

## Exhibit B to Resolution 26-5599



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: June 8, 2026  
To: JPACT, Metro Council, and Interested Parties  
From: Gabriela Lopez, Senior Transportation Planner  
Subject: **Public Comment Period Summary**  
**June FFY 2026 MTIP IBR Program Formal Amendment (FFY26-NO.07-JUN)**

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

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

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

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

The notice and invitation to participate was posted on the Metro website:

<https://www.oregonmetro.gov/what-metro-does/transportation/metropolitan-transportation-improvement-program>

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

As of May 27, 2026 Metro has received:

- One email comment
- One written testimony
- Testimony from five attendees at the JPACT meeting on May 21, 2026

No mailed letters or voicemail comments have been received.

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

**Draft as of June 8, 2026:**  
**Final Public Comment Period Summary**  
**to be provided upon completion**

*Table 1: Summary of Comments received from April 27, 2026 through June 8, 2026*

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

**Attachments**

1. Aisha Dixon Email 05/06/2026, page 3
2. Sharon Nassett Written testimony and attachments 05/19/2026, page 4 to 30
3. JPACT meeting testimony transcript 05/21/2026, Page 31 to 44
4. Paul O. Edgar Email 06/06/2026, page 45 to 53

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

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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.

Tolling I-5 interstate bridge is the wrong move.

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

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

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

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

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

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

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

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

**Commissioners your  
IMMEDIATE ACTION IS REQUESTED**

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

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

Have you ever seen an official full inspection report on the I-5 bridges?

Know anyone who has said they have seen a formal inspection?

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

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

### **STAFF'S ANSWER**

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

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

Think about that.

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

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

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

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

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

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

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

2019

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

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

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

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

and was complimentary to adding an additional bridges. \*

May 19 2026

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

Please ask:

Do we need to replace the bridges?

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

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

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

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

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

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

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

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

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

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

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

Thank you.

Sharon Nasset

503.283.9585

[SharonNasset@aol.com](mailto:SharonNasset@aol.com)

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

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

Here is what is going on in Portland.

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

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

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

The 1913 Broadway Bridge is currently being updated.

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

### **Documentation**

1999 I-5 Corridor Fewer Bridges

I-5 Partnership formal Recommendations at a glance

I-5 Bridge Condition with the Oregon State Seal

SW WA Transportation Director Don Wagner and bridge dates

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

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

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

CRC Federal Register

Letter from US Rep. Jaime Herrera-Beulter

Oregon Budget Note forcing oversight on the CRC project

Impact Pictures from bridge removal

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

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

Original Project Scope Columbia River Crossing

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

**CRC Project Manager from ODOT Rob DeGraff**

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

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

## CRC Project Manager from ODOT Rob DeGraff

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

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

Oregon Senator Larry George and Washington Senator Don Benton

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

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

Portland Business Alliance representative

[www.PortlandDocs.com/CRC/Newman-070222-1.wmv](http://www.PortlandDocs.com/CRC/Newman-070222-1.wmv)

Jerri Williams Environmental Justice Representative CRC Task Force testimony

[www.PortlandDocs.com/CRC/JerriWilliams-070222.wmv](http://www.PortlandDocs.com/CRC/JerriWilliams-070222.wmv)

Project Sponsor Signatory Agency Portland Metro February 22, 2007

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

[www.PortlandDocs.com/CRC/Newman-070222-2.wmv](http://www.PortlandDocs.com/CRC/Newman-070222-2.wmv)

Arch Miller

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

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

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

Several elected officials from Oregon and Washington give a news conference

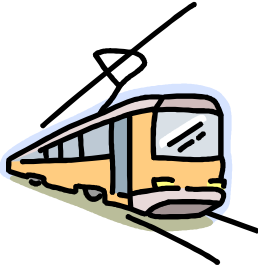
This video is not meant to imply that speakers are members of the concerned citizen Smarter Bridge Committee. After the Record Of Decision on the CRC none of the elected officials or bodies were willing to provide any funding and the ROD died

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

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

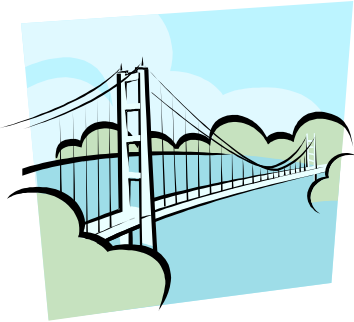
## Final Recommendations at a Glance

### **Transit:**



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

### **Interstate 5:**



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

### **Additional Rail Capacity:**



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

### **Land Use:**



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



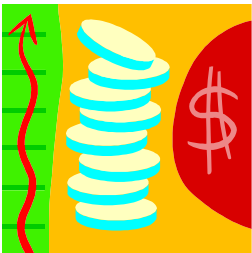
### ***Transportation Demand and System Management:***

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



### ***Environmental Justice***

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



### ***Finance***

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

### ***Next Steps/Implementation***



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



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## Interstate Bridges Electrical Upgrade



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

### Project Information

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

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

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

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

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

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

### Interstate Bridges Facts and History

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

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

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

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

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

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

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

### ODOT Contact Information

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

(during weekday business hours)

To report after hours issues requiring immediate attention call: 503.412.2353

Recorded construction information is available by calling: 503.223.0066



# Oregon

Theodore R. Kufengost, Governor

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



March 6, 2007

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

Dear Co-Chairs Dengerink and Hewitt:

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

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

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

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

Sincerely,

Tim Wood  
State Historic Preservation Officer

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

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

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<sup>1</sup> New lift-span built in 1989

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

<sup>3</sup> Currently being rehabilitated

<sup>4</sup> Load limited – designated for replacement

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

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

### The Big One

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

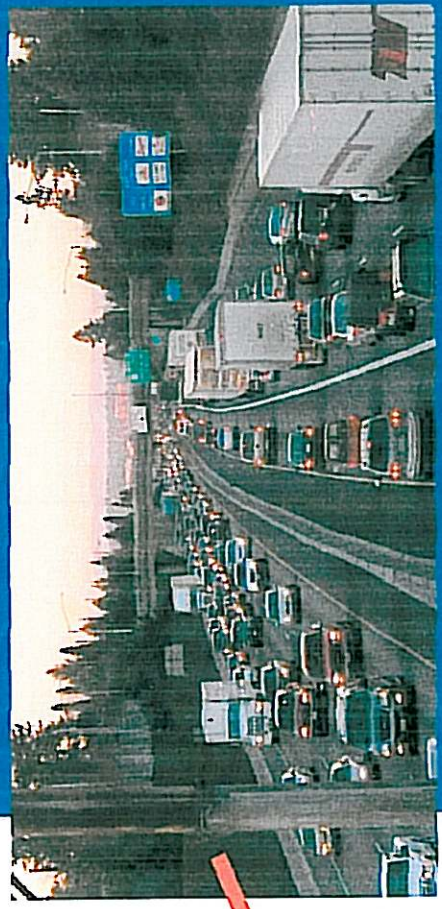
"About 10 years ago, when we replaced the pulley mechanism that lifts the northbound bridge, we did extensive studies on the steel itself because we got into areas that hadn't been exposed for 70 years at the time," he said. "And the steel was great. In fact, it was thicker than the plans call for. So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

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

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

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

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



## What regulation protects the bridge?

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



## Historic Resources

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



## Archaeological Resources

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

## What is feasible and prudent?

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

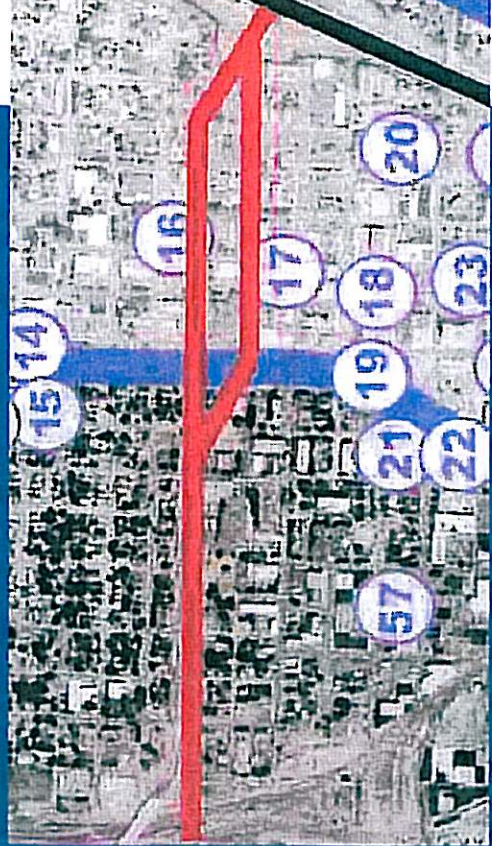
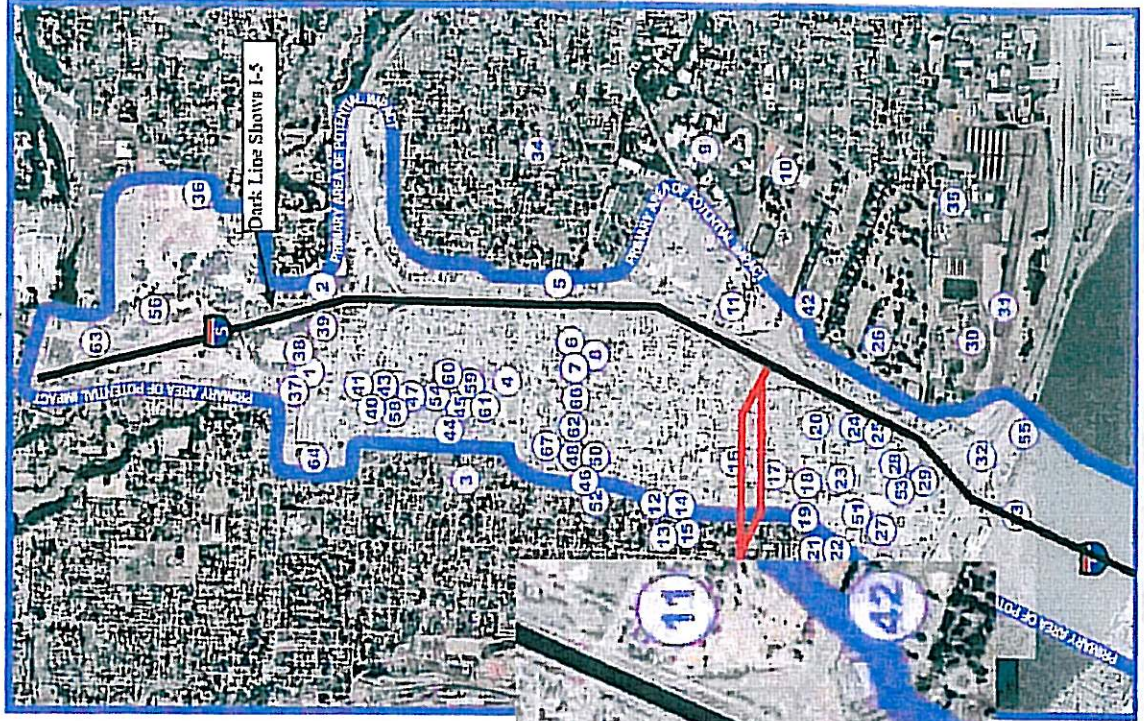
## What factors are we considering to determine "prudence"?

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

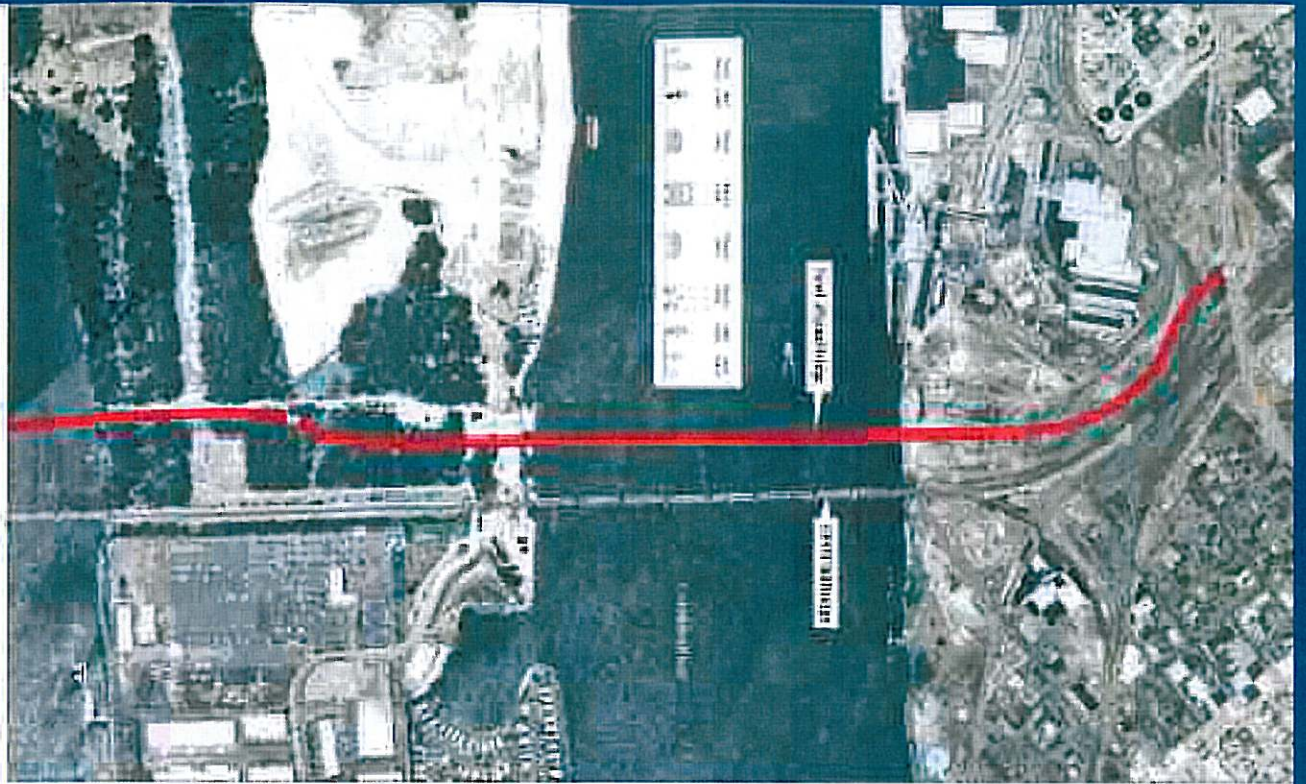
## What protection does 4(f) provide?

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

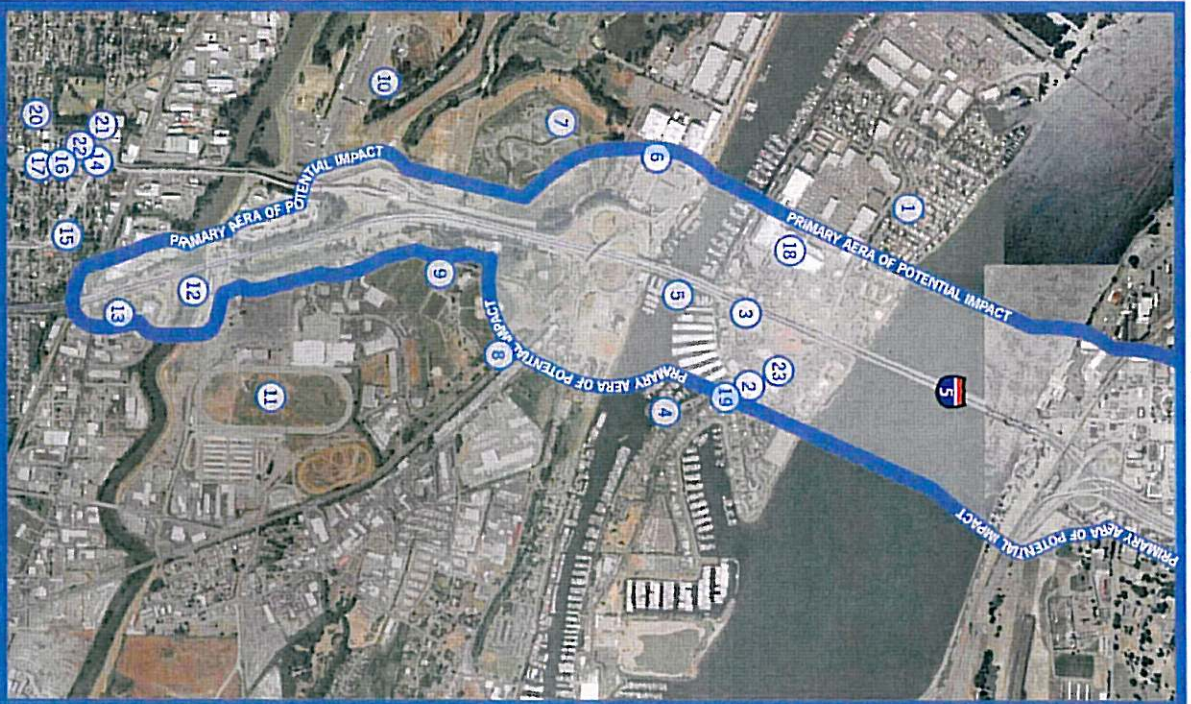
No historical properties  
demolished or encroached on.  
It avoids displacement and  
has a very small impact.







- Proposed Project
- Existing Project
- Waterway
- Roadway
- Other



**Oregon Neighborhoods**  
resource map



Congress of the United States  
Washington, DC 20515

July 19, 2013

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

Secretary Peterson:

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


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

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

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


Sincerely,

  
U.S. Rep. Jaime Herrera Beutler, 3<sup>rd</sup> Congressional District

  
Sen. Don Benton, 17<sup>th</sup> Legislative District



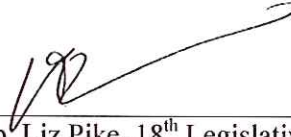
Sen. Ann Rivers, 18<sup>th</sup> Legislative District



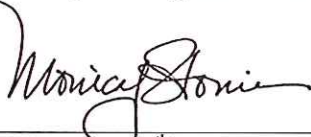
Rep. Paul Harris, 17<sup>th</sup> Legislative District



Rep. Jim Moeller, 49<sup>th</sup> Legislative District



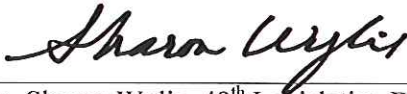
Rep. Liz Pike, 18<sup>th</sup> Legislative District



Rep. Monica Stonier, 17<sup>th</sup> Legislative District



Rep. Brandon Vick, 18<sup>th</sup> Legislative District



Rep. Sharon Wylie, 49<sup>th</sup> Legislative District

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

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

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

**Anthony F. Fazio,**

*Director, Office of Rulemaking.*

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

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Federal Transit Administration**

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

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

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

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

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

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

Transportation (WSDOT) at 360-737-2726 or [echols@columbiarivercrossing.org](mailto:echols@columbiarivercrossing.org).

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

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

**SUPPLEMENTARY INFORMATION:**

**Proposed Action Background**

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

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

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

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

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

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

**Alternatives**

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

**Probable Effects**

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

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

### Scoping Process

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

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

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

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

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

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

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

Issued on: September 20, 2005.

**Steve Saxton,**

*Area Engineer, Washington Division, Federal Highway Administration.*

**Linda M. Gehre,**

*Acting Regional Administrator, Region 10, Federal Transit Administration.*

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

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Pipeline and Hazardous Materials Safety Administration

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

#### Pipeline Safety: Grant of Waiver; Southern LNG

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

**ACTION:** Grant of Waiver; Southern LNG.

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

#### SUPPLEMENTARY INFORMATION:

##### Background

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

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

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

### Findings

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

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

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

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

### Grant of Waiver

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

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

**Note - IBR comments begin on page 3 - SB**

WEBVTT

00:00:12.000 --> 00:00:27.000

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

00:00:27.000 --> 00:00:38.000

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

00:00:38.000 --> 00:00:39.000

Present. Good morning

00:00:39.000 --> 00:00:44.000

Good morning. Washington County Commissioner Nafisa Fai.

00:00:44.000 --> 00:00:46.000

Good morning, Chair present

00:00:46.000 --> 00:00:50.000

Good morning. Clackamas County Commissioner Paul Savas.

00:00:50.000 --> 00:00:51.000

President, good morning, everyone.

00:00:51.000 --> 00:00:57.000

City of Portland, Mayor Keith Wilson.

00:00:57.000 --> 00:00:59.000

Okay

00:00:59.000 --> 00:01:03.000

cities of Multnomah County, Mayor Travis Stowall

00:01:03.000 --> 00:01:05.000

Good morning, present.

00:01:05.000 --> 00:01:10.000

Cities of Washington County, Mayor Jeff Dillon.

00:01:10.000 --> 00:01:11.000

Present

00:01:11.000 --> 00:01:14.000

Cities of Clackamas County Mayor Joe Buck

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

Present

00:01:15.000 --> 00:01:21.000

ODOT Ryan Winstheimer

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

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

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

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

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

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

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

00:01:36.000 --> 00:01:38.000  
President, good morning.

00:01:38.000 --> 00:01:45.000  
myself, chair here. Metro Councilor Garrett Rosenthal

00:01:45.000 --> 00:01:48.000  
Metro Councilor Ashton Simpson.

00:01:48.000 --> 00:01:49.000  
President, good morning.

00:01:49.000 --> 00:01:53.000  
Good morning. Wsdot, Devon Rec

00:01:53.000 --> 00:01:54.000  
Morning present

00:01:54.000 --> 00:01:58.000  
City of Vancouver Mayor Anne McEnery Ogle.

00:01:58.000 --> 00:02:00.000  
Good morning. I'm here.

00:02:00.000 --> 00:02:03.000  
Good morning, Sea Tran, Leanne Carver

00:02:03.000 --> 00:02:04.000  
Taver.

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

00:02:06.000 --> 00:02:13.000

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

00:02:13.000 --> 00:02:27.000

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

00:02:27.000 --> 00:02:43.000

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

00:02:43.000 --> 00:02:49.000

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

00:02:49.000 --> 00:03:01.000

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

00:03:01.000 --> 00:03:07.000

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

00:03:07.000 --> 00:03:18.000

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

00:03:18.000 --> 00:03:22.000

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

00:03:22.000 --> 00:03:25.000

Is State Senator Confam

00:03:25.000 --> 00:03:50.000

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

00:03:50.000 --> 00:04:00.000

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

00:04:00.000 --> 00:04:12.000

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

00:04:12.000 --> 00:04:27.000

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

00:04:27.000 --> 00:04:39.000

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

00:04:39.000 --> 00:04:43.000

to simply maintain our crumbling transportation system

00:04:43.000 --> 00:05:00.000

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

00:05:00.000 --> 00:05:13.000

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

00:05:13.000 --> 00:05:29.000

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

00:05:29.000 --> 00:05:46.000

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

00:05:46.000 --> 00:06:01.000

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

00:06:01.000 --> 00:06:19.000

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

00:06:19.000 --> 00:06:35.000

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

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

00:06:35.000 --> 00:06:54.000

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

00:06:54.000 --> 00:07:05.000

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

00:07:05.000 --> 00:07:16.000

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

00:07:16.000 --> 00:07:33.000

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

00:07:33.000 --> 00:07:50.000

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

00:07:50.000 --> 00:08:08.000

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

00:08:08.000 --> 00:08:12.000

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

00:08:12.000 --> 00:08:13.000

Thank you

00:08:13.000 --> 00:08:14.000

Thank you.

00:08:14.000 --> 00:08:40.000

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

00:08:40.000 --> 00:08:56.000

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

00:08:56.000 --> 00:09:12.000

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

00:09:12.000 --> 00:09:16.000

that my constituents have been battling for decades.

00:09:16.000 --> 00:09:23.000

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

00:09:23.000 --> 00:09:38.000

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

00:09:38.000 --> 00:09:42.000

I've had to deliver the tough news myself

00:09:42.000 --> 00:09:58.000

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

00:09:58.000 --> 00:10:13.000

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

00:10:13.000 --> 00:10:28.000

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

00:10:28.000 --> 00:10:39.000

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

00:10:39.000 --> 00:10:55.000

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

00:10:55.000 --> 00:11:09.000

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

00:11:09.000 --> 00:11:29.000

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

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

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

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

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

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

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

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

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

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Unmet

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We are missing the full cost to our state

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

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

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

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

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Represent you wrap up, please.

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

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

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Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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To the parallel I-205 route

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

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

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

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

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Sharon, you are good to go.

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Good morning.

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Good morning.

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

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Starting your new committee

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

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

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I have been involved in this process since 2000

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

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

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

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

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

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And and structural

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

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And where was the list of what needed to be repaired

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The CRC staff said they did not

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have a full, independent inspection

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By a bridge

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For the bridge or for seismic by bridge people.

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

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

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

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

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

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

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The steering committees, all the communities are steering

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An advisory only, even though they're legislators

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

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

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

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Please speak up.

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Thank you.

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Thank you. Your time is up. Thanks.

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Thank you. Next we have Chris Smith

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

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

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

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

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

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

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It only deals with the freeway traffic

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

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

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

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

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

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

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

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

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Thank you very much for your time.

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Thank you.

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

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

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

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

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

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

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All information is preliminary and subject to change.

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

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A 66-year-old driving in Portland.

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

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A 53-year-old walking in Portland

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A 56-year-old bicycling in Clackamas

## Georgia Langer

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

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

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

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

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

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

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

Cam

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

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

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

## Georgia Langer

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

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

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

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

Paul Edgar

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

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

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

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

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

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

Author: Anthony Macuk (KGW)

Published: 5:58 PM PDT June 5, 2026

Updated: 6:42 PM PDT June 5, 2026



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

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

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

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

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

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

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

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

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

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

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

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

### **Traffic diversion question**

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

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

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

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

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

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

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

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

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

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

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

## Georgia Langer

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

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

FYI,

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

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

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

On May 29, 2026, at 8:29 PM, Paul O. Edgar  
[pauloedgar1940@gmail.com](mailto:pauloedgar1940@gmail.com) wrote:

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

[https://1drv.ms/w/c/28d4f4d314179286/IQDIId5ZMn4ZqSpbHF9HKoUbOAW\\_fUjd1ZrRqCmfK0rF5Y?e=p3yqu7](https://1drv.ms/w/c/28d4f4d314179286/IQDIId5ZMn4ZqSpbHF9HKoUbOAW_fUjd1ZrRqCmfK0rF5Y?e=p3yqu7)