of groups and individuals have expressed opinions about elements of the I-5 IBR Program through past comments. Groups include 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
- The additional funding for the I-5 IBR Program is from various federal and state sources. There is no Metro allocated federal or local funding involved. There is no impact to the Metro annual budget as a result of the amendment.