

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 16, 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

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?

No action is requested at the June 26, 2025, JPACT Meeting.

JPACT is receiving an amendment notification and project information during the June meeting. The approval request from TPAC to JPACT for Resolution 25-5503 will follow during JPACT's July 17, 2025, meeting.

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:
 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

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 will receive an amendment overview at a special JPACT meeting on June 26, 2025.

TPAC’s approval recommendation to JPACT will be requested during TPAC’s July 11, 2025, meeting. JPACT will consider TPAC’s approval request to approve Resolution 25-5503 during their July 17, 2025, meeting. Assuming JPACT approves the I-5 IBR Program MTIP amendment under Resolution 25-5503, final amendment approval from Metro Council is proposed to occur on July 24, 2025.

OTC Approval Steps:

OTC will complete a two-touch approval process as well. OTC received an I-5 IBR Program overview during their May 8, 2025, meeting. OTC approval of the new funding for the I-5 IBR Program is scheduled to occur during their July 31, 2025, meeting. The I-5 IBR Program MTIP Formal Amendment will process through Metro via “concurrent” process with the expectation that OTC will approve the fund programming to the project on July 31st. Because Metro’s Council approval date is scheduled prior to the OTC approval date, the Metro amendment approval request will include a condition that final Metro approval is predicated upon OTC’s July 31st approval.

Submission to ODOT and FHWA/FTA of the final Metro approved MTIP formal amendment bundle under approved Resolution 25-5503 will be delayed until OTC

provides their final funding award approval on July 31st. This is necessary as part of the fiscal constraint demonstration requirement for the amendment.

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. Per the 2023 Financial Plan Analysis, the current total project cost is estimated between \$5 billion and \$7.5 billion dollars.

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 is provided Table 1 below and in Attachment 3 to the staff Report.

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 |
|--------------------------------------|---|--------------|
| Equitable Transportation | 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 |
| Climate Action and Resilience | 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. | + |
| Safe System | 1. Amount of investment of safety activities which address fatalities and serious injuries crashes. | ^ |
| | 2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas. | ^ |
| Mobility Options | 1. Mode split | O |
| | 2. Miles traveled by mode | O |
| Thriving Economy | 1. Is the project located in an area that is prioritized for future job growth? | + |
| | 2. Is the project located in an area with higher-than-average job activity? | + |

Key:

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

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

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

C. Project Funding and Amendment Summary Overview

- **ODOT Key 21570 (Existing Project):**
 - **Name: I-5: Columbia River (Interstate) Bridge**
 - **Project Description:** Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.
 - **Notes and changes:**

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

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

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

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

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

- **Name: I-5 OR & WA Pre-completion Tolling Signage**
- Project Description: Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.
- Notes and changes:

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

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

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

- **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 21570 Identified Project Funding Plan Commitments | | | | | | |
|---|--------------|-------------------------|-----------------------|----------------------|-------------------------|---|
| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes |
| HB5005 GO | PE | \$ - | \$ 22,180,000 | \$ - | \$ 22,180,000 | HB5005 GO bonds |
| USDOT Grants 2024 | PE | \$ 177,437,000 | \$ - | \$ - | \$ 177,437,000 | 2024 awarded federal grants |
| WSDOT Contributions | PE | \$ - | \$ - | \$ 22,180,000 | \$ 22,180,000 | WA MAW state funds & fed Mega grant |
| Total PE Phase Commitments: | | \$ 177,437,000 | \$ 22,180,000 | \$ 22,180,000 | \$ 221,797,000 | |
| | | | | | | |
| HB5005 GO | Construction | \$ - | \$ 31,725,970 | \$ - | \$ 31,725,970 | HB5005 GO bonds |
| WSDOT Contributions | Construction | \$ - | \$ - | \$ 31,725,970 | \$ 31,725,970 | WA MAW state funds & fed Mega grant |
| Tolling | Construction | \$ - | \$ 187,919,060 | \$ - | \$ 187,919,060 | Tolling state funds at as match on BIP |
| USDOT Grants 2024 | Construction | \$ 1,005,474,000 | \$ - | \$ - | \$ 1,005,474,000 | OR BIP federal funds - match from GO Bonds, Tolling, & WA MAW |
| Total Construction Phase Commitments: | | \$ 1,005,474,000 | \$ 219,645,030 | \$ 31,725,970 | \$ 1,256,845,000 | |
| | | | | | | |
| Key 21570 Updated Commitments : | | \$ 1,182,911,000 | \$ 241,825,030 | \$ 53,905,970 | \$ 1,478,642,000 | TPC = \$5B to \$7.5B |

• 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, and includes costs associated with constructing the replacement bridge and other Program components.

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

| Funding Program | Amount | Notes |
|--|---|----------------|
| 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 ¹ | \$1,500,000,000 | Committed |
| USDOT Mega Grant | \$600,000,00 | Committed |
| USDOT Reconnecting Communities Pilot (RCP) Grant | \$30,000,000 | Awarded |
| Toll Funding ² | \$1,100,000,000 to \$1,600,000,000 | Committed |
| FTA Capital Investment Grant (CIG) New Starts Funding ³ | \$900,000,000 to \$1,100,000,000 | In development |
| Total Awarded, Committed, or in Development: | \$6,347,000,000 to \$7,047,000,000 | |

Notes:

¹*Combines \$1 million BIP Planning Grant (2022) and \$1.488 billion Construction Grant (2024)*

²*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.*

³*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:

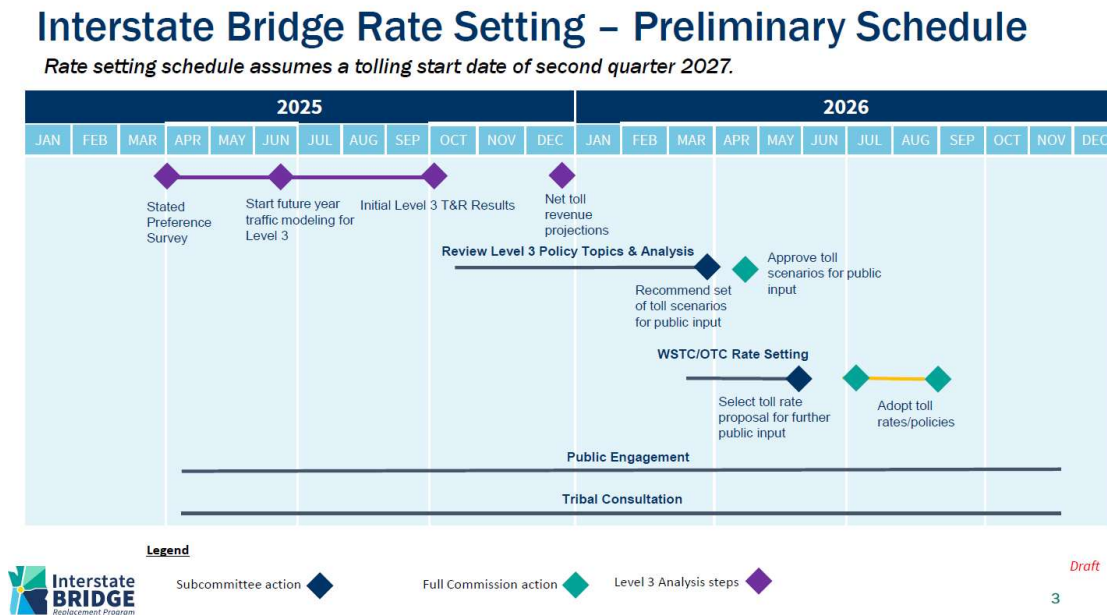
Tolling is an integral part of the funding strategy for the IBR Program and the proposed amendment includes programming tolling funding.

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.

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)



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

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



F. Metro Consistency Review Requirements and Processing Timeline

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

Metro Code of Federal Regulations Consistency Review Items

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

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

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

Proposed Processing and Approval Actions:

| <u>Action</u> | <u>Target Date</u> |
|---|----------------------|
| • IBR Program overview to OTC..... | May 8, 2025 |
| • Initiate the public notification/comment process..... | May 12, 2025 |
| • TPAC June meeting agenda mail-out..... | May 30, 2025 |
| • TPAC amendment overview – no recommendation..... | June 6, 2025 |
| • End Public comment period..... | June 13, 2025 |
| • Metro Council amendment overview – no action..... | June 24, 2025 |
| • JPACT amendment overview – no recommendation..... | June 26, 2025 |
| • TPAC July meeting agenda mail-out..... | July 3, 2025 |
| • TPAC July meeting – approval recommendation to JPACT..... | July 11, 2025 |
| • JPACT July meeting – approval request..... | July 17, 2025 |
| • 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:** Four groups are known to have submitted a significant number of past comments about the I-5 IBR Program. They include a number of groups have expressed opposition to 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. Reasons for opposition have included concerns about tolling, project costs, bridge type, number of travel lanes, active transportation, visual design of the bridge, and project impacts.
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:

No action is requested at the June 26, 2025, JPACT Meeting.

JPACT is receiving an amendment notification and project information during the June meeting. The approval request from TPAC to JPACT for Resolution 25-5503 will follow during JPACT's July 17, 2025, meeting.

- H. Four 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