

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: July 2, 2025  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: June 2025 MTIP Formal Amendment & Resolution 25-5503 Approval Request – JU25-11-JUN

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

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

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

**Based on the expectation that TPAC will provide an approval recommendation during their July 11, 2025 meeting, JPACT is requested to approve Resolution 25-5503 to add the three new I-5 IBR Program projects to the MTIP<sup>1</sup>**

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

## **BACKGROUND**

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

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

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

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

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

**Staff Report Included Sections and Items:**

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

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

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

TPAC will meet on July 11, 2025, and consider providing JPACT their approval recommendation for the MTIP formal amendment under Resolution 25-5503. . The JPACT staff report is being submitted prior to TPAC’s meeting and is assuming that TPAC will provide JPACT their approval recommendation on July 11, 2025. If approval issues arise, staff will notify JPACT of the issues and provide JPACT with their options.

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

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

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

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

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

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

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

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

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

The outputs for this analysis are for the entire area within the Metro jurisdiction or MPA and the year modeled was 2027. This analysis does not include the level of detail covered by a full corridor study. Table 1 provides a summary of the

evaluation results based on the RTP investment priorities. The complete PAE is included as Attachment 3.

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

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

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

Key:

o neutral or no significant change

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

+

- trending away from the desired outcome for that priority

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

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

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

- **ODOT Key 21570 (Existing Project):**

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

- Project Description: Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to

improve traffic and mobility for freight and the public traveling across the river.

○ Notes and changes:

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

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

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

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

• **ODOT Key 23876 (New Project):**

- **Name: I-5 OR & WA Pre-completion Tolling Signage**
- Project Description: Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge

in Oregon and Washington. Preliminary engineering is covered under K21570.

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

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

Key 23876 Identified Project Funding Plan Committed Funds						
Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
HB5005 GO	Construction	\$ -	\$ 12,295,000	\$ -	\$ 12,295,000	HB5005 GO bonds
WSDOT Contributions	Construction	\$ -	\$ -	\$ 9,795,000	\$ 9,795,000	Add WA MAW funding
<b>Total Construction Tolling Signage Phase Commitments:</b>		<b>\$ -</b>	<b>\$ 12,295,000</b>	<b>\$ 9,795,000</b>	<b>\$ 22,090,000</b>	
WSDOT Contributions	Other	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	Add WA MAW funding
<b>Total PE Phase Commitments:</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ 2,500,000</b>	
<b>Key 23876 Total Programming:</b>		<b>\$ -</b>	<b>\$ 12,295,000</b>	<b>\$ 12,295,000</b>	<b>\$ 24,590,000</b>	<b>TPC = \$5B to \$7.5B</b>
Added note: Construction phase funding commitments are programmed in separate stand-alone projects						

- **ODOT Key 23877 (New Project):**
  - **Name: I-5: Columbia River Bridge Replacement**
  - Project Description: Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.
  - Notes and changes:
    - This is a new project. The amendment is adding a new PE and construction phase that will support post-NEPA/final design and construction activities.
    - ODOT is utilizing the Advance Construction fund type code to enable ODOT to maximize fund leveraging to the project. When ODOT obligates the federal funds through FHWA, they will identify the expected eligible federal fund type the project will utilize.

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

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

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

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

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

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



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

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

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

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

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

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

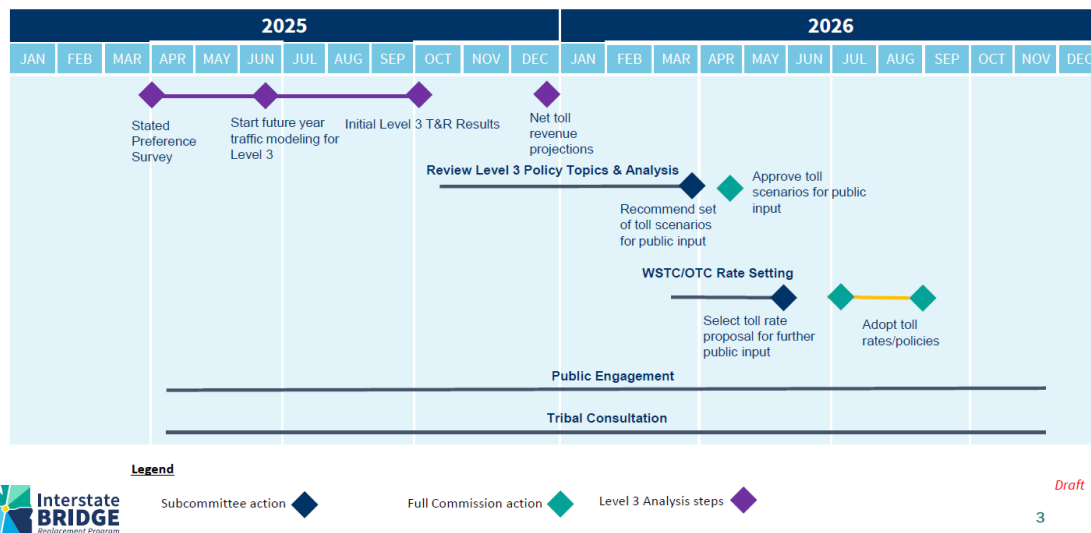


*With the updated environmental timeline, pre-completion tolling is anticipated to begin in 2027, allowing time to hire a contractor, install tolling equipment, and conduct the rate-setting process. The Washington State Department of Transportation Toll Division is currently conducting the Level 3 Toll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

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

## Interstate Bridge Rate Setting – Preliminary Schedule

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



## E. Construction Phase Delivery Overview

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

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

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

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

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



## F. Metro Consistency Review Requirements and Processing Timeline

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

### Metro Code of Federal Regulations Consistency Review Items

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

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

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

#### Proposed Processing and Approval Actions:

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

#### Notes:

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

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

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

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

## G. ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** A number of groups and individuals have expressed opinions about elements of the I-5 IBR Program through past comments. This includes the Bridgeton Neighborhood Association, Vote Before Tolls, Neighbors for a Better Crossing, and the Just Crossing Alliance. Tolling, project costs, bridge type, number of travel lanes, active transportation design and access, visual design of the bridge, and project impacts are topics that have appeared in comments.
2. **Legal Antecedents:**
  - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no fiscal impacts to the Metro budget. The approved funding for the project originates from ODOT and WSDOT. There are no Metro funds committed to the project

## RECOMMENDED ACTION:

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

- H. Six attachments are included:
1. Modified Locally Preferred Alternative
  2. OTC May 8, 2025, IBR Update Item
  3. I-5 IBR Program Major Project Assessment Evaluation Summary
  4. Potential Construction Phase Delivery Segments
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