



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: May 7, 2026
To: JPACT and Interested Parties
From: Gabriela Lopez, Senior Transportation Planner
Subject: IBR MTIP Amendment: Discussion

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING OR ADDING FOUR I-5 INTERSTATE BRIDGE REPLACEMENT PROGRAM PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Amendment Summary:

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

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

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

Requested Action:

No action is requested at the May 21, 2026 JPACT Meeting. JPACT members listen to a staff presentation and have the opportunity to ask questions and discuss the proposed amendment.

JPACT is scheduled to consider action on the proposed amendment at the June 18, 2026 meeting.

TPAC Review of Proposed Amendment:

Gabriela Lopez, Senior Transportation Planner and Carley Francis, Interim IBR Program Administrator, provided the Transportation Policy Alternatives Committee (TPAC) a presentation with an overview of the proposed project amendments for core set of projects, available program funding, and program schedule at its May 1, 2026, meeting.

Discussion and comments from TPAC members included:

- 1) Workforce development opportunities for Oregon businesses under the Washington State Department of Transportation (WSDOT) contract
- 2) Updates on implementing pre-completion tolling and a low-income tolling program

- 3) Concerns about the effects of diversion and traffic safety on nearby high injury corridors and Hayden Island due to construction activities and tolling
- 4) How changes to previous plans to implement tolling on the Abernethy Bridge affect assumptions about traffic impacts
- 5) Light rail component of the IBR program and funding for construction and operations
- 6) How results from the Major Project Assessment demonstrate the influence of the IBR program on the 2024-2027 MTIP package of investments at the regional scale

Amend Existing MTIP/STIP Programmed Projects:

Project Number: 1	Key Number: 21570	Status: Existing Project
Project Name:	I-5: Columbia River (Interstate) Bridge	
Lead Agency:	ODOT	
Description:	Planning and design, right of way, and utility relocation activities for the replacement of the I-5 Interstate Bridge between Oregon and Washington. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.	
Funding Summary:	<p>The project is currently programmed with a total funding of \$554,629,000.</p> <p>Project funding includes Advance Construction funds, Bridge Program funds, Highway Improvement (HIP) Bridge program funds, National Highway Freight Performance (NHFP) funds, National Highway Performance Program (NHPP) funds, Surface Transportation Block Grant (STBG) State funds, ODOT funds, and WSDOT funds.</p>	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> • Increase the Preliminary Engineering (PE) phase by \$300,493,000 • Increase the Utility Relocation (UR) phase by \$16,623,000 • Decrease Right-of-Way (ROW) phase by \$88,295,000 <p>Total project increases from \$554,629,000 to \$783,450,000 using Oregon federal grant funds, Oregon General Obligation (GO) Bonds, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in Federal Fiscal Year (FFY) 2026.</p> <p>The proposed amendment includes no changes in project description.</p>	

Project Number: 2	Key Number: 23877	Status: Existing Project
Project Name:	I-5: Columbia River Bridge Replacement	
Lead Agency:	ODOT	
Description:	<p>Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.</p>	
Funding Summary:	<p>The project is currently programmed with a total funding of \$1,478,642,000.</p> <p>Project funding includes Advance Construction funds, ODOT funds, and WSDOT funds.</p>	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> • Minor edits to the project description. • Update Mileposts for project location to match K21570. Final MPs for I-5 MP 306.70 to 308.38 (Northbound and Southbound) • Increase Preliminary Engineering phase by \$211,520,000 • Increase Construction phase by \$2,715,294,000. <p>Total project increases from \$1,478,642,000 to \$4,405,456,000 using Oregon federal grant funds, Oregon GO Bonds, Tolling, and Washington state and federal grant funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p>	

Project Number: 3	Key Number: 23876	Status: Existing Project
Project Name:	I-5 OR & WA Pre-completion Tolling Signage	
Lead Agency:	ODOT	
Description:	<p>Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.</p>	
Funding Summary:	<p>The project is currently programmed with a total funding of \$24,590,000. Project funding includes ODOT and WSDOT state funds.</p>	
Added Notes:	<p>The formal amendment includes the following programming changes:</p> <ul style="list-style-type: none"> • Change project name • Change project description to include to include education, marketing, system integration, and customer service activities to support tolling launch • Update Mileposts for project location 	

	<ul style="list-style-type: none"> • Increase Construction phase by \$1,510,000 • Increase Other phase by \$25,834,000 <p>Total project increase from \$24,590,000 to \$51,934,000 using Oregon GO bonds and Washington state funds. All additional funds programmed are anticipated to be obligated in FFY 2026.</p>
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Adding New MTIP/STIP Projects:

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mailing.....	April 24, 2026
• Initiate the required public notification/comment process.....	April 27, 2026
• TPAC amendment overview - no action.....	May 1, 2026
• JPACT amendment overview - no action.....	May 21, 2026
• Metro Council amendment overview - no action	May 26, 2026
• Completion of public notification/comment process.....	May 27, 2026
• TPAC action	June 5, 2026
• JPACT action	June 18, 2026
• Metro Council action.....	June 25, 2026
• Final amendment package submission to ODOT & USDOT.....	Late June 2026
• USDOT clarification and final amendment approval.....	Early August 2026

Note: The above dates are anticipated and could change.

ANALYSIS/INFORMATION

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

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

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

2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
3. **Anticipated Effects:** Enables the projects to be amended or canceled in the MTIP, as well as the Statewide Transportation Improvement Program, or STIP, which is managed by the Oregon Department of Transportation. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.
4. **Metro Budget Impacts:** The proposed amendments have no impact to the Metro budget.