

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING OR  
ADDING FOUR I-5 INTERSTATE BRIDGE  
REPLACEMENT PROGRAM PROJECTS TO  
THE 2024-27 MTIP TO MEET FEDERAL  
PROJECT DELIVERY REQUIREMENTS** ) RESOLUTION NO. 26-5599  
)  
) Introduced by: Chief Operating  
) Officer Marissa Madrigal with  
) concurrence of Council President  
) Juan Carlos González

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies; and

WHEREAS, bridge users are impacted by heavy congestion, safety issues, limited public transit options, and inadequate active transportation facilities; and

WHEREAS, the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT) are working together to design, replace, and construct a new I-5 Interstate Bridge across the Columbia River; and

WHEREAS, the I-5 Interstate Bridge Replacement (IBR) Program will also include system upgrades that include reconstructed interchanges, new auxiliary lanes, active transportation upgrades, and an extension of the TriMet MAX light rail system line to Vancouver; and

WHEREAS, benefits from the new I-5 bridge are anticipated to provide earthquake resilience to the I-5 corridor, improve, safety, congestion, and reliability, improve freight movement and connections, expand transit options and alternatives to single-occupancy vehicles, plus support tens of thousands of jobs in the region; and

WHEREAS, the IBR Program's Supplemental Environmental Impact Statement has been signed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and the federal environmental process is expected to conclude this summer with the issuance of an amended Record of Decision (ROD) which will allow the program to proceed in construction and retain federal Bridge Investment Program (BIP) grant and Mega grant funding; and

WHEREAS, the IBR Program's 2026 Financial Plan estimates the total project cost between \$13.5 billion to \$15.2 billion dollars; and

WHEREAS, major infrastructure projects are often constructed in phases over time to align with available funding and workforce, and to minimize disruption to local communities; and

WHEREAS, in March 2026, the governors of Oregon and Washington reaffirmed their commitment to building the full IBR Program of investments over time and WSDOT and ODOT announced a core set of projects to advance while working toward building the full five-mile program; and

WHEREAS, the first step toward building the core set of projects is to complete the replacement Columbia River Bridge with space to accommodate light rail transit, construct bridge approaches to connect to I-5 in Oregon and Washington, construct modified SR 14 connections, construct tolling infrastructure, removal of existing structures, and advance design to complete 60% design for light rail transit elements; and

WHEREAS, the development of SBE contractors is essential to the local economy, we acknowledge the importance of SBE participation goals and targets with contract packaging and quarterly reporting; tracking available data tied to consistent equity outcomes, and consistent application of an accountability reporting framework when possible for SBEs; and

WHEREAS, we seek shared prosperity for adjacent communities, and support this region's commitment to implementing a Community Benefits plan, and a plan for preventing displacement and mitigating construction impacts with measurable outcomes; and

WHEREAS, having secured the necessary funding to begin construction, the IBR Program is requesting to program additional funds and scope in the MTIP and the Statewide Transportation Improvement Program (STIP); and

WHEREAS, the amendment programming will increase total funding from \$2,057,861,000 to \$5,681,887,000; and

WHEREAS, the I-5 IBR Program expects to implement bridge tolling in 2028 to help generate required bridge revenues to cover part of the replacement bridge's costs and future maintenance funding needs; and

WHEREAS, the formal amendment amends the **I-5: Columbia River (Interstate) Bridge** project to increase the Preliminary Engineering phase by \$300,493,000, increase the Utility Relocation phase by \$26,926,000, decrease the Right-of-Way phase by \$86,684,000, and change the project description; and

WHEREAS, the formal amendment amends the **I-5: Columbia River Bridge Replacement** project to increase the Preliminary Engineering phase by \$233,767,000, increase the Construction phase by \$3,071,479,000, and change the project description; and

WHEREAS, the formal amendment amends the **I-5 OR & WA Pre-completion Tolling Signage** project to increase the Construction phase by \$1,510,000, increase Other phase by \$25,834,000, and change the project name and description; and

WHEREAS, the formal amendment adds the **I-5: Columbia River Bridge Replacement Transit Design** with a Preliminary Engineering phase funded with \$50,701,000 of Mega grant funds awarded to WSDOT; and

WHEREAS; Oregon Transportation Commission (OTC) approval is required to program the funding in the STIP and occurred on May 26, 2026; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; and

WHEREAS, on June 5, 2026, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on June 16, 2026, Metro completed a 30-day public comment period, as summarized in Exhibit B to this resolution; and

WHEREAS, on June 18, 2026, JPACT approved and recommended that the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend or add the four projects, as stated within Exhibit A, to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 23<sup>rd</sup> day of June 2026.

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Juan Carlos González, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney