



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: June 9, 2026  
To: JPACT and Interested Parties  
From: Gabriela Lopez, Senior Transportation Planner  
Subject: June FFY 2026 MTIP Interstate Bridge Replacement Program Formal  
Amendment & Resolution 26-5599 Amendment Overview – FFY26-NO.7-JUN

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## **Amendment Purpose Statement**

### **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**

#### **Amendment Summary:**

The June FFY 2026 Metropolitan Transportation Improvement Program (MTIP) Formal Amendment proposes the following programming changes to the Interstate Bridge Replacement Program (IBR Program):

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

Resolution No. 26-5599 authorizes the proposed MTIP Formal Amendment.

#### **Requested Action:**

Recommend approval of Resolution 26-5599 to Metro Council to amend or add four I-5 Interstate Bridge Replacement Program projects, as stated within Exhibit A, to the 2024-2027 MTIP to meet federal project delivery requirements.

#### **TPAC Recommends Approval:**

Gabriela Lopez, Senior Transportation Planner and Carley Francis, Interim IBR Program Administrator, provided the Transportation Policy Alternatives Committee (TPAC) a presentation of the proposed project amendments for core set of projects, available program funding, and program schedule at its June 5, 2026, meeting.

Two of TPAC's community representative members introduced a motion to amend Resolution 26-5599 to include language to:

- Recognize the current project funding gap for light rail extension and active transportation components to reach Evergreen Boulevard in Vancouver
- Recognize concerns from impacted communities on traffic diversion, tolling, safety, congestion, air quality and noise pollution

- Demonstrate support for bi-state cooperation between Oregon and Washington elected leaders and transportation officials to develop and evaluate options to toll the I-205 Glenn Jackson Bridge to manage traffic diversion and identify additional revenue sources

Discussion and comments from TPAC members included:

- 1) Support for finding options for additional funding
- 2) Opportunities to explore alternative alignments for the light rail transit extension to Evergreen Boulevard in Vancouver.
- 3) Limitations in process for tolling approval and the approved uses of toll revenues.
- 4) Concerns about the effects of traffic diversion due to construction activities and tolling, and the need for additional information on mitigation efforts.

The motion to *amend* Resolution 26-5599 failed. For this vote there were 7 yes votes and 17 members present (7 yes, 7 no, 3 abstain) <sup>1</sup>.

TPAC members then voted to *recommend approval* of Resolution 26-5599 to JPACT and the vote passed (13 yes, 1 no, 3 abstain).

**Amend Existing MTIP/STIP Programmed Projects:**

Project Number: 1	Key Number: 21570	Status: Existing Project
Project Name:	I-5: Columbia River (Interstate) Bridge	
Lead Agency:	ODOT	
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.	
Funding Summary:	<p>The project is currently programmed with a total funding of \$554,629,000.</p> <p>Project funding includes Advance Construction funds, Bridge Program funds, Highway Improvement (HIP) Bridge program funds, National Highway Freight Performance (NHFP) funds, National Highway Performance Program (NHPP) funds, Surface Transportation Block Grant (STBG) State funds, ODOT funds, and WSDOT funds.</p>	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Increase the Preliminary Engineering (PE) phase by \$300,493,000</li> <li>• Increase the Utility Relocation (UR) phase by \$26,926,000</li> <li>• Decrease Right-of-Way (RW) phase by \$86,684,000</li> </ul>	

<sup>1</sup> Section 5 of the TPAC bylaws requires that an act of the majority of the members/alternates present at the meeting is the act of the committee.

	<p>Total project increases from \$554,629,000 to \$793,364,000 using Oregon federal grant funds, Oregon General Obligation (GO) Bonds, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in Federal Fiscal Year (FFY) 2026.</p> <p>Amendment also includes changes to project description to include Right-of-way acquisition for the demolition of the current Interstate Bridge.</p>
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<b>Project Number: 2</b>	<b>Key Number: 23877</b>	<b>Status: Existing Project</b>
<b>Project Name:</b>	<b>I-5: Columbia River Bridge Replacement</b>	
<b>Lead Agency:</b>	ODOT	
<b>Description:</b>	<p>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.</p>	
<b>Funding Summary:</b>	<p>The project is currently programmed with a total funding of \$1,478,642,000.</p> <p>Project funding includes Advance Construction funds, ODOT funds, and WSDOT funds.</p>	
<b>Added Notes:</b>	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Update Mileposts for project location to match K21570. Final MPs for I-5 MP 306.70 to 308.38 (Northbound and Southbound)</li> <li>• Increase Preliminary Engineering phase by \$233,767,000</li> <li>• Increase Construction phase by \$3,071,479,000</li> </ul> <p>Total project increases from \$1,478,642,000 to \$4,783,888,000 using Oregon federal grant funds, Oregon GO Bonds, Tolling, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p> <p>Amendment also includes a change in description to expand scope to include Columbia River Bridge (CRB), CRB Approaches, Hayden Island Package A and SR 14 Package A, and design and construction for the removal of the existing structures and the existing Columbia River Bridge.</p>	

Project Number: 3	<b>Key Number: 23876</b>	Status: Existing Project
Project Name:	<b>I-5 OR &amp; WA Pre-completion Tolling Signage</b>	
Lead Agency:	ODOT	
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.	
Funding Summary:	The project is currently programmed with a total funding of \$24,590,000. Project funding includes ODOT and WSDOT state funds.	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> <li>• Change project name</li> <li>• Change project description to include to include education, marketing, system integration, and customer service activities to support tolling launch</li> <li>• Update Mileposts for project location</li> <li>• Increase Construction phase by \$1,510,000</li> <li>• Increase Other phase by \$25,834,000</li> </ul> <p>Total project increase from \$24,590,000 to \$51,934,000 using Oregon GO bonds and Washington state funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p>	

**Adding New MTIP/STIP Projects:**

Project Number: 4	<b>Key Number: 24473</b>	Status: New Project
Project Name:	<b>I-5: Columbia River Bridge Replacement Transit</b>	
Lead Agency:	ODOT	
Description:	Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.	
Funding Summary:	The new project is proposed to be programmed with \$50,701,000 of Washington Mega grant funds in FFY 2026.	
Added Notes:	The formal amendment adds the project to the MTIP and STIP. If approved, proposed project is anticipated to obligate all funds in FFY 2026.	

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed

to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

**Proposed Processing and Approval Actions:**

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mailing.....	April 24, 2026
• Initiate the required public notification/comment process.....	April 27, 2026
• TPAC amendment overview – no action.....	May 1, 2026
• JPACT amendment overview – no action.....	May 21, 2026
• Metro Council amendment overview – no action .....	May 26, 2026
• TPAC action .....	June 5, 2026
• Completion of public notification/comment process.....	June 16, 2026
• <b>JPACT action .....</b>	<b>June 18, 2026</b>
• Metro Council action.....	June 23, 2026
• Final amendment package submission to ODOT & USDOT.....	Late June 2026
• USDOT clarification and final amendment approval.....	Early August 2026

**ANALYSIS/INFORMATION**

1. **Known Opposition/Support/Community Feedback:** The Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) have jointly agreed to develop and implement the IBR Program and the agencies support the proposed programming changes in this amendment.

A number of groups and individuals have expressed opinions about elements of the IBR Program through past comments. This includes the Bridgeton Neighborhood Association, Vote Before Tolls, Neighbors for a Better Crossing, and the Just Crossing Alliance. Tolling, project costs, bridge type, number of travel lanes, active transportation design and access, visual design of the bridge, and project impacts are topics that have appeared in the comments.

Metro staff will present the results of the 30-day public comment period to JPACT and Metro Council prior to considering action in June 2026.

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 projects to be amended or canceled in the MTIP, as well as the Statewide Transportation Improvement Program, or STIP, which is managed by the Oregon Department of Transportation. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.
4. **Metro Budget Impacts:** The proposed amendments have no impact to the Metro budget.