

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

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

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



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

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

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

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

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

Key 23877 (New Project) - I-5: Columbia River Bridge Replacement (ODOT & WSDOT): The new project will advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. The formal amendment:

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

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5503

June 2025 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JU25-11-JUN

Total Number of Projects: 3

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

(#3) ODOT Key # 23877 MTIP ID TBD <i>New Project</i>	ODOT	I-5: Columbia River Bridge Replacement	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.	<u>ADD NEW PROJECT</u> The formal amendment adds the bridge replacement final design PE phase and construction phase to the MTIP and STIP. This construction phase project (Key 23877) reflects one of several construction phase delivery segments supporting the overall IBR Program that will be programmed in the future in the MTIP and STIP. The total programming amount is \$1,478,642,000.
--	------	---	--	---

Proposed Amendment Review and Approval Steps	
JUNE 2025 (JU2-11-JUN) Formal Amendment estimated processing and approval timing	
Date	Action
Wednesday, May 14, 2025	Post amendment & begin 30-day notification/comment period. The estimate comment period is anticipated to occur from May 14, 2025, to June 13, 2025.
Friday, June 6, 2025	Introduction and overview to the Metro Transportation Policy Alternative Committee (TPAC). No approval recommendation requested.
Friday, June 13, 2025	Public notification/opportunity to comment closes.
Thursday, June 26 2025	JPACT Meeting: Amendment introduction and overview. No approval recommendation requested.
Friday, July 11, 2025	TPAC July meeting: Approval recommendation to JPACT request.
Thursday, July 17, 2025	JPACT July meeting: Amendment approval request.
Thursday, July 24, 2025	Metro Council meeting: Final Metro amendment approval request.
Late August 2025	Final ODOT and FHWA estimated approvals – Inclusion into the approved MTIP and STIP.

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

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 16, 2025

County:

Agency: WSDOT - SW

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

I-5/Columbia River Interstate Bridge - Replacement

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

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

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

Funding

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

Expenditure Schedule

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



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

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

Project #1

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

Planning and design, **right of way, and utility relocation** activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

Planning, design, right of way, and utility relocation for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

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

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

Notes:

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

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

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Name:

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

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

Upcoming STIP Request

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

Modeling Network , NHS, and Performance Measure Designations

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

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

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

Added notes:



Zoom to

I-5 Interstate Bridge Replacement Program

Zoom to

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

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

Project Time Frame: 2031-2045

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

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

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

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

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

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

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

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

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

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

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

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

NE Minnehaha S

NE 13th St

NE 49th St

NE 39th St

NE 28th St

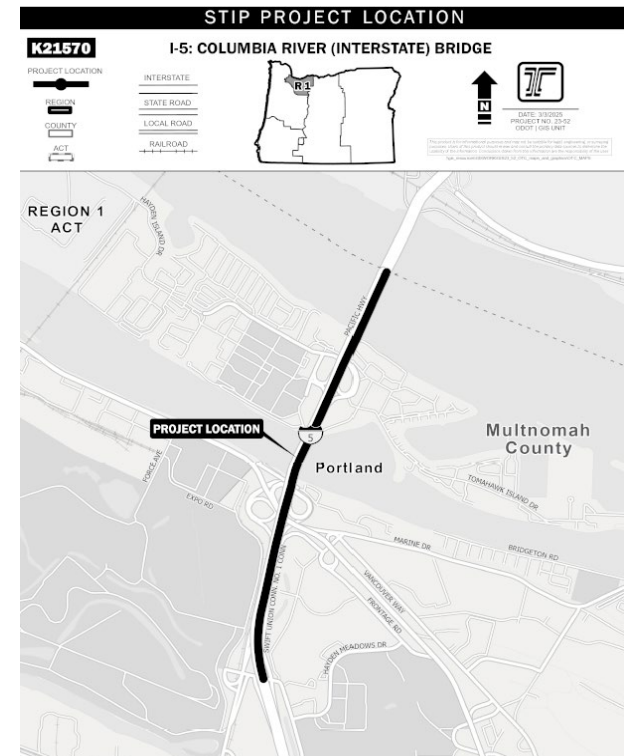
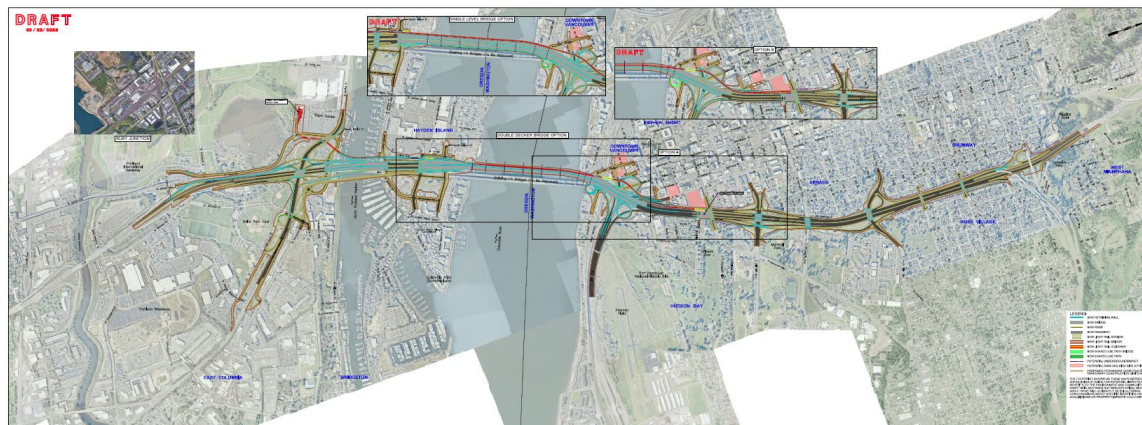
NE 18th St

Vancouver

Blvd

SE

air



Interstate Bridge Replacement program | November 2023

Interstate Bridge Replacement Program

River Crossing:
New earthquake-resilient, multimodal bridge

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

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

Active Transportation:
Safe and accessible shared use paths

North Portland Harbor:
New earthquake-resilient bridge

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



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

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

Project #2

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

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

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

Lead Agency:	ODOT (& WSDOT)	Applicant:	ODOT	Administrator:	ODOT & WSDOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES	

Short Description:

Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

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

Goal #2 - Safer System:

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

Goal #3 - Equitable Transportation:

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

Goal 4 - Thriving Economy:

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

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

Key 23876 Identified Project Funding Plan Committed Funds

Funding Responsibility Source	Phase	Federal	State	Local	Total	Notes
HB5005 GO	Construction	\$ -	\$ 12,295,000	\$ -	\$ 12,295,000	HB5005 GO bonds
WSDOT Contributions	Construction	\$ -	\$ -	\$ 9,795,000	\$ 9,795,000	Add WA MAW funding
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

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

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

Upcoming STIP Request

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

Modeling Network , NHS, and Performance Measure Designations

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

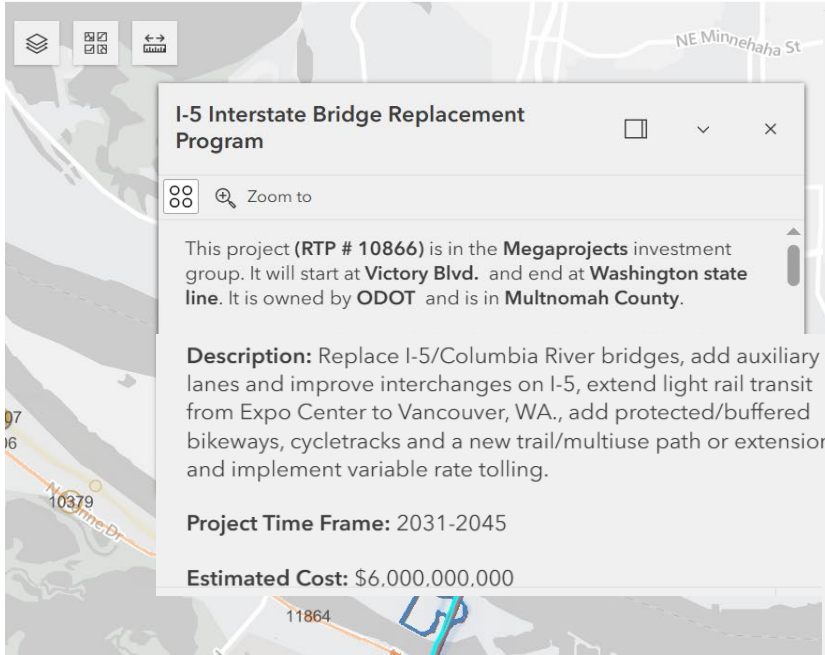
National Highway System and Functional Classification Designations						
System	Y/N	Route	Designation			
NHS Project	Yes	I-5	Interstate			
Functional Classification	Yes	I-5	1 = Urban Interstate			
Federal Aid Eligible Facility	Yes	I-5	Interstate			
ODOT Hwy Name:		Pacific	Hwy Number:	1	Road/Hwy Owner: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

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


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





I-5 Interstate Bridge Replacement Program

Zoom to

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

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

Project Time Frame: 2031-2045

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

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

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

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

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

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

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

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

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

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

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

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



Conceptual Construction Packages



DRAFT

All packages are draft conceptual packages and subject to change

May 8, 2025

5



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

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

Project #3

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.

MTIP Detailed Description (Internal Metro use only):

In northern Portland for this construction segment on I-5 between MP 307.98 to MP 308.38: Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570. One of multiple construction package segments to be programmed in the MTIP and STIP to complete the full construction phase delivery requirements.

STIP Description:

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.

Project Classification Details

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

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

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

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

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

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

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

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

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

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

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

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

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

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

Goal #2 - Safer System:

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

Goal #3 - Equitable Transportation:

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

Goal 4 - Thriving Economy:

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

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

State	General state funds used normally to satisfy the minimum match requirement to the federal funds. For this project, the State funds are used this way and to provide the difference in the 50%-50% contribution requirement between ODOT and WSDOT.
-------	--

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
---------------------------------	------------------	----------------	---------------	------------------	----------------------

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	90.00%	199,616,250.00	0.00%	177,437,000.00	0.00%	22,179,250.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	10.00%	22,180,000.00	0.00%	0.00	0.00%	0.00	100.00%	22,180,000.00
	S010	STATE	0.00%	750.00	0.00%	0.00	100.00%	750.00	0.00%	0.00
	PE Totals		100.00%	221,797,000.00		177,437,000.00		22,180,000.00		22,180,000.00
CN	OTH0	OTHER THAN STATE OR	2.52%	31,725,970.00	0.00%	0.00	0.00%	0.00	100.00%	31,725,970.00
	S010	STATE	0.00%	2,500.00	0.00%	0.00	100.00%	2,500.00	0.00%	0.00
	ACPO	ADVANCE CONSTRUCT PR	97.48%	1,225,116,530.00	80.00%	1,005,474,000.00	20.00%	219,642,530.00	0.00%	0.00
	CN Totals		100.00%	1,256,845,000.00		1,005,474,000.00		219,645,030.00		31,725,970.00
Grand Totals			1,478,642,000.00		1,182,911,000.00		241,825,030.00		53,905,970.00	

Upcoming STIP Request

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

Modeling Network , NHS, and Performance Measure Designations

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

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

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



Zoom to

I-5 Interstate Bridge Replacement Program

Zoom to

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

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

Project Time Frame: 2031-2045

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

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

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

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

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

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

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

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

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

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

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

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

NE Minnehaha St

NE 49th St

NE 39th St

NE 28th St

NE 18th St

Vancouver

Blvd

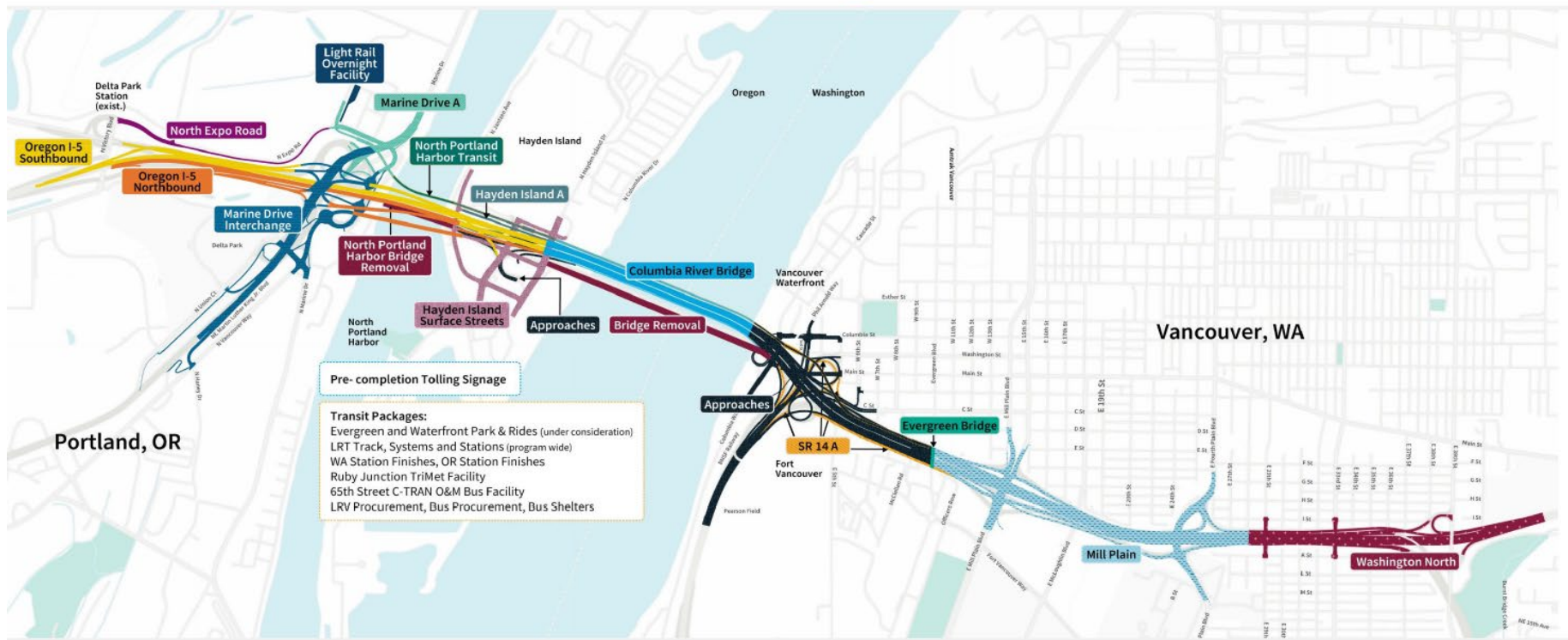
SE

air

+

-

Conceptual Construction Packages



DRAFT

All packages are draft conceptual packages and subject to change

May 8, 2025

5