

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, January 15, 2026

7:30 AM

<https://zoom.us/j/91720995437> Webinar
ID: 917 2099 5437 or +1 669 444 9171 (toll
free)

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

2. Public Communication on Agenda Items (7:32 AM)

Written comments should be submitted electronically by mailing
legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the day
before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the
legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you
wish to testify; or (b) registering by email by sending your name and the item on which you wish to
testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the “Raise Hand” feature in
Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals
will have three minutes to testify unless otherwise stated at the meeting.

3. JPACT Chair Updates (7:35 AM)

3.1 Fatal Crash Report (7:35 AM) **COM**
25-1001

3.2 Transit Minute (7:37 AM) [COM](#)
[25-1002](#)

Attachments: [January Transit Minute](#)

3.3 Legislative Priorities (7:38 AM) [COM](#)
[26-1011](#)

Attachments: [JPACT Priorities for the State 2025 Transportation Package](#)

4. Consent Agenda (7:45 AM)

4.1 Resolution No. 26-5549 For the Purpose of Adding or [COM](#)
Amending Five Projects to the 2024-27 MTIP to Meet [26-1006](#)
Federal Project Delivery Requirements

Attachments: [JPACT Worksheet](#)
[Draft Resolution 26-5549](#)
[Project Detail Report](#)
[JPACT Staff Report](#)
[MTIP FA Public Comment Period Summary](#)

4.2 Consideration of the December 18, 2025 JPACT minutes [26-6426](#)

Attachments: [JPACT Minutes](#)

5. Information/Discussion Items (7:50AM)

5.1 Rose Quarter Project Update [COM](#)
[26-1009](#)

Presenter(s): Monica Blanchard, Interim Rose Quarter Project Director
David Kim, ODOT Project Delivery Manager

Attachments: [JPACT Worksheet](#)

8:20 AM

5.2 2026 JPACT Workplan Review [COM](#)
[26-1003](#)

Presenter(s): Ted Leybold (he/him), Transportation Policy Director

Attachments: [JPACT Worksheet](#)
[2026 JPACT workplan](#)

8:40 AM

5.3 ODOT 10-Year Capitol Investment Plan update [COM](#)
[26-1010](#)

Presenter(s): Tova Peltz, ODOT

Attachments: [JPACT Worksheet](#)

6. Committee Member Communication (9:15 AM)

7. Adjourn (9:30 AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតព្វកិច្ចរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទិកា) ប្រាំពីរថ្ងៃ ថ្ងៃច័ន្ទិកា មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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Portland, OR 97232-2736
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Agenda #: 3.3

File #: COM 26-1011

Agenda Date: 1/15/2026

Legislative Priorities (7:38 AM)

Memo

Date: October 17, 2024

Subject: JPACT Priorities for the State 2025 Transportation Package

Purpose: A shared position statement that describes the Joint Policy Advisory Committee on Transportation's (JPACT) transportation values and priorities. This statement will be the foundation for our comments and engagement in processes leading up to a 2025 transportation funding package.

Background: JPACT's 2025 State Transportation Package values and priorities are rooted in conversations to date with regional partners and the 2023 update to the Regional Transportation Plan, which is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs and investments, and outlines what funds the region expects to have available over the next 25 years. The plan is updated every five years with input from community members, business and community leaders and governments as an opportunity to work together towards a future with safe, reliable and affordable travel options for all.

JPACT Priorities for a State 2025 Transportation Package:

The Portland metro area wants a safe, reliable, equitable, healthy and stable transportation system that is environmentally responsible, efficiently moves people and products to their destinations, and ensures all people can connect to the education and work opportunities they need to experience and contribute to our region's and state's economic prosperity and quality of life.

The Portland metro region accounts for more than 40 percent of the state's population. Our region continues to evolve -- working, shopping, and traveling in new ways that require expanded transportation options and solutions. Technological changes in transportation, communication and other areas are radically altering our daily lives. We are also facing urgent global and regional challenges: climate change is happening faster than predicted, and the transportation system is not fully prepared for the expected Cascadia Subduction Zone earthquake. Economic vitality and recovery depend very much on the efficiency and reliability of our transportation system, and we lack the funding at the state and local level to respond to these opportunities and challenges. For an export dependent state like Oregon, a resilient intermodal transportation system is especially critical to ensure local businesses can get their products to market. Intermodal transportation and marine highways offer a sustainable alternative for moving goods and improving overall freight mobility.

We are at a pivotal moment. As the region continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2025 transportation package provides an opportunity for all levels of government and community to work together to deliver a better transportation future.

Our communities need:

- Short-Term Funding Solutions. Stabilize our existing state and local transportation system funding sources so we can prioritize the operations and maintenance of our existing facilities. Retain the existing 50/30/20 State Highway Fund revenue split.
- Long-Term Sustainable Funding. Invest in developing long-term, sustainable revenue solutions to provide much needed state and local operations and maintenance dollars for

Attachment A

multi-modal investments into the future. Ensure that local agencies continue to receive a proportional local share (50/30/20) of all state collected transportation revenues. Ensure local agencies maintain and expand taxing authority for new types of funding.

- To Finish What We Started. Build government trust and accountability by ensuring the successful completion of the major bottleneck projects in the Portland metro region as promised by HB 2017.
- Safe Urban Arterials and Streets. Continue to invest in state programs that reduce fatal and serious injuries on our roadways and improve conditions on our most dangerous urban arterials. These investments should prioritize critical infrastructure improvements for all roadway users, and in major travel corridors with developing housing and job opportunities.
- Transit. Fund transit capital and operations, providing necessary solutions for expanding transit access statewide to make transit an easily accessible, attractive and equitable travel option.
- Resiliency. Ensure that our critical transportation infrastructure like airports and bridges are able to withstand large scale, known and unknown, climate and natural disasters. Plan, adapt and build climate resilient infrastructure responsive to the evolving needs of future generations.

JPACT members agreed to these priorities during the October 17, 2024 JPACT meeting. We are all committed to advancing robust and meaningful programs. Together we can create legislation that responds to the evolving economic and environmental needs across the state.



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Agenda #: 4.1

File #: COM 26-1006

Agenda Date:1/15/2026

Resolution No. 26-5549 For the Purpose of Adding or Amending Five Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

JPACT Worksheet

Agenda Item Title: December 2025 (FFY 2026) MTIP Formal Amendment Approval Request – Resolution 26-5549

Presenters: Not Applicable. The item is proposed to be a JPACT consent item

Contact for this worksheet/presentation: Gabriela Lopez, Senior Transportation Planner, gabriela.lopez@oregonmetro.gov

Purpose/Objective:

FOR THE PURPOSE OF ADDING OR AMENDING FIVE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Action Requested:

Recommend approval of Resolution 26-5549 to Metro Council to add or amend five projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

Outcome:

JPACT action to recommend approval to Metro Council. Final action allows the proposed programming changes to the five projects in the 2024-27 MTIP to meet federal delivery requirements:

- Amends the TriMet Bus Purchase (2024) project
- Amends the NW 112th Avenue and PNWR rail crossing upgrades project
- Adds the Boise-Eliot Planning Study
- Adds the Stark Street Bridge Replacement Project
- Adds the Project Funding Management Tools project

What has changed since JPACT last considered this issue/item?

None. This is the first time the amendment will be presented to JPACT.

What packet material do you plan to include?

1. Draft Resolution 26-5549 with requested changes to five projects.
2. Exhibit A to Resolution 26-5549 (MTIP Project Detail Report) showing the specific changes to the projects.
3. Exhibit B to Resolution 26-5549 (Public Comment Period Summary)
4. A staff report in support of the formal amendment's action to add or amend the five projects. The staff report provides a summary of the project changes, review processes, and required approval steps.

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
AMENDING FIVE PROJECTS TO THE
2024-27 MTIP TO MEET FEDERAL
PROJECT DELIVERY REQUIREMENTS**

) RESOLUTION NO. 26-5547
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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, the formal amendment amends the TriMet Bus Purchase (2024) project and re-purposes \$3,260,241 of TriMet's FTA 5339(a) Formula funding for replacing buses, to build a permanent off-street bus layover facility; and

WHEREAS, the formal amendment amends the NW 112th Avenue and Portland and Western Railroad (PNWR) rail crossing upgrades project to cancel the \$80,000 utility relocation phase and program those funds to the construction phase, and to program additional funding in the preliminary engineering and the construction phase; and

WHEREAS, the formal amendment programs the Boise-Eliot Planning Study project with \$1,000,000 of federally awarded 2024 Reconnecting Communities Pilot (RCP) grant funds and \$250,000 of City of Portland local funds; and

WHEREAS, the formal amendment programs the preliminary engineering phase of the Stark Street Bridge Replacement Project with \$3,500,000 of Multnomah County local funds; and

WHEREAS, in July 2024, the Metro Council approved Resolution 24-5414 directing the investment of \$13.6 million of Federal Redistribution funds to advance the region's priority goals as defined in the RTP and ensure the region continues to meet obligation targets; and

WHEREAS, \$600,000 of the Federal Redistribution funds were allocated to provide improvements to MTIP data management systems and for funding Regional Flexible Fund Allocation (RFFA) application assistance and evaluation; and

WHEREAS, the formal amendment programs \$233,004 of Federal Redistribution funds to the Other phase of the Project Funding Management Tools project; and

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

WHEREAS, on December 5, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 24, 2025, Metro completed a 30-day public comment period that did not receive any comments, as stated in Exhibit B to this resolution; and

WHEREAS, on January 15, 2026, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or amend the five 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 ____ day of _____ 2026.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution 26-5549
2024-2027 Metropolitan Transportation Improvement Program (MTIP)
December 2025 (FFY 2026) Formal Amendment, DC26-03-DEC



Proposed Amendment 71205 - Bus Layover and Operator Facility Upgrades and Acquisition - TriMet

ODOT Key 22176	RTP ID 12081	RFFA ID -	Lead Agency TriMet
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Project Type Transit	System Investment Type Capital Project	Total Cost \$11,968,814
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Project Description

Funding to build a permanent off-street, bus layover facility, which will add up to nine 60-foot layover spaces for TriMet buses, improve operator safety, support mixed-use urban redevelopment and satisfy a 2016 City of Portland commitment related to the Powell-Division Transit & Development Project and related Locally Preferred Alternative. Funds will also be used to provide additional/improved break facilities for TriMet bus operators.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	\$1,543,183	-	-	\$1,543,183
Preliminary Engineering	TriMet Local	-	-	-	\$385,796	-	-	\$385,796
Total Preliminary Engineering		-	-	-	\$1,928,979	-	-	\$1,928,979
Right of Way	TriMet Local	-	-	-	\$7,000,000	-	-	\$7,000,000
Total Right of Way		-	-	-	\$7,000,000	-	-	\$7,000,000
Construction	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	-	\$1,117,148	-	\$1,117,148
Construction	TriMet Local	-	-	-	-	\$279,287	-	\$279,287
Total Construction		-	-	-	-	\$1,396,435	-	\$1,396,435
Other	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	\$599,910	-	-	\$599,910
Other	TriMet Local	-	-	-	\$1,043,490	-	-	\$1,043,490
Total Other		-	-	-	\$1,643,400	-	-	\$1,643,400
Total Programmed		-	-	-	\$10,572,379	\$1,396,435	-	\$11,968,814

Previously Approved Amendment 71205 - Bus Layover and Operator Facility Upgrades and Acquisition - TriMet

ODOT Key 22176	RTP ID 12081	RFFA ID -	Lead Agency TriMet
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Project Type Transit	System Investment Type -	Total Cost \$4,075,301
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Project Description

Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	5339(a) Bus and Bus Facilities Formula Grant Program	-	-	-	\$3,260,241	-	-	\$3,260,241
Other	Local Match	-	-	-	\$815,060	-	-	\$815,060
Total Other		-	-	-	\$4,075,301	-	-	\$4,075,301
Total Programmed		-	-	-	\$4,075,301	-	-	\$4,075,301

Exhibit A to Resolution 26-5549
2024-2027 Metropolitan Transportation Improvement Program (MTIP)
December 2025 (FFY 2026) Formal Amendment, DC26-03-DEC



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Scope Change - Major - Cost and Funding Increase - Major
PROJECT CHANGES	<p>Title changed from "TriMet Bus Purchase (2024)" to "Bus Layover and Operator Facility Upgrades and Acquisition - TriMet"</p> <p>Description changed from "Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for federal fiscal year 2026 to be used on existing fixed routes across TriMet's 3 county service region." to "Funding to build a permanent off-street, bus layover facility, which will add up to nine 60-foot layover spaces for TriMet buses, improve operator safety, support mixed-use urban redevelopment and satisfy a 2016 City of Portland commitment related to the Powell-Division Transit & Development Project and related Locally Preferred Alternative. Funds will also be used to provide additional/improved break facilities for TriMet bus operators."</p> <p>Plan Revision Name changed from "AM25-29-AUG5" to "DC26-03-DEC"</p> <p>Long Description changed from "Funding to support the purchase of up to 58 full sized 40 foot electric replacement buses planned for FFY2026 to be used on existing fixed routes across TriMet's 3 county service region." to "None"</p>
FUNDING CHANGES	<p>5339(a) Bus and Bus Facilities Formula Grant Program</p> <p>+ Increase funds in FY 2026 in PE from \$0 to \$1,543,183</p> <p>- Decrease funds in FY 2026 in OT from \$3,260,241 to \$0</p> <p>+ Increase funds in FY 2026 in OT from \$0 to \$599,910</p> <p>+ Increase funds in FY 2027 in CN from \$0 to \$1,117,148</p> <p>Local Match</p> <p>- Decrease funds in FY 2026 in OT from \$815,060 to \$0</p> <p>TriMet Local</p> <p>+ Increase funds in FY 2026 in PE from \$0 to \$385,796</p> <p>+ Increase funds in FY 2026 in OT from \$0 to \$149,977</p> <p>+ Increase funds in FY 2026 in OT from \$0 to \$893,513</p> <p>+ Increase funds in FY 2026 in RW from \$0 to \$7,000,000</p> <p>+ Increase funds in FY 2027 in CN from \$0 to \$279,287</p>
FEDERAL PROJECT COST	Stays the same \$3,260,241
TOTAL PROJECT COST	Increased from \$4,075,301 to \$11,968,814 (193.69%)

Proposed Amendment 71261 - NW 112th Avenue and PNWR rail crossing upgrades

ODOT Key 22440	RTP ID 12095	RFFA ID -	Lead Agency Oregon DOT
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Project Type Highway	System Investment Type System Management & ITS	Total Cost \$4,349,000
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Project Description

Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Rail HWY Cross Hazard	\$579,600	-	-	-	-	-	\$579,600
Preliminary Engineering	State Match	\$64,400	-	-	-	-	-	\$64,400
Total Preliminary Engineering		\$644,000	-	-	-	-	-	\$644,000
Construction	Rail HWY Cross Hazard	-	-	-	\$3,334,500	-	-	\$3,334,500
Construction	State Match	-	-	-	\$370,500	-	-	\$370,500
Total Construction		-	-	-	\$3,705,000	-	-	\$3,705,000
Total Prior Costs		\$644,000	-	-	-	-	-	\$644,000
Total Programmed		\$644,000	-	-	\$3,705,000	-	-	\$4,349,000

Exhibit A to Resolution 26-5549
2024-2027 Metropolitan Transportation Improvement Program (MTIP)
December 2025 (FFY 2026) Formal Amendment, DC26-03-DEC



Previously Approved Amendment 71261 - NW 112th Avenue and PNWR rail crossing upgrades

ODOT Key 22440	RTP ID 12095	RFFA ID -	Lead Agency Oregon DOT
Project Type Highway	System Investment Type -	Total Cost \$1,620,000	

Project Description

Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Local Match	\$30,000	-	-	-	-	-	\$30,000
Preliminary Engineering	Rail HWY Cross Hazard	\$270,000	-	-	-	-	-	\$270,000
Total Preliminary Engineering		\$300,000	-	-	-	-	-	\$300,000
Construction	Local Match	-	-	-	\$124,000	-	-	\$124,000
Construction	Rail HWY Cross Hazard	-	-	-	\$1,116,000	-	-	\$1,116,000
Total Construction		-	-	-	\$1,240,000	-	-	\$1,240,000
Utilities	Local Match	-	-	-	\$8,000	-	-	\$8,000
Utilities	Rail HWY Cross Hazard	-	-	-	\$72,000	-	-	\$72,000
Total Utilities		-	-	-	\$80,000	-	-	\$80,000
Total Prior Costs		\$300,000	-	-	-	-	-	\$300,000
Total Programmed		\$300,000	-	-	\$1,320,000	-	-	\$1,620,000

Exhibit A to Resolution 26-5549
2024-2027 Metropolitan Transportation Improvement Program (MTIP)
December 2025 (FFY 2026) Formal Amendment, DC26-03-DEC



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cancel Phase (FA) - Cost and Funding Increase - Major
PROJECT CHANGES	Plan Revision Name changed from "AM25-25-AUG1" to "DC26-03-DEC"
FUNDING CHANGES	<p>Rail HWY Cross Hazard</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$270,000 to \$67,500 + Increase funds in FY 2022 in PE from \$0 to \$207,634 - Decrease funds in FY 2022 in CN from \$1,116,000 to \$0 + Increase funds in FY 2022 in PE from \$0 to \$304,466 - Decrease funds in FY 2022 in UR from \$72,000 to \$0 + Increase funds in FY 2026 in CN from \$0 to \$3,334,500 <p>Local Match</p> <ul style="list-style-type: none"> - Decrease funds in FY 2022 in PE from \$30,000 to \$0 - Decrease funds in FY 2026 in CN from \$124,000 to \$0 - Decrease funds in FY 2026 in UR from \$8,000 to \$0 <p>State Match</p> <ul style="list-style-type: none"> + Increase funds in FY 2022 in PE from \$0 to \$7,500 + Increase funds in FY 2022 in PE from \$0 to \$23,070 + Increase funds in FY 2022 in PE from \$0 to \$33,830 + Increase funds in FY 2026 in CN from \$0 to \$370,500
FEDERAL PROJECT COST	Increased from \$1,458,000 to \$3,914,100 (168.46%)
TOTAL PROJECT COST	Increased from \$1,620,000 to \$4,349,000 (168.46%)

Proposed Amendment 71632 - Boise-Eliot Planning Study

ODOT Key 24425	RTP ID -	RFFA ID -	Lead Agency Portland
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Project Type Planning	System Investment Type Planning	Total Cost \$1,250,000
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Project Description

Planning study to evaluate the reconfiguration of I-405 North Kerby Avenue ramps and develop a long-term strategy for adjacent maintenance facilities in the Albina Yard properties in order to improve neighborhood connectivity and guide future development investments.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	CITY	-	-	-	-	\$250,000	-	\$250,000
Planning	Other	-	-	-	-	\$1,000,000	-	\$1,000,000
Total Planning		-	-	-	-	\$1,250,000	-	\$1,250,000
Total Programmed		-	-	-	-	\$1,250,000	-	\$1,250,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$1,000,000
TOTAL PROJECT COST	\$1,250,000

Proposed Amendment 71633 - Stark Street Bridge Replacement Project

ODOT Key 24416	RTP ID -	RFFA ID -	Lead Agency Multnomah County
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Project Type Roadway	System Investment Type Capital Project	Total Cost \$3,500,000
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Project Description

Design for future construction to replace bridge to meet current design standards, provide improved bike and pedestrian facilities, and is seismically resilient.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Other	-	-	-	\$3,500,000	-	-	\$3,500,000
Total Preliminary Engineering		-	-	-	\$3,500,000	-	-	\$3,500,000
Total Programmed		-	-	-	\$3,500,000	-	-	\$3,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$0
TOTAL PROJECT COST	\$3,500,000

Proposed Amendment 71634 - Project Funding Management Tools

ODOT Key TBD	RTP ID -	RFFA ID -	Lead Agency Metro
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Project Type Other	System Investment Type Other	Total Cost \$259,672
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Project Description

Metro Federal Redistribution funds to provide improvements to MTIP data management systems to track project development and progress toward obligation and implementation, and for funding Regional Flexible Fund Allocation (RFFA) application assistance and evaluation.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	Metro Local	-	-	-	-	\$26,668	-	\$26,668
Other	STBG - Urban	-	-	-	-	\$233,004	-	\$233,004
Total Other		-	-	-	-	\$259,672	-	\$259,672
Total Programmed		-	-	-	-	\$259,672	-	\$259,672

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	\$233,004
TOTAL PROJECT COST	\$259,672

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 5, 2025
To: JPACT and Interested Parties
From: Gabriela Lopez, Senior Transportation Planner
Subject: December 2025 (FFY 2026) MTIP Formal Amendment (DC26-03-DEC) & Resolution 26-5549 Approval Request – STAFF REPORT

Amendment Purpose Statement

**FOR THE PURPOSE OF ADDING OR AMENDING FIVE PROJECTS TO THE 2024-27 MTIP
TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

Amendment Summary:

The December 2025 (FFY 2026) Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment proposes the following programming changes:

- Amends the TriMet Bus Purchase (2024) project
- Amends the NW 112th Avenue and PNWR rail crossing upgrades project
- Adds the Boise-Eliot Planning Study
- Adds the Stark Street Bridge Replacement Project
- Adds Project Funding Management Tools project

TPAC Recommends Approval:

Gabriela Lopez, Senior Transportation Planner, provided Transportation Policy Alternatives Committee (TPAC) members with an overview of the proposed project amendments at its December 5, 2025 meeting. TPAC voted unanimously to recommend approval to JPACT.

Requested Action:

Recommend approval of Resolution 26-5549 to the Metro Council to add or amend five projects, as stated within Exhibit A, to the 2024-27 MTIP to meet federal project delivery requirements.

Category: Amending Existing MTIP/STIP Programmed Projects:

Project Number: 1	Key Number: 22176	Status: Existing Project
Project Name:	TriMet Bus Purchase (2024)	
Lead Agency:	TriMet	
Description:	Funding to build a permanent off-street, bus layover facility, which will add up to nine 60-foot layover spaces for TriMet buses, improve operator safety, support mixed-use urban redevelopment, and satisfy a 2016 City of Portland commitment related to the Powell-Division Transit & Development Project and related Locally Preferred Alternative. Funds will also be used to provide additional/improved break facilities for TriMet bus operators.	
Funding Summary:	The project is currently programmed with a total of \$4,075,301 FTA 5339 (a) funds. Total programming increases to \$11,968,814 of FTA 5339 (a) and TriMet local funds.	
Added Notes:	<p>The formal amendment repurposes TriMet's FTA 5339(a) Formula funding for replacing buses, to purchase a permanent off-street bus layover facility.</p> <ul style="list-style-type: none"> • Project name is amended to: Bus Layover and Operator Facility Upgrades and Acquisition – TriMet • Project description is amended to: Funding to build a permanent off-street, bus layover facility, which will add up to nine 60-foot layover spaces for TriMet buses, improve operator safety, support mixed-use urban redevelopment and satisfy a 2016 City of Portland commitment related to the Powell-Division Transit & Development Project and related Locally Preferred Alternative. Funds will also be used to provide additional/improved break facilities for TriMet bus operators. • Project programming is amended to: <ul style="list-style-type: none"> ○ Add Preliminary Engineering (PE) phase with \$1,543,183 of FTA 5339(a) federal funds with required match of 20% in FFY 2026 ○ Add Right of Way (RW) phase with \$7,000,000 TriMet Local funds in FFY 2026 ○ Add Construction phase with \$1,117,148 of FTA 5339(a) federal funds with required match of 20% in FFY 2027 ○ Add Other phase with \$599,910 of FTA 5339(a) federal funds with required match of 20%, and \$893,513 TriMet local funds in FFY 2026 	

Project Number: 2	Key Number: 22440	Status: Existing Project
Project Name:	NW 112th Avenue and PNWR rail crossing upgrades	
Lead Agency:	Oregon DOT	
Description:	Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.	
Funding Summary:	The project is currently programmed with \$1,458,000 of Railway-Highway Crossing Hazard Elimination federal funds with \$162,000 local match. Total programming increases to \$4,349,000	
Added Notes:	The formal amendment cancels Utility Relocation (UR) phase as no reimbursable utilities were identified. Programmed UR phase funds will be moved to Construction phase. Additionally, construction phase will be increased with \$2,385,000 of Railway-Highway Crossing Hazard Elimination funds. A technical correction was completed to ensure the PE phase in FFY 2022 is consistent with a post obligation funding increase of \$309,600 in Railway-Highway Crossing Hazard Elimination federal funds.	

Adding New MTIP/STIP Projects:

Project Number: 3	Key Number: 24425	Status: New Project
Project Name:	Boise-Eliot Planning Study	
Lead Agency:	Portland	
Description:	Planning study to evaluate the reconfiguration of the I-405 North Kerby Avenue ramps and develop a long-term strategy for adjacent maintenance facilities in the Albina Yard properties in order to improve neighborhood connectivity and guide future development investments.	
Funding Summary:	Project funding is from the federal Reconnecting Community Pilot (RCP) FFY 2024 grant program. The federal award is \$1,000,000 with a local match of \$250,000 and is anticipated to be obligated in FFY 2027.	

Project Number: 4	Key Number: 224416	Status: New Project
Project Name:	Stark Street Bridge Replacement Project	
Lead Agency:	Multnomah County	
Description:	Design for future construction to replace bridge to meet current design standards, provide improved bike and pedestrian facilities, and is seismically resilient.	
Funding Summary:	The new project will be programmed with \$3,500,000 of Multnomah County local funds in FFY 2026.	
Added Notes:	This formal amendment adds the regionally significant and locally funded project. PE phase will be completed with the use of local funds with potential to seek federal funding for completion of the project.	

Project Number: 5	Key Number: TBD	Status: New Project
Project Name:	Project Funding Management Tools	
Lead Agency:	Metro	
Description:	Metro Federal Redistribution funds to provide improvements to MTIP data management systems to track project development and progress toward obligation and implementation, and for funding Regional Flexible Fund Allocation (RFFA) application assistance and evaluation.	
Funding Summary:	The new project will be programmed with \$233,004 of STBG-Urban funds with a local match of \$26,668 in FFY 2027.	
Added Notes:	The funding for this project was approved in Metro Council Resolution 24-5414. This resolution directed the investment of \$600,000 of federal redistribution funds to provide improvements to MTIP data management systems and for funding Regional Flexible Fund Allocation (RFFA) application assistance and evaluation. Of these funds \$358,920 have been programmed in Key 22312 Portland Metro Planning SFY25 and \$8,076 in Key 22839 Portland Metro Planning SFY26, remaining balance of \$233,004 will be programmed in the new Project Funding Management Tools project.	

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.....	November 25, 2025
• Initiate the required public notification/comment process.....	November 25, 2025
• TPAC supplemental materials mailing.....	December 1, 2025
• TPAC action	December 5, 2025
• Completion of public notification/comment process.....	December 24, 2025
• JPACT action	January 15, 2026
• Metro Council action.....	January 29, 2025
• Final amendment package submission to ODOT & USDOT.....	February 5, 2026.
• USDOT clarification and final amendment approval.....	Early April 2026

Note: The above dates are anticipated and could change.

ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** The agencies leading the projects included in this amendment support the proposed programming changes.

Metro conducted a 30-day public comment period, which closed on December 24, 2025. During this comment period, Metro did not receive any comments/received a total of X comments. Detailed information can be found in the Public Comment Period summary report, attached as Exhibit B.

2. **Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
- b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
- c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the new and amended projects to be added or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.

4. **Metro Budget Impacts:** If amendment is approved, the funding programmed in the Project Funding Management Tools project will be added to the Metro's budget starting in FFY 2027.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 5, 2026
To: JPACT, Metro Council, and Interested Parties
From: Gabriela Lopez, Senior Transportation Planner
Subject: **Public Comment Period Summary
December 2025 (FFY 2026) MTIP Formal Amendment (DC26-03-DEC)**

The December 2025 (FFY 2026) Metropolitan Transportation Improvement Program (MTIP) Formal Amendment contains the following programming changes:

- Amends the TriMet Bus Purchase (2024) project
- Amends the NW 112th Avenue and PNWR rail crossing upgrades project
- Adds the Boise-Eliot Planning Study project
- Adds the Stark Street Bridge Replacement project
- Adds the Project Funding Management Tools project

Public Comment Period Notice and Invitation to Participate

Between November 25, 2025 and December 24, 2025, residents of the Portland metropolitan area were invited to provide comment on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website:

<https://www.oregonmetro.gov/opportunities/public-notice-opportunity-comment-pending-amendment-metropolitan-transportation>

Comments were accepted via email to summer.blackhorse@oregonmetro.gov.

During this comment period, Metro did not receive any comments.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 4.2

File #: 26-6426

Agenda Date: 1/15/2026

Consideration of the December 18, 2025 JPACT minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: JPACT
Date/time: Thursday, December 18, 2025
Place: Metro Regional Center

Attendees

Washington County Commissioner Nafisa Fai
Clackamas County Commissioner Paul Savas
City of Gresham Mayor Travis Stovall
City of Cornelius Mayor Jef Dalin
City of Lake Oswego Mayor Joe Buck
Rian Windsheimer, ODOT
JC Vannatta, TriMet
Dan Eisenbeis, Port of Portland
Ali Mirzakhali, OR DEQ
Vancouver Mayor Anne McEnerney-Ogle
Devin Reck, WashDOT
Leann Caver, C-Tran
Metro Councilor Juan Carlos Gonzalez
Metro Councilor Ashton Simpson
Councilor Christine Lewis

Absent

Multnomah County Commissioner Shannon Singleton

Chair Updates

Ted Leybold provided the monthly Fatal Crashes report.
Members enjoyed the monthly Transit Minute video.
Gonzalez shared information on several grant opportunities, the 2026 JPACT trip, and the certification transit discussion Metro is convening with stakeholders.

Consent Agenda

Motion: Lewis
Second: McEnerney-Ogle
Action: Motion passed

Information/Discussion Items

Community Connectors Transit Study: Opportunities and Tools

Ted Leybold and Ally Homqvist provided the presentation.

Dalin recommended adding existing connector services to the map that shows other transit lines. He also noted that this work feels like a great hope with the funding challenges TriMet is facing. It's possible for connectors to be locally funded.

Savas shared the shuttles have been highly successful, and it's something Clackamas County wants to see more of in their county. He noted there are many transit discussions going on, and there are structural problems across the state. He also shared the inequity of people who pay the transit tax but don't receive service. He asked staff how Metro will ensure that the classification and readiness framework will reflect budget and capacity. Staff replied that staff is looking at the existing resources and plans, as well as funding and cost efficiency. Metro will share a high-level look at that

analysis. Savas added that if you look at the map that is in the packet, you can see a lot of blank areas in Clackamas County. Shuttles are the answer.

Gonzalez noted we're talking about doing more with less.

Vannatta spoke to the funding piece, as TriMet is having budget challenges. He urged staff to manage expectations and discuss this plan as aspirational. TriMet does pay for many of the shuttles that exist now. TriMet wants greater usage of the shuttles, and they've been building the shuttle system into their trip planner.

Mirzakhilili noted not all proposals are the same. It will come down to which one will most economically respond to our priorities. We need to manage expectations. We also don't stress enough how transit takes pressure off our roadways. Do we want transit to drive development? Those kinds of decisions would be good to highlight. Staff responded that they are looking at land use. With connectors they look at a lower scale than is typical for transit, since they are meant to serve areas that wouldn't normally be considered for transit. Staff also shared that fixed route bus is still the workhorse in the region, and this work is to be additive, however some of the work may lead to fixed route services as a solution. Mirzakhilili appreciated the answer and added we'll need some kind of matrix for decision-making.

Dalin appreciated staff's comments, and he noted that connectors have been able provide service where there aren't fixed bus lines. Some riders use the shuttles as connectors, but some use them to get to a destination. He noted the development of South Hillsboro as an example, and there is no transit currently going there.

Savas agreed and added that there are models that are getting people on transit for less money. Everyone in Wilsonville has access to SMART. That can't be said about the rest of their county.

Gonzalez expressed gratitude for the support for transit and reminded the group that the funding environment doesn't support those aspirations. He wants to work for funding solutions.

Safe Streets for All Update

Ted Leybod and Lake McTighe provided the presentation.

Savas noted that in his role as a county commissioner he's had to delve into a lot of crashes, and he's noticed that a lot of crashes are happening when traffic is diverted from the highway system and technology that is routing drivers through neighborhoods. He also shared his concern that on-street parking and traffic circles can be dangerous. How are we going to prioritize? Staff recommended we should prioritize where the highest deaths are happening and work from there.

Dalin asked if there was any one thing that contributed to the doubling of crashes since 2013? Do we have anything here on pedestrian and bicycle education? Cornelius has a new narrow street program to slow people down, but residents complain about it.

Vannatta noted that transit riders walk or roll to a station. Sidewalks help, so does lighting. We should also be looking at win/win/win situations that prioritize safety and transit.

Mirzakhilili asked to what extent the Vision Zero goal has driven us to spread the focus. Perhaps a short-term goal would be helpful in focus.

Windsheimer noted that rural roads where development is occurring need safety improvements. If there isn't safe crossing, lighting, sidewalks – we need to be thinking about this infrastructure as new development occurs before adding bus stops. ODOT is hiring a new Transportation Safety Division Manager in Salem, and this is an opportunity to increase partnership on education campaigns. Every ODOT and RFFA project includes safety element, but there is still need for RFFA dollars to fund safety specific improvements.

Singleton thinks it would be useful to create a legislative strategy, and storytelling should be part of that effort. It's been a learning experience for her about how speed kills. A lot of people don't know that.

Stovall announced EMCTC endorsed their Transportation Safety Action Plan with a Vision Zero goal. Gresham just updated its Transportation Plan. They're aligning on safety and he fully supports these goals.

Buck mentioned that e-bikes and e-scooters causing crashes, especially for kids. Enforcement is difficult and many parents don't know the risk.

McTighe heard that there is a lot of future work necessary to have a shared understanding. She explained Vision Zero is a goal with shorter term milestones. The most effective thing to do is to reduce speeds to protect people when a crash happens.

Gonzalez requested that our work plan for next year include a presentation on safety around new mobility technologies that exist and will be coming to the region eventually.

Sunrise Corridor Project Update

Presenters: Clackamas County Commissioner Savas; Jamie Stasny and Adam Torres, Clackamas County; Marchelle Paholsky, Sunrise Corridor Coalition Leadership Group

Mirzakhilili would like to hear about the experience of going through NEPA. There have been changes made, and he's curious to know about it. Staff confirmed they will keep him informed.

Lewis shared her enthusiasm for the project and the amount of time and resources the community has invested in creating a good project.

Savas thanked the group for the RFFA award. They've been taking legislators and others on tours, and many ask about housing and safety, and this plan meets many goals. There is housing and schools already in this area, and that highway is a barrier that restricts bikes and pedestrians from crossing.

Gonzalez noted that there's a wave of focus on the economy right now, and he's grateful that Clackamas County is doing its part with this project.

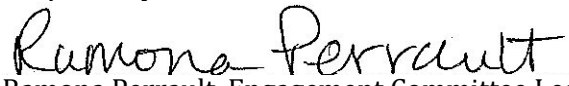
JPACT Member Updates

McEnerny-Ogle is excited that the Coast Guard made recommendations for the I-5 bridge replacement project that help move this project forward. Public comment on those recommendations is now open.

Adjournment

Councilor Gonzalez adjourned the meeting at 9:11.

Respectfully submitted,

A handwritten signature in black ink that reads "Ramona Perrault". The script is cursive and fluid, with the first name and last name clearly distinguishable.

Ramona Perrault, Engagement Committee Legislative Advisor



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.1

File #: COM 26-1009

Agenda Date: 1/15/2026

Rose Quarter Project Update

Monica Blanchard, Interim Rose Quarter Project Director
David Kim, ODOT Project Delivery Manager

JPACT Worksheet

Agenda Item Title: Rose Quarter Project Update

Presenters: Monica Blanchard, Interim Rose Quarter Project Director and David Kim, ODOT Project Delivery Manager

Contact for this worksheet/presentation: Monica Blanchard, Interim Rose Quarter Project Director
Monica.Blanchard@wsp.com

Purpose/Objective

The purpose of this JPACT presentation is to introduce the interim Project Director, Monica Blanchard, and team and:

- provide an update to the Rose Quarter Project
- provide an updated project timeline
- share the status of Phase 1A construction
- outline the high-level approach for developing the next phase in response to direction received at the Oregon Transportation Commission

Outcome

A shared understanding of the project status and next steps and provide a forum to answer committee questions.

What has changed since JPACT last considered this issue/item?

JPACT last heard from the Rose Quarter Project team at the March 20, 2025 meeting when JPACT approved an amendment to the 2024-27 MTIP to add \$250 million of approved funding to the project. (Resolution No. 25-5463)

Since then, the project has undergone leadership transitions and ODOT appointed Monica Blanchard as interim Project Director. More recently, the Oregon Transportation Commission (OTC) gave direction on next steps to the project team at its December 11, 2025 meeting in response to feedback from project partners and community members.

What packet material do you plan to include?

PowerPoint presentation will be shared after the JPACT meeting.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.2

File #: COM 26-1003

Agenda Date: 1/15/2026

2026 JPACT Workplan Review

Ted Leybold (he/him), Transportation Policy Director

JPACT Worksheet

Agenda Item Title: 2026 JPACT workplan review

Presenters: Ted Leybold (he/him), Transportation Policy Director

Contact for this worksheet/presentation: Jaye Cromwell, jaye.cromwell@oregonmetro.gov

Purpose/Objective

The purpose of this item is to review the JPACT workplan for 2026 as proposed by the Metro staff and JPACT leadership. Staff will highlight items that are federal or state requirements, as well as regional projects and strategic JPACT initiatives. Staff will hear comments and discussion from JPACT members.

2026 workplan

As we come into 2026, JPACT and partners are already in the middle of a complicated funding landscape both federally and statewide. State transportation operations and transit both face historic shortfalls, and federal funding Along with federally required items like the Regional Flexible Funds Allocation and the Unified Planning Work Program (UPWP), JPACT will also continue to keep informed of happenings in the 2026 State legislative short session that starts in February. Also included in our work plan are updates and decision points around regional program efforts and studies including the Community Connector Transit Study, Regional Travel Options program, the 2028 Regional Transportation Plan Update, and other pertinent regional projects as they come up.

During our work planning process, Metro JPACT Councilors prioritized three priority focus areas for the year:

1. Moving the Interstate Bridge Replacement Project forward
2. Addressing transportation funding shortfall at the state legislative level
3. Working towards the future of transportation and transit in our region

Additionally, JPACT will also work within the items in the buckets of work listed below.

Buckets of work

Federally/State Required

- MTIP actions
- 2028 RTP update
- Unified Planning Work Program

2023 Regional Transportation Plan (RTP) implementation work (Chapter 8 programs)

- Community Connectors Transit Study
- Transportation Demand Management and Regional Transportation Options program strategy
- 2023 RTP amendments
- Regional ETR

Pertinent Regional Projects

- Cascadia High Speed Rail
- 82nd Ave Transit Project
- Tualatin Valley Highway Transit Project
- Montgomery Park Streetcar
- Sunrise Community Visioning Project
- Rose Quarter
- Interstate Bridge Replacement Project

JPACT/Metro driven initiatives

- Regional climate work (CCAP next steps and Climate Smart update)
- Federal advocacy (DC trip)
- State legislative strategy
- Safety strategies
- Future Vision coordination
- Transportation revenue initiatives

Outcome

JPACT members will understand the workplan for 2026, ask questions about initiatives the committee will undertake, and provide input on work plan activities.

What has changed since JPACT last considered this issue/item?

JPACT annually reviews its work plan at the first meeting of the year. The workplan continually updated throughout the year.

What packet material do you plan to include?

Copy of the draft work plan

2026 JPACT Work Program

As of 1/8/26

Items in italics are tentative

<p><u>January 15, 2026-online</u></p> <ul style="list-style-type: none"> Resolution no. 26-5549 For The Purpose Of Adding Or Amending Five Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements. (consent) Consideration of the December 17, 2025 JPACT Minutes (consent) RTO timeline and program update <i>(comment from the chair)</i> 2026 JPACT Legislative Priorities <i>(comment from the chair – include on the agenda; document for packet)</i> Rose Quarter Project update (Monica Blanchard, ODOT; 30 min) 2026 Work Plan review (Ted Leybold, Metro; 20 min) ODOT 10-Year Capital Investment Plan update (Tova Peltz, ODOT; 30 min) 	<p><u>February 19, 2026- in person</u></p> <ul style="list-style-type: none"> ODOT 28-30 STIP <i>(comment from the chair)</i> Certification response update (Ted Leybold, Metro; 20 min) 2023 Regional Transportation Plan Amendments (Ally Holmqvist, Metro; 20 min) Future Vision Update: Engagement (Jess Zdeb, 30 min) <i>TriMet Service Cuts and Budget shortfalls (TriMet; 30 min)</i>
<p><u>March 19, 2026-online</u></p> <ul style="list-style-type: none"> State Legislative Session Recap (Gov. Affairs folks; 10 min) 2028 Regional Transportation Plan Work Plan: Scoping Kick-off (André Lightsey-Walker, Metro; 30 min) Travel Demand Management strategy (Noel, Mickelberry, Metro; 30 min) 27-30 MTIP update and public hearing (Grace Cho, Metro; 20 min) 	<p><u>April 16, 2026- in person</u></p> <ul style="list-style-type: none"> Travel Demand Management strategy adoption (Noel, Mickelberry, Metro) (action) Regional Emergency Transportation Routes (John Mermin, Metro; 20 min) 2023 Regional Transportation Plan Amendments (Ally Holmqvist, Metro) (action) Unified Planning Work Program (John Mermin, Metro; 20 min) <i>Interstate Bridge Replacement Project (Carley Francis, ODOT; 30 min)</i>
<p><u>May 21, 2026 -online</u></p> <ul style="list-style-type: none"> Unified Planning Work Program (John Mermin, Metro) (action) Regional Emergency Transportation Routes (John Mermin, Metro) (action) 	<p><u>June 18, 2026 - in person</u></p> <ul style="list-style-type: none"> 27-30 MTIP Recommendation and adoption (action) Community Connector Transit Study: Report and Recommendations (Ally Holmqvist, Metro; 30 min)

<ul style="list-style-type: none"> Community Connector Transit Study: Readiness and Tools (Ally Holmqvist, Metro; 30 min) Cascadia High Speed Rail update (Ally Holmqvist, Metro; Chelsea Levy, WSDOT; 30 min) HOLD for Safety Strategy update HOLD for Transportation funding strategies update 	<ul style="list-style-type: none"> 2028 Regional Transportation Plan Work Plan: Introduction (André Lightsey-Walker, Metro; 30 min) JPACT Trip Prep Future Vision Update
<u>July 16, 2026 -online</u> <ul style="list-style-type: none"> 2028 Regional Transportation Plan Work Plan: Adoption (action) (André Lightsey-Walker, Metro; 30 min) JPACT DC trip prep Future Vision update 	<u>August- cancelled</u>
<u>September 17, 2026 - in person</u> <ul style="list-style-type: none"> JPACT trip overview (Betsy Emery, Metro; 30 min) Community Connector Transit Study: Report and Recommendations HOLD for 2028 RTP update <p><i>JPACT DC trip September 21st -24th</i></p>	<u>October 15, 2026 – online</u>
<u>November 19, 2025- in person</u> <ul style="list-style-type: none"> HOLD for Future Vision update HOLD for 2028 RTP update 	<u>December 17, 2026</u> <ul style="list-style-type: none"> Annual Safe streets update

Holding Tank

Expected Items with unknown timelines:

- IBR updates and potential amendments
- Rose Quarter updates and potential amendments

Possible items:

- Fx Plan update?
- RFFA Bond update
- Climate action work update
- Clack Co work update
- EMCTC alignment
- PSU Institute of Metropolitan Studies transportation funding work
- Safety strategy discussions



Metro

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Agenda #: 5.3

File #: COM 26-1010

Agenda Date:1/15/2026

ODOT 10-Year Capitol Investment Plan update

Tova Peltz, ODOT

JPACT Worksheet

Agenda Item Title: Building the ODOT Capital Investment Plan

Presenters: Tova Peltz, Delivery and Operations Interim Division Administrator

Contact for this worksheet/presentation: Tova Peltz

Purpose/Objective

The Capital Investment Plan will identify planned investments over a 10-year period that the Agency anticipates funding, as well as a limited list of investments of interest, which may be ripe for future grant opportunities, local leverage, or development. Investment ideas will be pulled from plans and studies, asset and data systems, or Area Commission on Transportation (ACT) lists and screened through selection criteria.

The first iteration of the Capital Investment Plan developed by the end of 2026 and cover the years 2027-2036. The first four years of the Plan will be the 2027-2030 STIP. The Capital Investment Plan will be updated annually thereafter. The STIP will shift from a 3-year update cycle to a 1-year update cycle starting in 2029. Projects in the Capital Investment Plan will be categorized into general timeframes based on urgency, readiness, degree of uncertainty and available funding. The size and complexity of projects (e.g. major projects vs routine paving projects) will necessitate different processes for assessing these factors.

The purpose of the January 2026 Capital Investment Plan update to the Joint Policy Advisory Committee on Transportation is to provide an update on the development of the Plan and highlight where investment ideas will be generated from.

Outcome

Following this, JPACT members will have a greater understanding of the next steps in the development of the ODOT Capital Investment Plan.

What has changed since JPACT last considered this issue/item?

This item has not been before JPACT before.

What packet material do you plan to include?

A PowerPoint presentation will be included.

Materials following this page were distributed at the meeting.

People killed in traffic crashes in Clackamas, Multnomah and Washington counties

December 1 through December 31, 2025

- 
- 60-year-old driving, SW Allen Blvd/SW 124th Ave, Beaverton, Washington, 12/1/25
- 65-year-old walking, N Columbia Blvd/N Hurst Ave, Portland, Multnomah, 12/5/25
- 71-year-old walking, Pacific Ave/Oak St, Forest Grove, Washington, 12/6/25
- 19-year-old driving, Rosemont Rd/Meadowlark Dr, West Linn, Clackamas, 12/6/25
- Person driving, NW Oak Island Rd/NW Reeder Rd, Multnomah, 12/8/25
- 52-year-old driving, Airport Way/I-205, Portland, Multnomah, 12/11/25
- 63-year-old walking, NE Prescott St/NE 87th Ave, Portland, Multnomah, 12/12/25
- Person driving, OR-43/Laural St, Lake Oswego, Clackamas, 12/14/25
- 80-year-old walking, NE Sandy Blvd/NE Sandycrest Ter, Portland, Multnomah, 12/12/25
- 63-year-old walking, SE 122nd Ave/SE Madison St, Portland, Multnomah, 12/20/25
- 40-year-old walking, Tualatin Valley Hwy/SW 198th Ave, Washington, 12/22/25
- Two people ages 85 and 82 driving, S Redland Rd/S Meadow View Dr, Clackamas, 12/23/25

A map of the Clackamas, Multnomah, and Washington counties area in Oregon. The map is dark blue with white dashed lines indicating county boundaries. Numerous small orange dots are scattered across the map, representing the locations of traffic crashes. The dots are more densely clustered in the central and northern parts of the region, particularly along the Willamette River and its tributaries. The text 'A total of 118 people were killed in traffic crashes in Clackamas, Multnomah and Washington counties in 2025' is overlaid on the bottom left of the map.

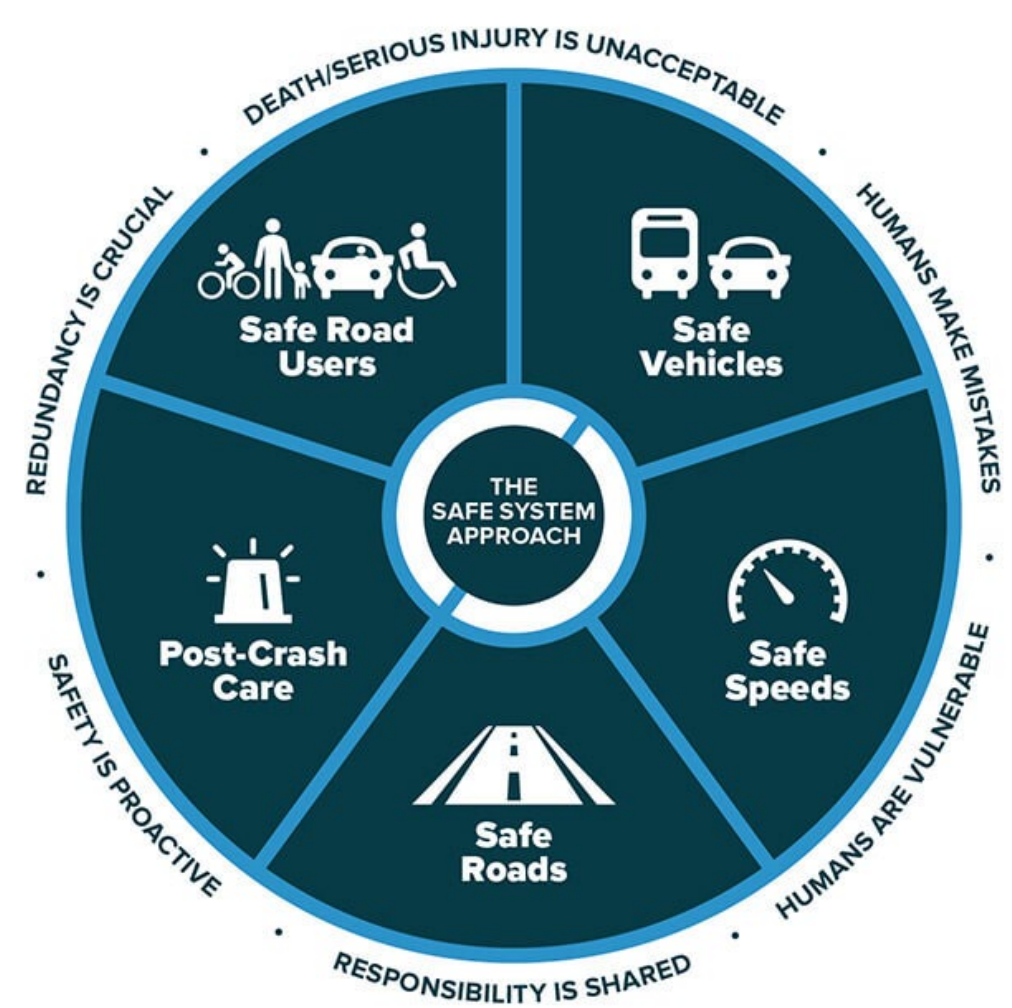
A total of 118 people were killed in traffic crashes in Clackamas, Multnomah and Washington counties in 2025

January 1 through December 31, 2025

Monthly highlights

Some actions regional partners are taking for a Safer System

- **City of Portland** supported **Safe Speeds** by reactivating **automated enforcement cameras** in December following a vendor transition, targeting speeding and red-light violations on the region's most dangerous corridors.
- **Oregon Department of Transportation** partnered with **Tigard and Washington County** to **advance Safe Streets** on Hall Blvd. at SW Hemlock and SW Spruce, completing **new crosswalk beacons (RRFB)** in December, along with protected bike lanes, sidewalks, and accessible curb ramps.
- **Tigard Police Department** supported **Safe Road Users** through ongoing investigation to **arrest a hit-and-run driver** from a **2023 crash that killed Maria Negrete**, a single mother of five; demonstrating coordination between law enforcement, community members, and the state crime lab to serve accountability in traffic violence cases.



I-5 ROSE QUARTER IMPROVEMENT PROJECT

JPACT

Jan 15, 2026



AGENDA

- ▶ Interim Project Leadership Team
- ▶ Project Timeline
- ▶ Phase 1A Update
- ▶ OTC Direction & Process Overview

INTERIM PROJECT LEADERSHIP TEAM



**Monica
Blanchard**
Interim Project Director



David Kim
ODOT Delivery
Support



Mike Baker
Project Delivery
Support



Dorriah Rogers
Design /
Construction Deputy



Johnell Bell
Communications /
GR Deputy

PROJECT TIMELINE

▶ 2025:

- » **\$67.5 million of the RCN grant was obligated to the project.** The remainder of the funds were rescinded by the federal government.
- » **Spring JPACT presentation**
- » **Phase 1A construction began**
- » **Phase 1B conditional OTC approval**

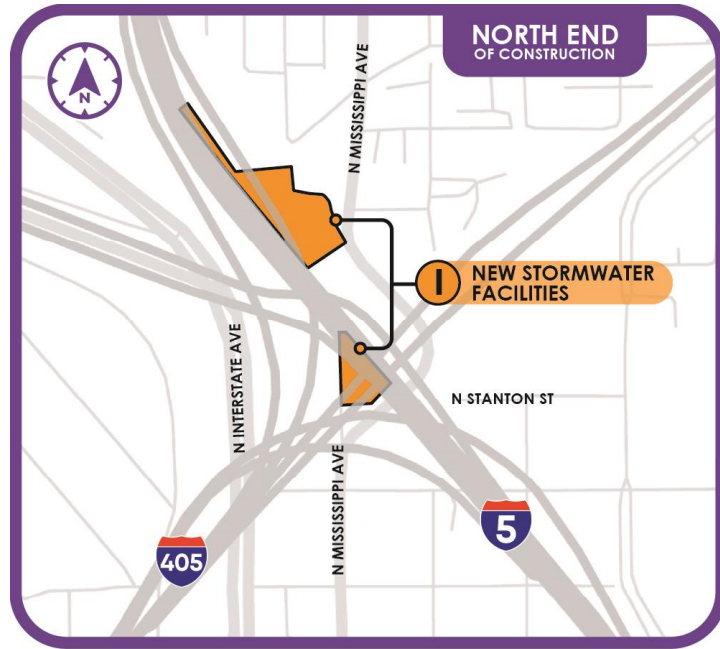
▶ 2026:

- » **Deliver Phase 1A**
- » **Develop and finalize Phase 1B** with partners and present to OTC in March
- » **Develop a strategy to fund the whole project** through federal, state, local, and other opportunities
- » **Evaluate cost reduction** concepts with partners

▶ 2027:

- » **Begin Phase 1B construction**

PHASE IA CONSTRUCTION



PHASE I A OVERVIEW

- ▶ Notice to Proceed 7/28/25
 - » Onboarding subcontractors
 - » UPRR C&M agreement executed
 - » UPRR right-of-entry permit
- ▶ Stormwater drainage pond erosion control is complete, and excavation is in progress
- ▶ Verifying dimensions of existing structure (bridge) and preparing existing steel structure for seismic retrofit work
- ▶ Tree removal has begun for sign bridge foundation work
- ▶ Striping and barrier replacement on I-5 underway



DECEMBER 2025 OTC DIRECTION

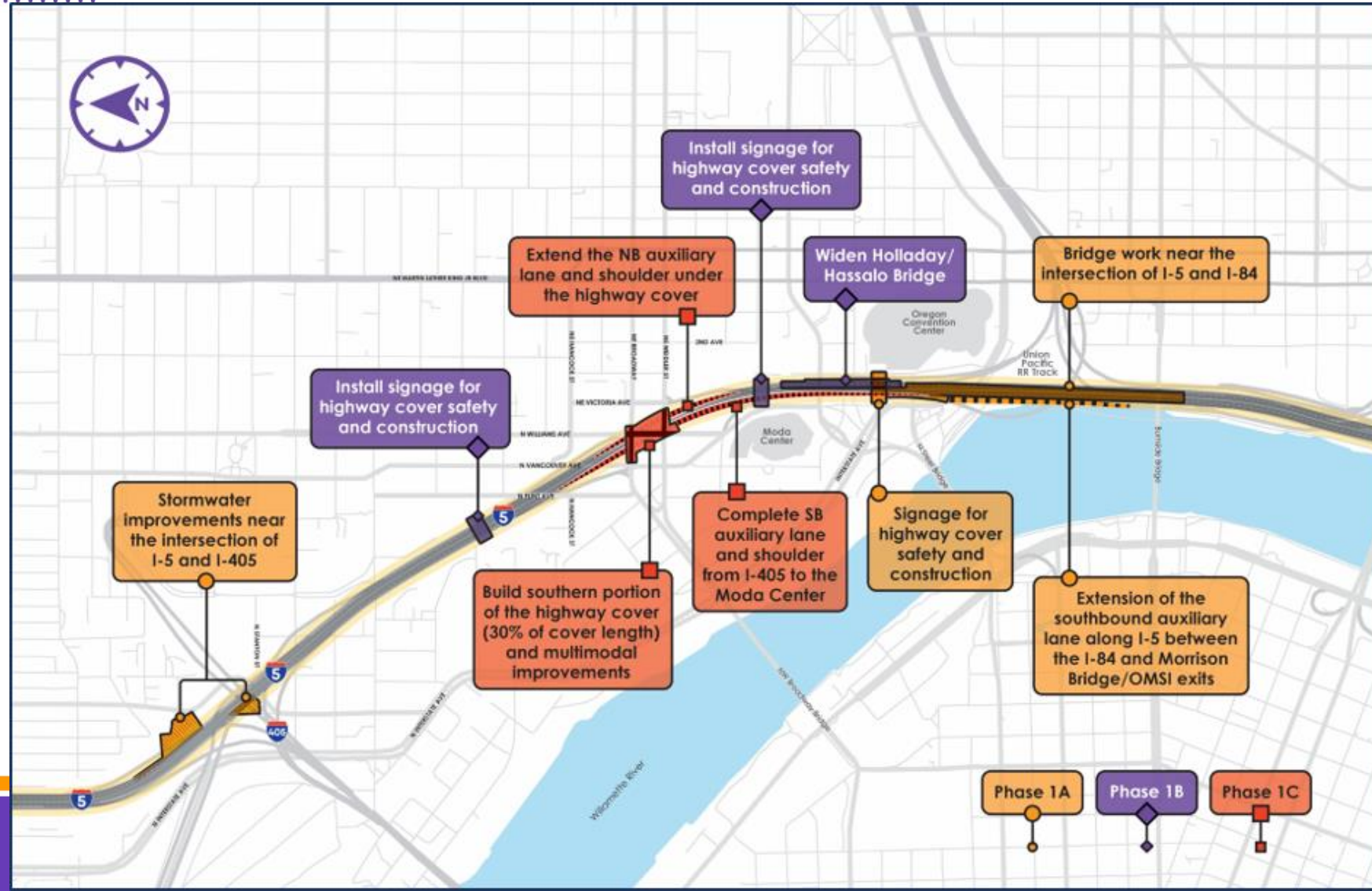
- ▶ OTC conditionally approved the project to move forward with the available \$167 million in funding as part of a Phase 1B
 - » Consider priority elements that are a statewide benefit for scope
 - » Ensure conversations and parity with partners, within the timeline for construction
- ▶ We will return to the OTC for a project update regarding Phase 1B scope on March 12, 2026

PROCESS OVERVIEW

- ▶ In collaboration with PBOT and Metro staff, we have developed a process to prepare for our return to the OTC:
 - » The process starts by bringing technical and project leadership teams together to develop recommendations.
 - » Then, executive and elected leaders will review the outcomes of those first two meetings and provide any final feedback prior to the OTC meeting.
- ▶ Timeline
 - » **January 2026:** Two Project Management Team meetings
 - » **January 2026:** Executive and Elected Leadership briefings
 - » **February 2026:** Executive and Elected Leadership meeting
 - » **March 2026:** OTC Follow-up

PROCESS GOALS AND OBJECTIVES

- ▶ Review project and partner goals, objectives, and definition of parity
- ▶ Discuss project governance and decision-making transparency
- ▶ Review project delivery schedule to issue construction NTP in Q2 2027
- ▶ Review and discuss scope of Phase 1B and Phase 1C
- ▶ Present to OTC on March 12

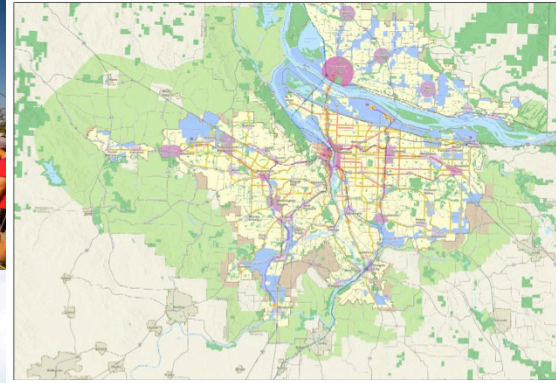


2026 JPACT Workplan Process Review

Joint Policy Advisory
Committee on
Transportation

January 15, 2026

Ted Leybold, Transportation Policy
Director
Planning, Development and Research



Why is JPACT important?

- Part of the MPO policy board
- Functions are established and required by federal law
- Forum for discussion and decision making on transportation
- Regional leadership on transportation

2026 JPACT Priorities

Metro JPACT Councilors identified three focus areas for the year:

1. Moving the Interstate Bridge Replacement Project forward
2. Addressing the transportation funding shortfall at the state legislative level
3. Working towards the future of transportation systems in our region

2026 JPACT Buckets of work

Federally Required

- MTIP actions
- 2028 RTP update
- Unified Planning Work Program

2026 JPACT Buckets of work (continued)

2023 Regional Transportation Plan (RTP) implementation work (Chapter 8 programs)

- Community Connectors Transit Study
- Transportation Demand Management and Regional Transportation Options program strategy
- RTP amendments for transit LPAs
- Regional Emergency Transportation Routes

2026 JPACT Buckets of work (continued)

Pertinent Regional Projects

- Cascadia High Speed Rail
- 82nd Ave Transit Project
- Tualatin Valley Highway Transit Project
- Montgomery Park Streetcar
- Sunrise Community Visioning Project
- Rose Quarter
- Interstate Bridge Replacement Project
- Earthquake Ready Burnside Bridge

2026 JPACT Buckets of work (continued)

JPACT/Metro driven initiatives

- Regional climate work (CCAP next steps and Climate Smart update)
- Federal advocacy (DC trip)
- State legislative strategy
- Safety strategies
- Future Vision coordination
- Transportation revenue initiatives

Discussion

- Do these priorities sound right to you?
- Should other priorities be considered?

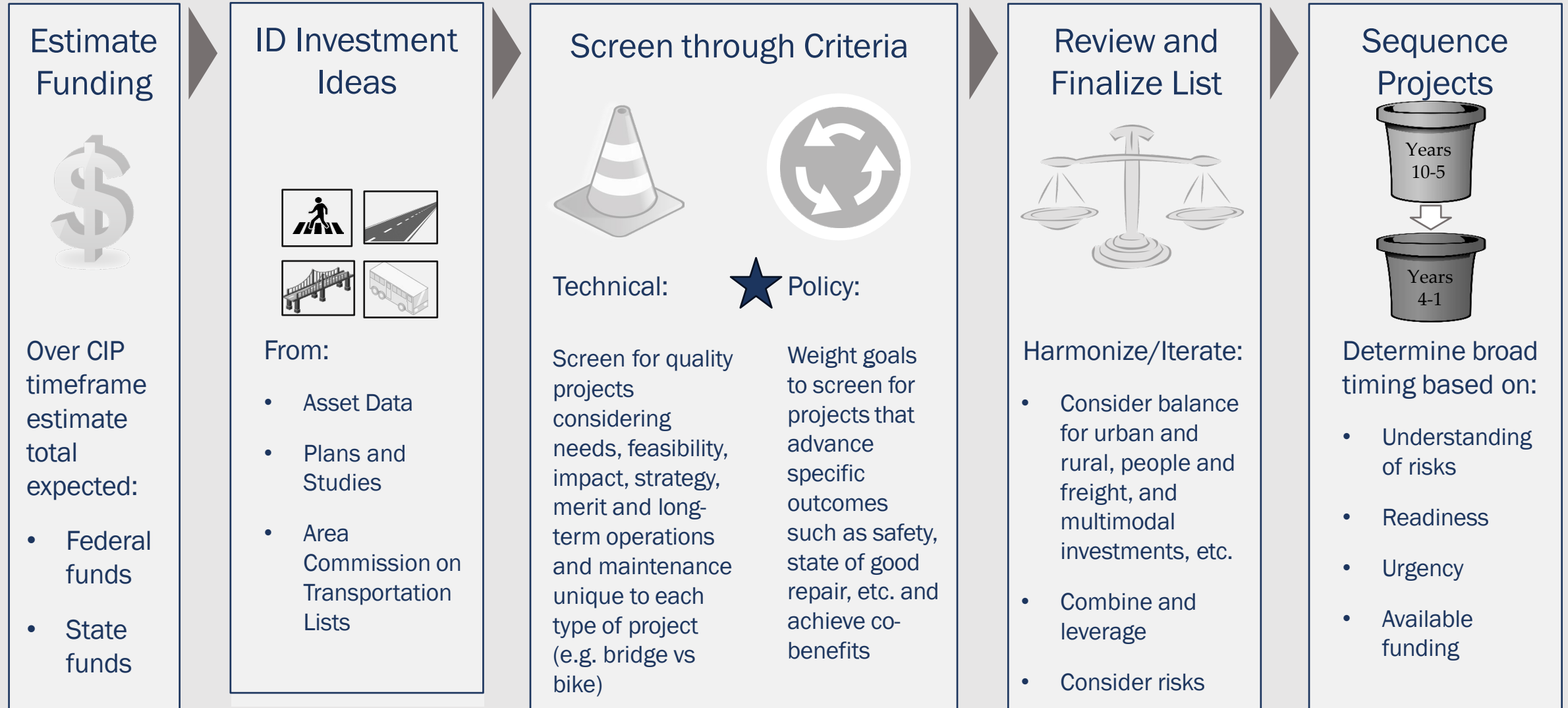
Building the Capital Investment Plan

Tova Peltz, Delivery and Operations Interim Division Administrator

January 15, 2026

Joint Policy Advisory Committee on Transportation

How will the CIP be developed?



Identifying Investment Ideas

Plans and Studies

- State, county and city TSPs
- Statewide modal and topic plans
- MPO Regional Transportation Plan (RTP)
- Facility Plans
- Refinement Plans
- Corridor Studies
- Congestion Studies
- Etc.

Asset Data/Management Systems

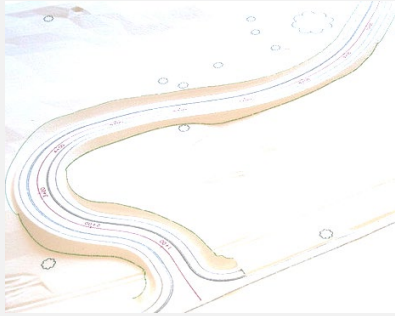
- Safety Priority Index System (SPIS)
- Pavement Management System
- Bridge Data System
- Culvert Condition Management System
- Drainage Facility Management System
- Statewide Landslide Information Database for Oregon
- Active Transportation Needs Inventory

Area Commission on Transportation Lists

- Developed every 2 years by each ACT
- 3-5 investment ideas plus 10 additional investments of future interest
- Will likely represent and bring in MPO needs

How will the CIP be implemented?

Develop Projects in the CIP



Scoping and planning-level design based on size and complexity

- Perform alternatives analysis
- Utility, RR and agency coordination
- Develop delivery concepts
- Determine phasing
- Assess cost and schedule risks (consider market conditions, constructability, permitting, support, etc.)

Manage Portfolio



Modify sequencing of projects based on:

- Cost risk assessment
- Urgency
- Available funding

Delay or Drop Projects (as needed)

Establish and use criteria to determine if projects are not feasible and drop off CIP or are delayed

Fund Projects



Program projects in STIP and budget

- Add projects once risk criteria are met
- Phase projects
- Manage cash flow

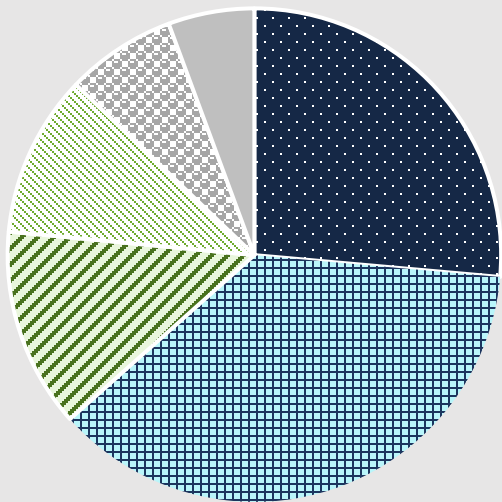
Deliver Projects



- Contract
- Manage to scope, schedule and budget
- Conduct quarterly project reviews
- Process STIP amendments if needed

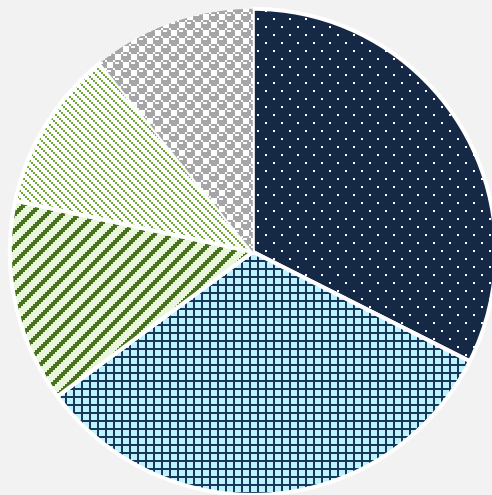
Policy Criteria Discussion at OTC

ACT and Modal
Committee
Feedback



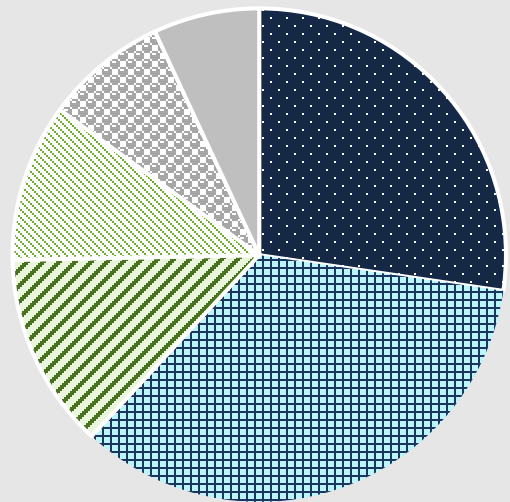
Scenario A

OTC Member
Feedback



Scenario B

Combined



Scenario C

Goals



Stewardship / SOGR

- Maintains asset lifecycle
- Maintains infrastructure
- Improves resilience (seismic & climate)



Safety

- Reduces fatalities and serious injuries
- Implements crash reduction strategies



Mobility

- Travel time improvements
- Improved reliability



Accessibility

- Completes a critical connection
- Improves multimodal access
- Supports moving people of all abilities



Sustainability and Climate

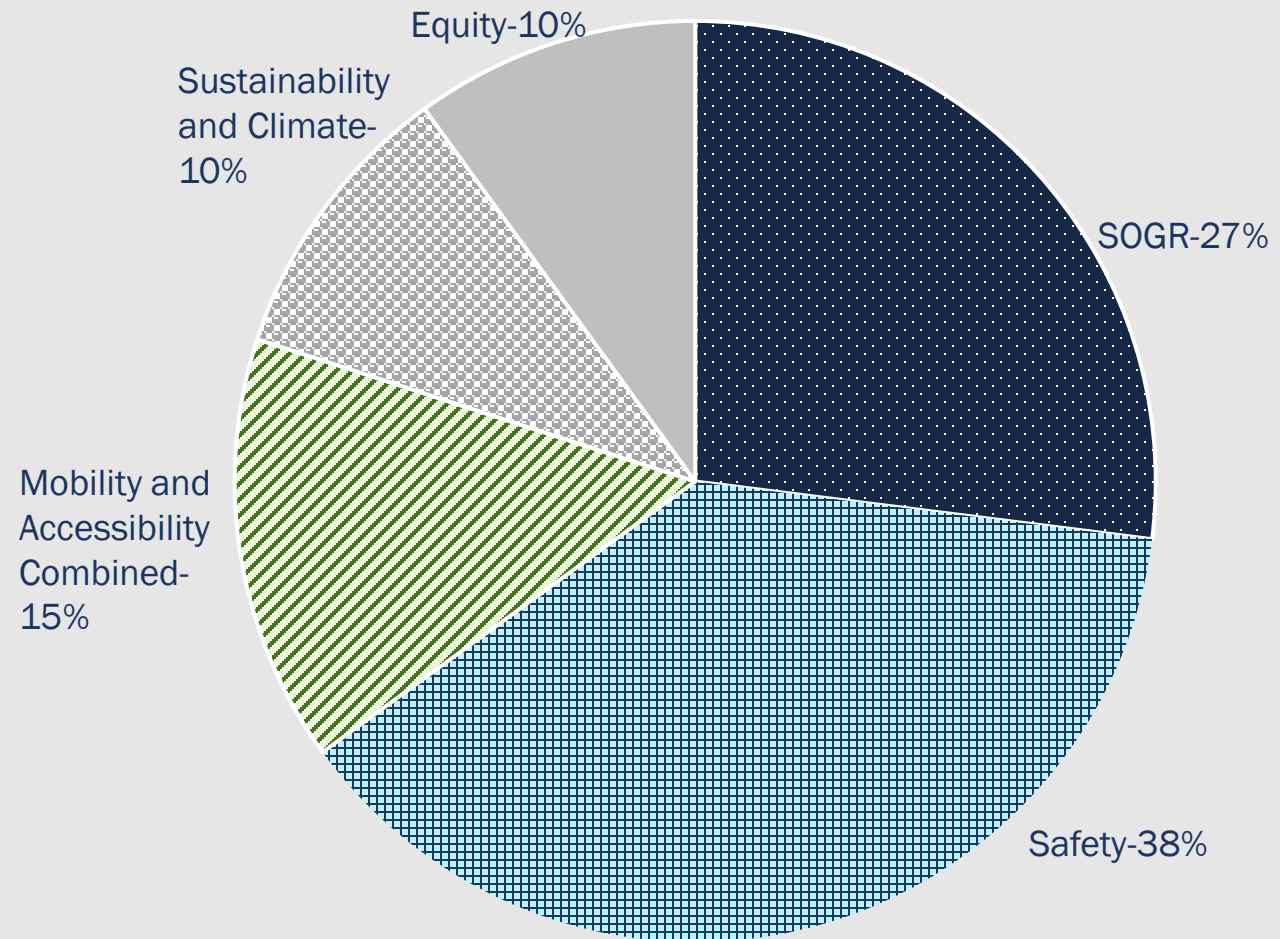
- Transitions to cleaner vehicles and fuels
- Reduces VMT
- Increase low and no emission modes



Equity

- Expand access to essential services

OTC Policy Goal Weights



Goals



Stewardship / SOGR

- Maintains asset lifecycle
- Maintains infrastructure
- Improves resilience (seismic & climate)



Safety

- Reduces fatalities and serious injuries
- Implements crash reduction strategies



Mobility

- Travel time improvements
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Accessibility

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Sustainability and Climate

- Transitions to cleaner vehicles and fuels
- Reduces VMT
- Increase low and no emission modes



Equity

- Expand access to essential services

Draft Goals and Indicators

Goal	Indicators
Safety	Hotspots
	Crash Reduction Factor
	Systemic Risk Factors
Stewardship	Pavement Condition Improvement
	Bridge Condition Improvement
	Other Asset Improvement
Climate and Sustainability	Reduce Greenhouse Gas Emissions
	Reduce Air Pollution

Goal	Indicators
Mobility	Travel Time Reliability
	Freight Bottleneck
	Transit Travel Time Reliability
	Access to Transit
	Critical Bike Ped Connection
Equity	Bike Ped Improvement
	Benefits to Transportation-Disadvantaged Communities

Other CIP work efforts underway: examples

Asset Management

- Consistent guidance on how to use assess asset condition and lifecycle to generate prioritized lists of concepts/projects
- Roles and responsibilities for Asset & Program Managers
- Connect the technical evaluation criteria to policy evaluation criteria

Cost Estimating

- Cost estimate expectations for concepts/projects at key points from CIP selection to programmed projects
- Cost estimating tools and guidance to bring consistency across the development process
- Communications and implementation plan, with timeline

Looking to 2026: Developing the First CIP



Winter 2026

Establish potential funding ranges over CIP timeframe



Ongoing

Report on funding needs



Winter and Spring 2026

Identify potential investments from ACTs, ODOT Regions and Programs



Summer 2026

Screen through technical and policy criteria



Fall 2026

Release draft for review, including public involvement and tribal consultation



Dec. 2026

Finalize first CIP



Ongoing

Establish project delivery and portfolio management processes within CIP and to the STIP



Ongoing

Internal communication, engagement and roll-out

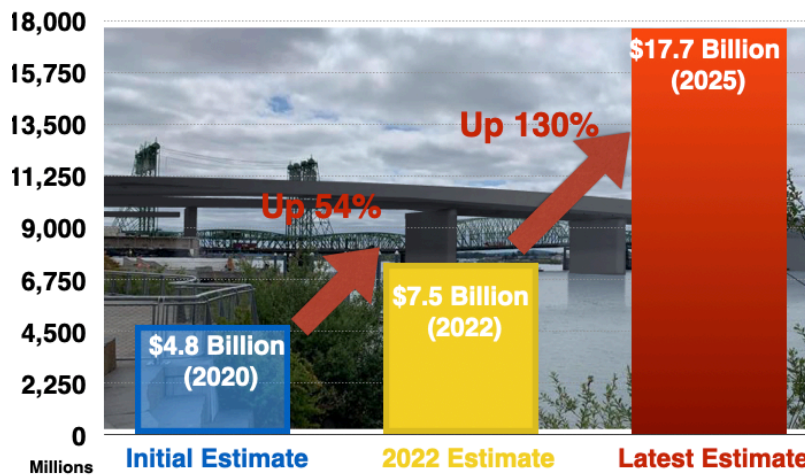
Questions?

\$17.7 Billion: Exploding costs doom I-5 bridge replacement

16-20 minutes

The new estimate for the cost of the Interstate Bridge Replacement project has more than doubled to \$13.6 billion. The cost is expected to range between \$12.2 billion and \$17.7 billion. The new estimate is 130% higher than the previous (2022) estimate. City Observatory obtained this estimate from previously unreleased documents it obtained via a public records request.

Interstate Bridge Replacement



CityObservatory

If IBR chooses to build a moveable span bridge because the Coast Guard will not vacate its earlier decision requiring a 178' navigation clearance, the total cost of the project would be an estimated \$14.6 billion, and could range as high as \$19 billion.

IBR's previous estimate, made in 2022, was that the project would cost about \$6 billion (with a cost range from \$5 to \$7.5 billion).

[Willamette Week](#) ”

Interstate Bridge Staff Hid Information About Ballooning Cost of Giant Highway Project”

has a detailed story explaining the new estimate, and providing additional context.

We now know why IBR has delayed more than two years releasing new cost estimates—it is apparent that there is essentially no way Oregon and Washington could finance the bridge. The new cost estimates create a financial hole ranging from \$5 billion to as much as \$14 billion. This vast new liability likely dooms this project.

These huge cost increases come at a particularly bad time for Oregon and Washington: Oregon failed to pass a transportation package during the regular session of the 2025 Legislature, and the band-aid measure it enacted in a special session generated 200,000 signatures for referral, prompting [Governor Tina Kotek to call for its repeal](#), which will lead

to big ODOT budget cuts and layoffs. Meanwhile, [Washington Governor Bob Ferguson](#) is proposing issuing \$3 billion in debt to finance an operation and maintenance backlog. Neither state has the needed billions to finance this project, as they scramble to maintain current services.

Along the way, IBR officials and consultants have [billed close to \\$300 million](#) for their work on a project which is now clearly not affordable. And new cost estimates have added a further \$1.2 billion for staff and consultant work to the 2022 estimate, with these “non-construction” costs rising six times faster than construction costs.

IBR officials [continued to keep rising project costs a secret](#), even as the Oregon and Washington legislatures wrestled with major transportation finance bill. IBR officials had these new estimates in hand, even as they testified to a bi-state committee overseeing the project in September and December of 2025.

IBR’s New Cost Estimate: From \$7.5 billion to \$17.7 Billion (or more)

City Observatory obtained documents on the cost estimate from a public records request. These documents have not been previously publicly released.

In an August 26, 2025 email from Alex Mannion to John Messina, contains two attached an Excel spreadsheets entitled “IBR Program Estimate Fixed Span – 8.15.2025.xlsx,” and “IBR Program Estimate Moveable Span – 8.15.2025.xlsx.” These spreadsheets provides costing for the Interstate Bridge Project, broken out into 29 different construction packages; there are two separate tabs, with extensive detail, for each of the 29 packages that describe the basis of the estimate. The summary of all these estimates is provided in two tables.

One table shows that range of cost estimates, the most likely cost (labeled “Opinion of Probable Cost”) and a high (+30%) and a low (-10 percent) estimate. This table shows the “Base Costs”—less any explicit adjustments for identified risk factors, the “Draft 2025 CEVP 2025\$” (that estimate adjusted for the specific risks that IBR analyzed, expressed in current (2025) dollars, and the “Year of Expenditure” cost estimate—that 2025 figure adjusted for inflation between 2025 and the year in which expenditures would actually be expected to occur.

This table shows that the expected cost of the fixed span version project, in year of expenditure (YOE) dollars would be \$13.6 billion, and would likely range between \$12.2 billion and \$17.7 billion.

Description	Low Range (-10%)	Opinion of Probable Cost	High Range (+30%)
Base Costs (less risk allowances)	\$8,098,820,000	\$8,998,690,000	\$11,698,300,000
Draft 2025 CEVP Estimate (2025\$)	\$9,204,010,000	\$10,226,680,000	\$13,294,680,000
Draft 2025 CEVP Estimate (YOE\$)	\$12,249,550,000	\$13,610,610,000	\$17,693,790,000

A second table compares this new 2025 fixed span estimate with the previous (2022) estimate. These figures are entirely in “year of expenditure” dollars, i.e. directly comparable to the last row on the table above. It is broken down by major category of expenditure (CN – construction, Non-CN – chiefly professional services, and ROW – Right of Way). These three categories make up the “base cost” estimate, which is then adjusted for the impact of identified risks.

	2022	2025	Delta
CN	\$3,666,000,000	\$6,141,755,000	\$2,475,755,000
Non-CN	\$295,500,000	\$1,495,055,000	\$1,199,555,000
ROW	\$168,700,000	\$300,558,000	\$131,858,000
Base Cost	\$4,130,200,000	\$8,998,820,000	\$4,868,620,000
Risk	\$1,804,800,000	\$4,611,790,000	\$2,806,990,000
Total	\$5,935,000,000	\$13,610,610,000	\$7,675,610,000

The total expected cost of the project, in year of expenditure dollars, has more than doubled, from \$5.9 billion in 2022, to \$13.6 billion in 2025. The difference (delta) is an increase of nearly \$7.7 billion.

What this means is that the estimator’s “most likely” estimate of project costs today \$13.6 billion, is more \$6 billion more than their 2022 estimate of the “highest” possible cost (\$7.5 billion). The project’s expected maximum cost of \$17.7 billion is now more than \$10 billion more than the 2022 estimate of maximum cost.

Staff and consultant costs are the fastest increasing component of the new estimate

Overall, the total cost of the fixed span design has more than doubled, from about \$6 billion to about \$13.6 billion. But estimated construction costs have increased more slowly than overall costs. Construction costs are predicted to rise by about 68 percent over the earlier estimate. “Non-construction” costs—which are chiefly the costs for engineering consultants and staff time—are predicted to increase six times faster than actual construction costs, by 406 percent, compared to just 68 percent for construction. Higher non-construction costs constitute a \$1.2 billion increase in total project costs.

The report confirms that the \$1.2 billion increase is for staff and consultant expense and in part reflects the long duration of the project, which is now expected to continue for nearly 20 years, to 2045.

Non-Construction

- Extended program duration significantly increases labor and program management costs for both agency and consultant roles.

Work on the Interstate Bridge project is done overwhelmingly by [consultants](#). A study of state highway procurement published by the Brookings Institution in 2024 concluded that reliance on consultants drives up costs, because consultants lack experience and have misaligned incentives.

. . . there is broad agreement that state DOTs have become more understaffed and that **reliance on consultants drives up costs**. Survey respondents attribute a lack of details in project plans to both a lack of time or experience of DOT engineers and the use of consultants. When there is not enough specificity in the plans the risk to the contractor increases, increasing bids. Moreover, whenever the scope of a project changes this

initiates a costly and time-consuming renegotiation process. Survey respondents agree that such changes are a major contributor to costs. . . . A lack of capacity at the DOT can hurt the quality of project plans, either from under-staffing in-house or from outsourcing to **consultants with limited institutional knowledge and misaligned incentives**.

Zachary Liscow, Will Nober and Cailin Slattery, *Procurement and Infrastructure*, July 11, 2024, [Brookings Institution](#). (Emphasis added)

“Misaligned incentives” means that consultants have different incentives than the state agency hiring them. Consultants make more when the project is larger, takes longer, and is more expensive—all things that drive up costs. This is the classic “[principal-agent](#)” problem, and by delegating nearly the entire process of profit-motivated consultants, and failing to diligently and expertly supervise them, it is little surprise that the costs of this project has exploded.

Costs could go even higher

As alarmingly high as these new cost estimates are, the cost of the IBR may be even higher. This is the third in the series of cost estimates for the IBR; each successive cost estimate has exceeded the supposed maximum of the range of the previous set of estimates. The 2020 estimate said the [maximum cost would be \\$4.8 billion](#)—the 2022 estimate said the most likely cost would be \$6.0 billion, and the maximum cost would be \$7.5 billion; as noted this new estimate says most likely cost is well outside the range of the previous estimate (at \$13.6 billion) and could reach \$17.7 billion. Based on this pattern one would not be surprised to find a 2028 estimate predicting a cost of \$20 billion or more. As we’ve frequently noted at City Observatory, the Oregon Department of Transportation has a [two decade long track record of dramatically underestimating project costs and routinely experiencing 100 percent cost overruns](#).

Even the new estimates may be too low. In preparing these estimates, project staff were instructed to use the low end of unit costs (for inputs like concrete and steel) in preparing their estimates, which as the report notes, is not standard practice.

The fact that IBR cost estimates have been hidden or delayed for more than two years gives one little confidence in the process. In [January 2024](#), City Observatory warned that the price of the Interstate Bridge Project could reach \$9 billion. The Interstate Bridge Project has [repeatedly delayed](#) releasing a new cost estimate. As we wrote last month

The truth is that IBR project officials have a very, very good idea of the range of probable costs of both the fixed span and movable span options. The IBR has had a team of staff and consultants working on cost issues for years: this is an ongoing part of project planning, and not an episodic effort that only happens after one or two external bureaucratic hurdles are crossed. IBR, as their outgoing project director has said, is building “[basically the same project](#)” as the old Columbia River Crossing, and virtually none of the major features of the project have changed in the past three years. It’s also important to keep in mind that the cost estimate is not a single precise dollar amount; rather it is a wide range: the current estimate (produced three years

ago) has a mid-point of \$6 billion, with a range of costs running from \$5 billion to \$7.5 billion). It beggars belief that a project that has spent \$273 million on consultants over the past seven years doesn't have a pretty good idea within a billion dollars or so of what the current estimated cost of this project is (with an allowance for the added cost of a movable span option). **The reality here is not that IBR doesn't know about how much this will cost, it is that they really don't want anybody else to know how much it will cost.**

A \$5 to \$14 billion dollar funding gap

IBR's financial plans have been based on the assumption that the project will cost between \$5 and \$7.5 billion. The much higher price creates a huge financial gap for the IBR. At the September 2025 meeting of the Joint Oregon and Washington Legislative Committees, IBR presented this financial plan:

While IBR predicts that it may have as much as \$7 billion in available revenue, that rests on a number of assumptions, in particular, that federal grants and toll revenues will be fully realized. While federal grants of more than \$2.1 billion are labeled "committed" the bulk of these grant funds face a September 2026 deadline for the start of project construction, or they could be cancelled. A more pessimistic scenario could see those federal grants be rescinded, a transit grant fail to be awarded, and toll revenues come in at the lower range of estimates. This would mean that IBR would have only about \$3.3 billion in available revenues. We present a range of possible revenue scenarios based on these alternatives, ranging from pessimistic to optimistic.

Combining the range of revenue estimates with the range of construction cost estimates shows the size of the financial gap that the program now faces. Under the most optimistic revenue scenario, \$7 billion, and the new base cost estimate, \$13.6 billion, the project faces a likely \$6.5 billion funding gap. A more pessimistic, but entirely possible scenario, is that revenues fall to as little as \$3.3 billion and costs balloon to as much as \$17.7 billion, which would leave a \$14.4 billion funding gap. Even under the most optimistic revenue and lowest current cost assumptions, the fixed span version of the project still faces a \$5.2 billion funding gap.

Oregon and Washington bear the entire financial risk of the project. It should be noted that the two states and *not* the federal government, bear the entire financial risk of cost overruns and revenue shortfalls. The federal government is legally able to rescind nearly all of the funding for the project in the event it fails to meet its September 30, 2026 construction start deadline. Tolling may produce only \$1.1 billion. If the project were to proceed, Oregon and Washington would be fully responsible for paying all of these additional costs of the project. Oregon and Washington would be on the hook for paying at least \$2.6 billion each, and potentially as much as \$7.2 billion each.

A moveable span would cost even more

The estimates presented above are for a 116' vertical clearance fixed span crossing. IBR also has estimated the cost of a movable span. IBR proposes to build a moveable span in the event that the US Coast Guard does not approve its request for a 116' navigation clearance. A moveable span would cost considerably more than a fixed span. The "base"—most likely—estimate is that a moveable span would cost \$14.6 billion (about \$1.3 billion more than the fixed span) and could cost as much as \$19 billion (again, about \$1.3 billion more than the "high" estimate for a fixed span).

Whether the moveable span would cost as much more than a fixed span as shown here seems to be undetermined. IBR has two different estimates of the additional costs associated with the fixed span. One is part of the CEVP (shown above) and the other is the result of an independent "moveable span workshop"

IBR consultants at Parametrix summarized the decision to conduct two separate estimates of movable span costs on July 14

Key Notes: An independent evaluation of the movable span bridge is to be conducted, separate from the CEVP estimate.

Email; From: Ben Crawley RE: IBR Movable Span Estimate, July 14, 2025 at 3:03 PM PDT. To: Robert Turton

Elsewhere, IBR documents show there are alternate estimates showing in added cost of the moveable span would be between \$100 and \$300 million.

Source: [Interstate Bridge Project, Q2 2025 Quarterly Risk Update, September 8, 2025](#)

This estimate was the result of a special “Movable Span Risk Workshop” held on July 30, 2025. The new estimate reported that the most likely cost associated with a moveable span bridge would be \$200 million additional, rather than the \$500 million additional that IBR officials have repeated publicly.

Building a Moveable Span will take even longer

According to draft project schedules, it looks like a moveable span will take even longer to complete. A fixed span should be complete by the third quarter of 2033. (See item labeled CRB-16 “Complete CRB NB”)

A moveable span would take as much as an additional two years, until the third quarter of 2035.

A key reason for the delay is that the moveable span will take additional time to design, and IBR will miss the scheduled In Water Work window that runs from September 2027 to April 2028; in-water work on a moveable span wouldn't start until the In Water Work Window that begins in September 2028. These In-Water Work Windows are shaded yellow in the project timeline. (Construction of the new bridges is expected to take four seven-month long in-water work windows).

Fixed Span Base Costs by Package and Major Category

It's important to know that while the estimates obtained from IBR are labeled "Draft" they are not rough or partial work products. The cost estimates presented in these spreadsheets are extremely detailed. For example, the following table summarizes the cost estimates for each of the 29 proposed construction packages, broken into three categories of cost (construction, engineering, and right-of-way). The table also shows the division of costs by state, and the proportions allocated to the highway and transit portions of the project. (Each of the 29 packages also has a separate supporting spreadsheet showing the basis of that estimate). All of this work is subject to revision and adjustment in the "Cost Estimate Validation Process" or CEVP, but is unlikely to change significantly from the values shown here, and the "most probable value" is certainly going to be within the range (\$12.25 billion to \$17.7 billion) shown in these estimates.

Note: This commentary has been revised to correct an error in the date on which construction must begin to maintain federal grant funding eligibility.

Georgia Langer

From: Sharonnasset <sharonnasset@aol.com>
Sent: Wednesday, January 14, 2026 3:16 PM
To: Legislative Coordinator
Subject: [External sender]Fw: Citizen Comment for JPACT 1.15.2026 Were is the report justifying removal and not repair of the I-5 bridges.
Attachments: # 9 David Bragdon May 5.pdf; I-5 Bridge Condition.pdf; Fewer Bridges table 1999.pdf; B -- Bridges over 100 years.pdf; I-5 Partnership final_recc_at_glance.pdf; sec._peterson_i-5 _bridge_letter_july_19 -2.pdf; # 1 Fed Reg CRC.pdf; Would a different location.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

----- Forwarded Message -----

From: Sharonnasset <sharonnasset@aol.com>
To: Jpact <kelsey.newell@oregonmetro.gov>
Sent: Wednesday, January 14, 2026 at 03:15:20 PM PST
Subject: Citizen Comment for JPACT 1.15.2026 Were is the report justifying removal and not repair of the I-5 bridges.

In 2010 the Independent Review Panel (IRP) asked for the complete independent inspection of the bridges, a list of repairs, cost of repairs, a timeline for repairs, and why they were not repairing the bridges? Who had made the decision to remove the bridges instead of repairing? In 2010 5 years into

the EIS which is usually a 1-3 year process the bridges and their condition was "unknown". An independent inspection of the bridges had not taken place yet so there was no list of bridge repairs and the CRC staff had recommended the Locally Preferred Alternative which was remove the current bridges and replace them.

In 2013 US Rep Jaime Herrera Beutler sent a letter to the Washington State Department of Transportation Secretary a Lead Agency and CRC Signatory Agency asking for the condition of the bridges. "In the meantime, we must ensure that the current bridge is safe for the thousands of commuters that cross it each day. We ask that the agency provide us with is assessment of the safety

level and potential hazards for the I-5 Columbia River Bridge, as well as options to upgrade and improve the bridge to mitigate whatever risks may exist." Eight Washington Legislators signed onto the letter. Eight years into the process and after the FEIS of the CRC has died due to lack of support and no funding the question of what are the structural repairs needed on the bridge and why can't they be repaired. I do not believe answer was every provide to the elected officials questioning the need to replace the bridges.
Letter attached.

2025 there is still no independent inspection of the bridges on Bridge Replacement Project web site.

The same goes for an independent inspection by specialists on the seismic risk of the bridges this was pointed out in 2010 by the IRP. Both full and independent report should be readily available for structural integrity and seismic with a complete list of repairs, cost, necessity, and timing. Without a full inspection of the bridge there is no justification for removing the bridges.

I will be making a FOIA request from the Oregon and Washington Transportation Commission this month for information on the I-5 bridges and their condition.

I will be requesting the report that the independent bridge company did. A full independent inspection of the I-5 bridges as required at the beginning of the CRC in 2005. Previous studies stated to add capacity with a supplemental or replacement bridge if necessary.

1. What are the structural problems with the bridge?
2. A list of what needs to be repaired
3. Cost of the repairs
4. Timing of repair urgency, or not
5. Why remove the bridge instead of repairing them? .

Seismic

The I-5 Partnership gave a \$50-million dollar the "approximate" cost to retrofit the I-5 bridges.

Where is the independent report from a bridge seismic specialist on the different level of protection from seismic events on the I-5 bridge?

In 2010 at the CRC Independent Bridge Review panel pointed out that the CRC had not contacted a company specializing in seismic retrofitting bridges. Shocked they stated that the "land" engineer show they had no understanding retrofitting bridge and they should have several levels of safety at different prices.

I will be asking for both a complete copy of both independent structural and seismic reports

The justification for removing the bridges must be stated.

In 2010 the Independent Review Panel (IRP) asked for the complete independent inspection of the bridges, a list of repairs, cost of repairs, a timeline for repairs, and why they were not repairing the bridges? Who had made the decision to remove the bridges instead of repairing? In 2010 5 years into the EIS which is usually a 1-3 year process the bridges and their condition was "unknown". An independent inspection of the bridges had not taken place yet so there was no list of bridge repairs and the CRC staff had recommended the Locally Preferred Alternative which was to remove the current bridges and replace them.

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Peace,
Sharon Nasset
503.283.9585
sharonnasset@aol.com
Please leave my contact info in my citizen comments thanks you!

be presented to the committee at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on September 20, 2005.

Anthony F. Fazio,

Director of Rulemaking.

[FR Doc. 05-19207 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement; Portland, OR and Vancouver/Clark County, WA

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT) and Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Highway Administration and Federal Transit Administration are issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for proposed highway and transit improvements in the Interstate 5 Columbia River Crossing (CRC) corridor between the Portland, Oregon and Vancouver/Clark County, Washington area.

FOR FURTHER INFORMATION CONTACT: Steve Saxton, Area Engineer, Federal Highway Administration, Washington Division at 360-753-9411, Jeff Graham, Operations Engineer, Federal Highway Administration, Oregon Division at 503-587-4727 and from Linda Gehrke, Deputy Regional Administrator, Federal Transit Administration, at 206-220-4463.

Public information contact: Amy Echols, CRC Communications Manager, Washington State Department of

Transportation (WSDOT) at 360-737-2726 or echolsa@columbiarivercrossing.org.

Agency Coordination contact: Heather Gundersen, CRC Environmental Manager, Oregon Department of Transportation (ODOT), at 360-737-2726 or

gundersenh@columbiarivercrossing.org.

Additional information on the Columbia River Crossing Project can also be found on the project Web site at <http://www.columbiarivercrossing.org>.

SUPPLEMENTARY INFORMATION:

Proposed Action Background

The FHWA and FTA, as Federal co-lead agencies, the Washington State Department of Transportation (WSDOT), Oregon Department of Transportation (ODOT), Southwest Washington Regional Transportation Council (RTC), Metropolitan Service District (Metro), Clark County Public Transportation Benefit Area Authority (C-TRAN), and Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an environmental impact statement (EIS) on proposed highway and transit improvements in the I-5 Columbia River Crossing corridor between the Portland, Oregon and Vancouver/Clark County, Washington area. The Columbia River Crossing study area generally encompasses the I-5 corridor from the I-5/I-405 interchange in Portland, Oregon in the south to the I-5/I-205 merge in Clark County, Washington in the north.

The existing I-5 crossing of the Columbia River is two side-by-side bridges, built in 1917 and 1958. In 1982 another river crossing—the Interstate 205 Glenn Jackson Bridge—opened approximately six miles to the east. Together, the two crossings connect the greater Portland-Vancouver region, carrying over 260,000 trips across the Columbia River daily. Growth in the region's population and border-to-border commerce is straining the capacity of the two crossings. This has resulted in trip diversion, unmet travel demand and hours of daily congestion that stalls commuters and delay freight, adversely affecting interstate traffic and commerce.

In 1998, the Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) formed a bi-state partnership to study transportation and potential solutions in the I-5 Columbia River Crossing corridor. ODOT and WSDOT engaged local jurisdictions and agencies, businesses, neighborhoods, and interest groups in Washington and Oregon to plan and implement improvements along the I-5 corridor

between the Portland metropolitan area and Vancouver in southern Clark County, Washington. Two studies resulted from this initial work: the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment Study Final Report, completed in 2000, and the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan, completed in 2002. This bi-state work included a variety of recommendations for corridor-wide improvements, traffic management and improvements in the I-5 Bridge Influence Area (BIA)—an approximately 5-mile section of the I-5 corridor extending from the SR 500 interchange north of the river to Columbia Boulevard south of the river.

Other significant transportation studies in the corridor include the South/North Major Investment Study (MIS) Final Report (1995) and the South/North Corridor Project Draft EIS (1998). These studies investigated a variety of high capacity transit corridors and modes between the Portland, Oregon area and Vancouver/Clark County, Washington.

Building on the previous studies, the I-5 Transportation and Trade Partnership Strategic Plan (2002), called for adding capacity over the Columbia River with a replacement bridge or by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. Another recommendation called for considering high-capacity transit improvements in the area of the I-5 Interstate Bridge over the Columbia River. The studies also stressed looking at a range of financing options, increasing general purpose lane capacity to three lanes where there are currently two at Delta Park and ensuring that low-income and minority populations within the corridor are involved in planning. ODOT is undertaking an Environmental Assessment at Delta Park. The Columbia River Crossing Project will study these recommendations as well as others associated with the Bridge Influence Area.

Alternatives

A reasonable range of alternatives, including those identified in the Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan and the South/North Corridor Project Draft EIS, will be considered. The EIS will include a range of highway and transit build alternatives, as well as a No-Build Alternative.

Probable Effects

FHWA, FTA, WSDOT, ODOT, RTC, Metro, C-TRAN, and TriMet will

evaluate significant transportation, environmental, social, and economic impacts of the alternatives. Potential areas of impact include: support of state, regional, and local land use and transportation plans and policies, neighborhoods, land use and economics, cultural resources, environmental justice, and natural resources. All impacts will be evaluated for both the construction period and the long-term period of operation. Measures to avoid, minimize and mitigate any significant impacts will be developed.

Scoping Process

Agency Coordination: The project sponsors are working with the local, state and federal resource agencies to implement regular opportunities for coordination during the National Environmental Policy Act (NEPA) process. This process will comply with SAFETEA-LU Section 6002.

Tribal Coordination: The formal Tribal government consultation will occur through government-to-government collaboration.

Public Meetings: Three public information meetings will be held in October 2005, including:

- Saturday, October 22, 2005, 11 a.m.–2 p.m., at the Jantzen Beach Super Center (central mall area), 1405 Jantzen Beach Center, Portland, Oregon;
- Tuesday, October 25, 2005, 4 p.m.–8 p.m., at Clark College, Gaiser Hall, 1800 E. McLoughlin Blvd., Vancouver, Washington 98663; and
- Thursday, October 27, 2005, 4 p.m.–8 p.m., at OAME (Oregon Association of Minority Entrepreneurs) Main Conference Room, 4134 N. Vancouver St. (at N. Skidmore St.), Portland, OR 97211.

All public information meeting locations are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, should contact Amy Echols, CRC Communications Manager at 360-737-2726 or echolsa@columbiarivercrossing.org at least 48-hours in advance of the meeting in order for WSDOT or ODOT to make necessary arrangement.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposal will be accepted at the public meetings or can be sent to the Columbia River Crossing project office at 700 Washington Street, Suite 222, Vancouver, WA 98660 or to Heather

Gundersen at gundersenh@columbiarivercrossing.org (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 20, 2005.

Steve Saxton,

Area Engineer, Washington Division, Federal Highway Administration.

Linda M. Gehre,

Acting Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. 05-19230 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-05-21747; Notice 2]

Pipeline Safety: Grant of Waiver; Southern LNG

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); U.S. Department of Transportation (DOT).

ACTION: Grant of Waiver; Southern LNG.

SUMMARY: Southern LNG (SLNG) requested a waiver of compliance from the regulatory requirements at 49 CFR 193.2301, which requires each liquefied natural gas (LNG) facility constructed after March 31, 2000, to comply with 49 CFR part 193 and the National Fire Protection Association (NFPA) Standard NFPA 59A "Standard for Production, Storage, and Handling of Liquefied Natural Gas."

SUPPLEMENTARY INFORMATION:

Background

SLNG, an El Paso Company, requested a waiver from § 193.2301. This regulation requires each LNG facility constructed after March 31, 2000, to comply with 49 CFR part 193 and Standard NFPA 59A.

Standard NFPA 59A requires that welded containers designed for not more than 15 pounds per square inch gauge comply with the Eighth Edition, 1990, of American Petroleum Institute (API) Standard API 620, "Design and Construction of Large, Welded, Low-Pressure Storage Tanks (Appendix Q)." The Eighth Edition of API 620 requires inspection according to Appendix Q which calls for a full radiographic examination of all vertical and horizontal butt welds associated with the container.

SLNG is proposing to use the current Tenth Edition, Addendum 1, of API 620. The Tenth Edition, Addendum 1, of API 620, allows ultrasonic examination—in lieu of radiography—as an acceptable alternative non-destructive testing method. SLNG proposes to use ultrasonic examination on its project, which consists of full semi-automated and manual ultrasonic examination using shear wave probes. SLNG also proposes to use a volumetric ultrasonic examination which combines creep wave probes and focused angled longitudinal wave probes.

Findings

PHMSA considered SLNG's waiver request and published a notice inviting interested persons to comment on whether a waiver should be granted (70 FR 40781; July 14, 2005). There were two comments from the public in response to the notice; both were in support of the waiver.

One commenter, a member of the API Committee on Refinery Equipment, Subcommittee on Pressure Vessels and Tanks, said that the use of ultrasonic examination in lieu of radiographic examination for large LNG tanks improves jobsite safety because it eliminates the hazards of radiation exposure. This commenter also said that ultrasonic examination is more capable than radiographic examination for detecting crack-like weld defects.

The other commenter provided a copy of NFPA 59A Report on Comments, dated May 2005 and stated that the NFPA 59A Committee approved the latest edition of API 620.

The 2006 edition of NFPA 59A was approved as an American National Standard on August 18, 2005.

Grant of Waiver

In its Report on Comments, dated May 2005, the NFPA 59A Committee accepted in principle the latest edition of API 620, Tenth Edition, Addendum 1. The Tenth Edition, Addendum 1, of API 620 adds ultrasonic examination as an acceptable method of examination. The Tenth Edition, Addendum 1, of API 620 indicates that both radiographic and ultrasonic examination are acceptable means of testing.

For the reasons explained above and in the Notice dated July 14, 2005, PHMSA finds that the requested waiver is consistent with pipeline safety and that an equivalent level of safety can be achieved. Therefore, SLNG's request for waiver of compliance with § 193.2301 is granted.

David Bragdon May 5, 2021

Issue CRC

<https://cityobservatory.org/hard-earned-lessons-dont-repeat-the-mistakes-of-the-failed-crc/>

Hard earned lessons: Don't repeat the mistakes of the failed CRC

By David Bragdon

10.5.2021

The Oregon and Washington highway departments are at it again, reviving the same half-truths and propaganda that doomed their first Columbia River Crossing fiasco a decade ago

Instead of fixing the real problems in the corridor, they'll make the problems worse

A warning from one of Portland's past leaders about the deceptive high pressure sales tactics used to sell a bloated freeway boondoggle

Editor's Note: David Bragdon was the President of the Metro Council, Portland's regional government, from 2003 to 2010. He led the agency at the time the Columbia River Crossing was developed and was part of the local Project Sponsors Council. Since 2013, Bragdon has been Executive Director of TransitCenter, a New York based foundation that works with leading transportation advocates and agencies in major cities across the nation.

Legend has it that the Columbia River Crossing project died in 2013 only because a handful of right-wing politicians in Washington State killed it. This inaccurate re-writing of history was spun retrospectively by the project's formidable public relations machine to obscure the real reason their project failed: the incompetence and mendacity of the project leadership at the Oregon and Washington State Highway Departments, ODOT and WSDOT, who made a series of errors that doomed the project long before those Washington State legislators administered the last rites. The first gentle pull on the plug occurred in 2010, when a "blue ribbon panel" of highway and bridge experts in engineering, finance, planning and design – handpicked by ODOT and WSDOT, with the assumption they'd be told what they wanted to hear with a great big rubber stamp of support – issued a damning report: the peers from agencies and firms from around the country found that ODOT/WSDOT had selected an untested bridge type, had conjured a finance and tolling plan that did not add up, had ignored or misled other agencies like the Coast Guard, and had made countless errors, large and small. Among those fatal mistakes, the two state agencies had poisoned their relationships with local agencies and the community with a pattern of half-truths, untruths, and broken promises. It was this pattern of deceit that weakened the CRC proposal to the point that the right-wingers in Olympia could ultimately provide the death blow.

I know. I was an up-close witness to ODOT/WSDOT management's bad faith for several years. Leadership at ODOT frequently told me things that were not true, bluffed about things they did not know, made all sorts of misleading claims, and routinely broke promises. They continually substituted PR and lobbying gambits in place of sound engineering, planning and financial acumen, treating absolutely everything as merely a challenge of spin rather than matters of dollars or physical reality.

That history is important, because if you're not honest about the patterns of the past, you are doomed to repeat them. Unfortunately, I understand that's exactly what's going on with the rebranded CRC: the same agencies, and even some of the same personalities who failed so spectacularly less than a decade ago – wasting nearly \$200 million and building absolutely nothing – have inexplicably been rewarded for their failure by being given license to try the very same task, using the very same techniques of bamboozlement. It's the definition of insanity. I ask the community members and elected leaders of the Portland-Vancouver area in 2021 to take it from me, who learned it the hard way 2007-10: do not fall for ODOT management's chronic misrepresentations, or its outdated technical methods rooted in the 1950s. You are being misled in the short-term, and your constituents' descendants will be stuck with a terrible project and debt for decades. The I-5 / I-205 corridor between Oregon and Washington State has serious challenges – too much congestion at peak hours and peak directions, old and out-moded infrastructure, poor air quality in adjacent communities – but the two State Highway Departments' approach won't fix any of those problems and will make some, like traffic and emissions, worse than today.

I can take you through ODOT's old playbook, and you can tell me whether they are running it again now:

The bum's rush

I understand ODOT management has revived one of its favorite old falsehoods by claiming they are facing an “imminent federal deadline,” and that if local leaders don't knuckle under to ODOT's plan—and soon—the region will lose millions or tens of millions of dollars forever. Creating fictional “federal deadlines” and other federal processes as an excuse for false urgency is a familiar ODOT tactic. From 2007 through 2013, ODOT staff frequently but vaguely claimed that quick action was needed on certain approval steps, and there “there is no more time to consider x or y” because of “impending federal deadlines.” When asked to cite specifically what deadlines they meant, ODOT officials would refuse to answer or parry with generalities. When Congressional staff would inquire with the Federal Highway Administration (FHWA) or other federal agencies about what deadlines ODOT could possibly be referring to, nobody could say. ODOT public relations staff had made it up.

In short, ODOT leadership's claims that “federal deadlines” are urgently impending are usually fabrications, created by ODOT PR staff (who dominate the agency) to force other parties like local governments to go along with whatever ODOT staff is proposing without scrutiny. (Ironically, ODOT itself rarely meets any real deadlines, and has a

terrible track record of doing anything on time. Yet ODOT management insists that everybody else adhere to deadlines that don't exist.)

One specific example: in the summer of 2010, ODOT public relations specialist Travis Brouwer solemnly intoned that Congress was on the verge of passing a reauthorization bill, and that it was essential that certain approval steps be taken for the CRC for it to be included in this (supposedly) impending bill. Actually, as all Congressional staff knew, and as Brouwer and State Highway Department Director Matt Garrett also must have known, it was an election year and there was little likelihood of a bill passing in that time frame. (Brouwer and Garrett, like much of ODOT management, are better versed in politicking than engineering, being former Congressional staff experienced in lobbying and propaganda. Like much of CRC's senior team, they had little or no understanding of modern engineering, planning or finance, beyond a 1956-era grasp.)

Some of the other ODOT falsehoods which were debunked during CRC v.1, and which you can be on the lookout for again were:

We can't consider less costly alternatives. When asked about projected costs, ODOT staff claimed that federal law or regulation prevented them from considering cost and budget when developing their plan. There could be no value engineering, they said, vaguely handwaving at "federal regulations." ODOT staff made this statement partly as an evasion so they couldn't provide a realistic tolling and revenue plan, claiming they were "not allowed" to take realistic revenue availability or costs into account (the way transit projects must, by the way). When US Representative Peter DeFazio, who knows a thing or two about federal transportation law, scoffed at the claim, senior ODOT staff were privately dismissive of him. But ODOT's claim sounded absurd, and indeed it was: through independent channels we learned that Obama Administration FHWA Director Victor Mendez publicly stated the opposite of ODOT's statement, and declared that in practice FHWA was encouraging state governments to become more cost-conscious at all stages of project development, not barring them from doing so. In short, ODOT claimed the federal government prevented them from realistic budgeting, while in fact the top highway official in the nation countered that he strongly encouraged it. (This is one of those lies that cleverly twists a kernel of truth: agencies are barred from excluding options from consideration based solely on cost, but that doesn't mean they can't use cost as a criterion in choosing their ultimate action).

We can't change anything in our plan without violating federal rules. ODOT also claimed that design parameters such as ramps, grades, turning radii etc. could not be changed because doing so would require FHWA to approve waivers, which ODOT said FHWA was highly unlikely to do. They were adamant that an enormous interchange had to be inflicted on Hayden Island, eroding property values and discouraging redevelopment, because federal regulations required it. This excuse was debunked by ODOT/WSDOT's own hand-picked "blue ribbon" panel, when Chair Tom Warne (a veteran Utah state highway official) observed that FHWA can be expected to routinely approve hundreds of waivers like that on a project of this size. The problem was that ODOT staff, who have not successfully built anything more complicated than a simple overpass for the past

thirty years, did not have the training or sophistication to deal with complex engineering challenges, and just didn't have the skills to be bothered. In the absence of technical knowledge, ODOT leadership defaults to the one skill they do possess, word-spinning. (To be fair, WSDOT has superior technical skills to ODOT, though most of its talent is deployed in the Puget Sound region, not Southwest Washington.)

This is special money that can only be used for this project. Another ODOT staff whopper was the repeated claim that federal money for the CRC was somehow special, could not be used for other projects, and therefore lavish spending on CRC would not deprive other priorities of funding. This claim was exposed as untrue when the project was cancelled, and the money was quickly reprogrammed to other highway projects. (Keep in mind, this claim that billions must – must! – be spent on overbuilding I-5 comes from an agency that can't seem to find a few nickels to fund passenger trains between Portland or Eugene, or paint crosswalks or install signals to prevent pedestrians from being killed on 82nd Avenue.)

OK, we'll go along with what you want (Not really: fingers crossed). When under more intense pressure, ODOT management will grudgingly make vague promises to "consider" things, which over and over it proved it had no intent to do. (Or, as in the case of I-5 Rose Quarter, create an advisory committee that it completely controls – or else.) ODOT leadership routinely used its control of the technical process to renege on its commitments. For example, to win support from the Metro Council, Mr Garrett pledged to commission an independent review of the project staff's highly questionable estimates about greenhouse gas emissions. (This same Mr Garrett had a bad habit of recycling untruths: he was later caught providing falsified GHG estimates to a legislative panel, with the fantastical notion that more traffic leads to less GHG.) Within weeks of the Metro Council accepting his pledge and voting to endorse the project, ODOT leadership reneged on the promise of an independent review, with Garrett privately telling a Metro official, "we just need to greenwash" this project. (Current ODOT management used a similar technique recently, by bringing in an expert panel ostensibly to audit traffic forecasts for their monstrous I-5 Rose Quarter proposal, but then forbidding the panel from considering induced demand, the primary factor at issue. It's like saying, "OK, OK, OK, we'll bring in independent experts to evaluate our claim that pigs can fly" but then directing the experts to ignore the existence of gravity.)

In another fingers-crossed promise, under pressure from the community due to the very real probability of induced demand and an understandable community desire that Hayden Island not be further obliterated beyond the existing highway blight, ODOT leadership pretended to reduce the size of the Columbia River Crossing from a proposed 12 lanes to 10 lanes. It cleverly changed all the project's promotional materials to describe the road as a 10 lane facility. But it actually made no changes to the physical width of the roadway and structures it planned to build. What it cheekily did do was to delete from the project's Final Environmental Impact Statement every single reference to the actual width of the massive bridges it was proposing to build. A public records request forced WSDOT to divulge plans showing that the supposed ten-lane bridge they had agreed to build was 180

feet wide-exactly the same width as it had been when ODOT described it as carrying 12 lanes.

ODOT and WSDOT's manipulative tactics became more and more apparent as local officials compared notes with each other in the first decade of the century. State officials probably banked on local leaders from the two sides of the river never talking to each other, but the more we did talk, the more we realized how we were being played off against each other by the self-styled amateur Svengalis in Olympia and Salem. ODOT would whisper to Oregonians, "don't worry, the tolls are going to pay for it all, and light rail is a must," while at the very same moment WSDOT would whisper to Washingtonians, "aw, don't worry, the tolls are going to be low, and we're going to get rid of this light rail component, just go along for now." (WSDOT was far more savvy than their ODOT cousins too, by larding up the project with interchanges far to the north that functionally had very little utility for true interstate traffic but were designed for intra-Clark County short trips. WSDOT winked at their constituents and confided, "We got those rubes down in Salem to fall for Oregon paying for 50 percent of our sprawling suburban interchanges!")

The revived CRC, aka "Interstate Bridge Replacement," is more of the same

In the past year, WSDOT and ODOT have been attempting to breathe new life into the corpse of the expired Columbia River Crossing project. They've started by rebranding it as the "Interstate Bridge Replacement." The revived "IBR" project may have changed its name, but hasn't changed its bad faith efforts to peddle this multi-billion dollar project as if it were the only possible solution to the very real challenges in this corridor. When faced with a challenge, ODOT simply rebrands, without really changing anything. It's the same old soup in a new bowl, brewed by cynical chefs who, cigarettes dangling from their lips, also cook the books on traffic forecasts, budgets and GHG modeling.

The new name itself is a distortion. It implies that they're merely "replacing" the existing bridge, when in fact that's no more than 20 percent of this giant boondoggle, which is in reality a 5 mile long, \$5 billion 12 lane freeway that just happens to cross a river. The reality looks like this:

Animated GIF courtesy of Bike Portland.

This illustration shows not the new bridge, but the planned widening of I-5 south of the bridge on Hayden Island. This is no "replacement." It is as Congressman Peter DeFazio – whose cautions ODOT routinely ignored during the first chapter of this saga, despite the power and knowledge he has – aptly described it "a gold-plated project," with most of the project's cost being driven by highway department plans to widen long stretches of freeway on either side of the bridge itself.

As City Observatory noted, the revived CRC project kicked off with an enormous lie and yet another fictitious deadline. Project Manager Gregg Johnson told Oregon and

Washington Legislators that they'd have to repay the Federal Highway Administration \$140 million if they didn't move ahead with the project by 2024. That, of course, isn't true, if Oregon and Washington choose a "no-build" alternative, FHWA regulations say there's zero repayment liability.

The Columbia River Crossing failed because state highway officials were simply dishonest every step of the way in their efforts to sell this project. Their coverup was essential to them, because as agencies whose main activity is rural, single-purpose highways, they lacked the skills to plan and build a complex, urban, multimodal project in a community that rightfully demands authentic engagement. In the face of that need, they obscured real likely costs, either bungled or intentionally exaggerated tolling forecasts, refused to release accurate renderings, and invariably substituted branding, bullying and propaganda for problem-solving.

I'm saddened to see that almost a decade later the Governors of Oregon and Washington have unleashed the same agencies again to use the same techniques and simply continue this stupefying track record of incompetence and dishonesty. Those of us who were leading the region 10-15 years ago learned a difficult and expensive lesson about the perils of trusting ODOT and WSDOT management and their methods. We can only hope that today's leaders profit from our experience and not repeat our mistake of trusting the phony sales pitches used to push this project, which is the wrong solution to a set of very real problems.

While the two state highway departments are fixated on their 1950s style non-solution, the I-5 corridor is beset by major challenges: high demand in certain directions at certain hours, freight being delayed by an abundance of single-occupancy cars, one structure that is now over a hundred years old, inadequate transit and biking and walking options, and a legacy of harm inflicted on North Portland, Hayden Island and downtown Vancouver. Those are very real challenges which can be addressed only with truth, creativity, first-class planning and engineering and design, credibility with the public, and post-1950s concepts like demand management. The two State Highway Departments have already proven they have none of those attributes. Their proposal will not solve the real problems and will actually exacerbate them, and their methods and lack of credibility will lead to more wasted years and wasted money. Rather than being trusted and empowered, ODOT and WSDOT should be removed from their role as project managers – which they've amply proved they're not qualified for – and replaced with an interagency team rooted in the region that can get this important job done.

ODOT and WSDOT take one truth, and then extrapolate many untruths from it. 'We need to do something to fix the problems in this corridor,' is true, but 'Therefore we need to do the most expensive, stupid something' is not true.

Where Is The Report Stating The Bridges Have Structural Problems And Must Be Replace?

A requirement of this transportation project or any bridge removal project is a full, independent, and complete report of the I-5 bridges' condition, Where is a report on the bridges condition? The report was due out in 2006 at the beginning of the Columbia River Crossing EIS.

The age of the I -5 bridges is not the issue. Bridges are replaced because of **structural problems** Where is the list of problems with the bridges? What is the cost of fixing the problems? Why are we trying to remove the bridges instead of doing repairs? We already have fewer bridges than similar sized metropolitan with only have two bridges. Do the bridges need to be immediately removed or can other bridges be constructed first?.

Portland Had 12 Bridges Over The Willamette River
6 Bridges Are Older Than The 1917 Bridge And
11 Bridges Are Older Than The 1958 Twin

Washington State as of December 2019 data from the Federal Highway Administration (FHA),
there were 177 bridges in Washington State over 100 years old.

More recent data indicates that this number has likely increased,
with over 300 bridges 80 years or older as of 2021,

Oregon has dozens, if not hundreds, of bridges over 100 years old,
there's no exact "total count" readily available
a significant number being famous **historic covered bridges**
(around 50 remain, built mostly 1900-1920s)

12,990 bridges in the United States that were 100 years of age or older.
As of December 2019 data from the Federal Highway Administration (FHA),

It is not the age of the bridges

The 2005 inspection of the I-5 bridges have no restrictions, they are structurally sufficient and met all requirements, with 60 years of serviceable life left and valued at approximately a billion dollars. It complemented the care and maintenance of the bridges to their health.*

A full complete independent inspection of the I-5 bridge was a recommendation of the I-5 Partnership study and a requirement of this project. **Where is the full report on the bridges' condition?**

- The 2005 inspection certificate with the Oregon State Seal is attached.

Comparison of River Crossings in Selected U.S. Metropolitan Areas of Similar Size

Metro Area	Population	Body of Water	Hwy Xings	Rail Xings
Norfolk	1.57 million	Hampton Roads/ Chesapeake Bay	4	0
Cincinnati	1.65 million	Ohio River	7	2
Kansas City	1.78 million	Missouri River	10	3
Portland- Vancouver	1.92 million	Columbia River	2	1
Pittsburgh	2.36 million	Three Rivers	>30	3
St. Louis	2.60 million	Mississippi River	8	2

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Interstate Bridges Electrical Upgrade



Project Summary:	A \$10.8 million project to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans.
Status and Timeline:	Construction began March 2004 and completed mid-May 2005.
Traffic Impact:	Work is complete on this project.

Project Information

An estimated \$10.8 million project is under way to replace electrical wiring, lights, signs, signals, motors, electrical cables and brakes on the Interstate Bridges (I-5) northbound and southbound lift spans. The contractor is Hamilton Construction of Springfield, OR. Pedestrian safety barriers will be added and the traffic gates replaced. Much of what is being replaced is over 40 years old. Upgrades are spread out over the length, width and height of the structures. The upgrade addresses structural modernization and replacement of the lift-span control panel.

Though work will take place during day and nighttime hours, lane closures on and near the bridges will be limited to evening and early morning hours.

Motorists can expect minor traffic impacts. To cross the Columbia River and avoid construction, motorists may use the Glenn Jackson Bridge by way of I-205.

Gear replacement will affect river traffic for approximately three months during the course of the project. However, the high-span and prescheduled openings will provide river traffic passage beneath the bridges during these periods.

Intermittent restrictions will be placed on pedestrian and bicycle movements. Both northbound and southbound structures will be affected. There will be an alternate route during these restrictions.

Nighttime construction noise is expected to be minimal. Noise generated from construction activities is expected to be no louder than existing vehicular and air traffic. It is ODOT's intent to keep those nearest the work notified of nighttime construction activities. Use the phone numbers below to report noise problems or other incidents requiring immediate attention.

Interstate Bridges Facts and History

The Interstate (twin) Bridges on Interstate 5 connect Portland, Oregon with Vancouver, Washington across the Columbia River. The bridges consist of northbound and southbound spans built in 1917 and 1958, respectively. The side-by-side steel structures have tandem lift-span capabilities to accommodate a national and international shipping industry.

The two bridges have a full-time crew on deck to keep the aging structures in top operating condition. Only three other Oregon bridges -- all in Astoria -- have a designated maintenance crew.

This personalized care, combined with large maintenance projects, has kept the spans healthy and free of weight restrictions. With ongoing preservation, the bridges can serve the public for another 60 years.

The Interstate Bridges continue to be a vital link between Portland and Vancouver and complement any long-range plans to manage and improve transportation in the I-5 corridor between the two states.

Maintenance and repairs keep the bridges healthy and free of weight restrictions. Some recent bridge preservation efforts have included:

- 1987-90 - Replacement of the lift-cables, drums, expansion joints and deck pavement overlay (\$3 million)
- 1995 - Replacement of diesel generator and lift-engine (\$120,000)
- 1997 - Replacement of an axle-like steel trunnion, counterweight sheaves and steel ropes (\$3 million)
- 1999-2001 - Painting, sub-deck and steel rehabilitation on the northbound bridge (\$20 million)

The current project will upgrade and replace significant portions of the electrical systems within the two spans. Transportation funding experts estimate a replacement bridge would cost between \$500 million and \$1 billion.

ODOT Contact Information

To request a return call or more information call: 503.731.3244

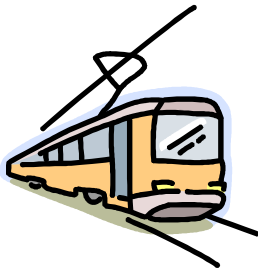
TTY: 1.800.735.2900

(during weekday business hours)

To report after hours issues requiring immediate attention call: 503.412.2353

Recorded construction information is available by calling: 503.223.0066

Final Recommendations at a Glance



Transit:

- Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 Corridors.
- Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.

Interstate 5:

- The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.



Additional Rail Capacity:

- Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- The rail forum and regional decision-makers should encourage funding for:
 - Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
 - High Speed Rail service in the Corridor; and
 - The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel



Land Use:

- Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.





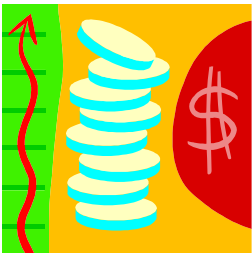
Transportation Demand and System Management:

- Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.
- Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"
- Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.

Environmental Justice



- Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington
- Map low-income and minority communities in the corridor.
- Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.
- Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.
- Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.
- Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.



Finance

- OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects
- Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.
- Establish regional transit financing commitments that will allow for:
 - an aggressive bi-state TDM program and
 - an expansion of transit service to support the light rail loop.
- Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

Next Steps/Implementation



- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.
- Delta Park to Lombard: widen I-5 to 3 lanes
 - Summer 2002-2004: Conduct environmental assessment and design work
 - Post 2004: Construction of Delta Park to Lombard
- 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)
- 2010+: Construct improvements in Bridge Influence Area.

Congress of the United States
Washington, DC 20515

July 19, 2013

Lynn Peterson
Secretary, Washington State Department of Transportation
310 Maple Park Avenue SE
P.O. Box 47300
Olympia, WA 98504

Secretary Peterson:

We write you today regarding the future of the I-5 bridge over the Columbia River. With the recent announcements by Governors Inslee and Kitzhaber closing the Columbia River Crossing offices, it is time for all interested parties to come back to the table and put forward a plan that both meets the needs of the region and enjoys the support of our constituents.


We remain committed to a long-term solution that will modernize and upgrade the current transportation corridor across the river. As the largest interstate serving the West Coast, connecting Canada to Mexico, I-5 is critical to interstate commerce and Americans' ability to travel throughout the region. Any plan must focus on safety and the movement of highway and river traffic.

In the meantime, we must ensure that the current bridge is safe for the thousands of commuters that cross it each day. We ask that the agency provide us with its assessment of the safety level and potential hazards for the I-5 Columbia River Bridge, as well as options to upgrade and improve the bridge to mitigate whatever risks may exist. We stand ready to fight for funding to ensure that peoples' safety is protected and that the bridge is not compromised by an earthquake or other catastrophic event.

Thank you for your attention to this critical issue. We look forward to working with you on improving the safety and efficiency of our existing infrastructure.

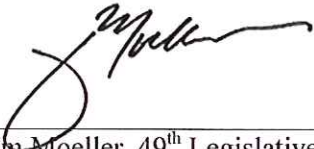
Sincerely,


U.S. Rep. Jaime Herrera Beutler, 3rd Congressional District

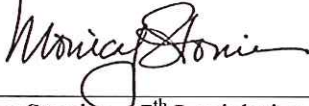

Sen. Don Benton, 17th Legislative District



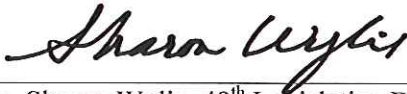
Sen. Ann Rivers, 18th Legislative District



Rep. Jim Moeller, 49th Legislative District



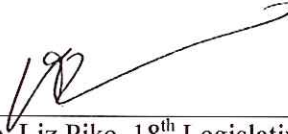
Rep. Monica Stonier, 17th Legislative District




Rep. Sharon Wylie, 49th Legislative District



Rep. Paul Harris, 17th Legislative District



Rep. Liz Pike, 18th Legislative District



Rep. Brandon Vick, 18th Legislative District

Would a different bridge location better meet needs?



CH2M HILL
HILL
JEWELL

Figure 1
Third Bridge Corridor Conceptual Layout
Third Bridge Corridor Preliminary Benefit Analysis