

Council work session agenda

Tuesday, June 24, 2025

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
www.youtube.com/live/u20Ax0ZAelw**

Work session will begin at 10:30 a.m. Agenda item times are estimated and the order of items may be subject to change.

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992). Stream on YouTube:

www.youtube.com/live/u20Ax0ZAelw

10:30 Call to Order and Roll Call

10:30 Work Session Topics:

10:30 Montgomery Park Streetcar Extension Locally Preferred [25-6284](#)
Alternative

Presenter(s): Alex Oreschak, Senior Transportation Planner, Metro
Shawn Canny, City Transportation Planner, PBOT

Attachments: [Staff Report](#)
[Attachment 1 - Recommended Locally Preferred Alternative](#)

11:00 June 2025 I-5 Interstate Bridge Replacement (IBR) MTIP [25-6285](#)
Amendment Presentation

Presenter(s): Jean Senechal Biggs (she/her), Resource Development
Manager, Metro
Greg Johnson (he/him), Program Administrator, IBR
Program
Ray Mabey (he/him), Assistant Program Administrator, IBR
Program

Attachments: [Draft Resolution No. 25-5503](#)
[Exhibit A to Resolution No. 25-5503](#)
[Staff Report](#)
[Attachment 1 - Modified Locally Preferred Alternative](#)
[Attachment 2 - OTC May 8, 2025, Staff Report IBR Update](#)
[Attachment 3 - IBR Major Project Assessment Summary--DRAFT](#)
[Attachment 4 - Potential Construction Packages](#)

12:00 Supportive Housing Services Reform: Metro Council [25-6291](#)

Discussion of Next Steps

Presenter(s): Lynn Peterson, Metro Council President

Attachments: [Staff Report](#)

1:00 Chief Operating Officer Communication

1:05 Councilor Communication

1:10 Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសស្តីពីការមិនរើសអើងសូមទូរស័ព្ទទៅកាន់ការងាររបស់ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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Agenda #: 10:30

File #: 25-6284

Agenda Date: 6/24/2025

Montgomery Park Streetcar Extension Locally Preferred Alternative

Alex Oreschak, Senior Transportation Planner, Metro
Shawn Canny, City Transportation Planner, PBOT

MONTGOMERY PARK STREETCAR EXTENSION LOCALLY PREFERRED ALTERNATIVE

Date: June 6, 2025
Department: Planning, Development and Research
Meeting Date: June 24, 2025
Prepared by: Alex Oreschak,
alex.oreschak@oregonmetro.gov

Presenters: Alex Oreschak, Senior Transportation Planner, Metro and Mauricio LeClerc, Area Planning and Project Development Manager, PBOT
Length: 30 minutes

ISSUE STATEMENT

The purpose of this item is to provide an update to Metro Council about the Montgomery Park Streetcar Extension Project, including key project benefits, public engagement process and findings, Locally Preferred Alternative (LPA) elements and project funding strategy.

Later this year, JPACT and Metro Council will consider endorsing the LPA for this project and subsequently for amendment in the 2023 Regional Transportation Plan.

ACTION REQUESTED

No action requested at this meeting. Staff will return in July 2025 to request that Metro Council approve Resolution No. 25-5505, For the Purpose of Endorsing the Locally Preferred Alternative for the Montgomery Park Streetcar Extension.

IDENTIFIED POLICY OUTCOMES

The 2023 RTP and the 2018 Regional Transit Strategy identify the Montgomery Park Streetcar Extension as a priority investment on the financially constrained project list.

POLICY QUESTION(S)

Staff is seeking guidance on whether Metro Council needs other information on the LPA and this project before staff return for an endorsement of the LPA (by resolution) in July.

STAFF RECOMMENDATIONS

Staff recommends Metro Council endorse the LPA in July 2025.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How is this related to Metro's Strategic Framework or Core Mission?

The project would implement regional priorities articulated in the 2023 Regional Transportation Plan. Corridor planning is central to Metro's core mission to expand transportation options and improve public transit service throughout the region.

How does this advance Metro's racial equity goals?

The project will provide public benefits that promote equity and help support opportunities for underserved communities.

How does this advance Metro's climate action goals?

The project will implement adopted local and regional land use plans by implementing policies from the Regional Transportation Plan, which helps to implement the 2040 Growth Concept and the Regional Framework Plan. The project will also make transit more convenient, frequent, accessible and affordable, improving the travel experience for riders on the Portland Streetcar.

Known Opposition/Support/Community Feedback

Public input and partner endorsements demonstrate support for this LPA. There were two opponents to the adoption of the Montgomery Park Area Plan:

- The Northwest Industrial Business Association opposed the adoption of the Montgomery Park Area Plan (MPAP) because of impacts to what was industrial land and potential impacts to low-barrier-to-entry middle wage jobs. The MPAP worked to address this by limiting land use changes to the area of greatest potential change and tying the development in the area to on-site middle-wage jobs in a variety of fields (target requirements with a fee charged if not met as agreed in the adopted Public Benefits Agreement).
- The Northwest District Neighborhood Association (NWDA) did not outright oppose the project, but opposed the adoption of the overall Montgomery Park Area Plan because they felt the plan did not respond effectively enough to neighborhood input or concerns. The NWDA was critical to the MPAP's process, having representation on the Project Working Group and being part of dozens of conversations over the course of the planning process. A key issue with the project itself for the NWDA is the final alignment; while members varied in their perspective on the best route, there was concern expressed around parking and traffic impacts (which the project and plan sought to address by working to maintain as much parking as possible in the project area and minimizing the number of stations on 23rd Ave).

Extensive technical analysis was conducted to understand the benefits and tradeoffs of different LPA components. The analysis was shared with community members for feedback. Public engagement has been extensive and coordinated with outreach for the Montgomery Park Area Plan, which aims to transition the area from a somewhat underutilized industrial and employment-focused district into a mixed-use employment district that will support both job growth and housing development. More information on public engagement for the project can be found on the Montgomery Park Area Plan website: <https://www.portland.gov/bps/planning/mp2h/mpap-recommended-draft>.

Legal Antecedents

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S.C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- FTA Small Starts Process

State laws and actions

- Statewide Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010
- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018. Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.
- Ordinance No. 25-1522 (For the Purpose of Amending the Industrial and Other Employment Areas Map of Title 4 of the Urban Growth Management Functional Plan for the Montgomery Park Area of the City of Portland), adopted by the Metro Council on January 16, 2025.

Local Jurisdiction Actions

- The Portland City Council adopted Ordinance No. 192000 to adopt the Montgomery Park Area Plan including amendments to the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Zoning Code, Citywide Design Guidelines, and related amendments to the Guild's Lake Industrial Sanctuary and Northwest District plans (amend Code Title 33)
- The Portland City Council adopted Resolution No. 37692 to adopt the Locally Preferred Alternative for the Montgomery Park Transit Project

- The Portland City Council adopted Ordinance No. 192001 to authorize Agreement between the City, Portland Streetcar Inc, and 1535-A1 LLC for public benefits related to the Montgomery Park Area Plan

Anticipated Effects

Approval of this resolution will allow project staff to continue working with City of Portland and TriMet on the project to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally-required National Environmental Policy Act (NEPA) documentation
- Refine design and costing
- Support the implementation and construction of the project
- Open the streetcar extension in 2030

The project is currently listed in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the LPA defining the mode, route, and general station locations and a high-level funding plan. The next steps and timeline for that future action include:

- Metro staff will coordinate to prepare amendments to the 2023 Regional Transportation Plan to reflect the Montgomery Park Streetcar Extension LPA, as well as the TV Highway and 82nd Avenue LPAs.
- An RTP amendment is necessary to be eligible for federal funding and action.
- The RTP amendment will require a recommendation from MPAC and adoption by JPACT and Metro Council. The amendment may include the following as needed to reflect the LPA:
 - Amendments to Chapter 3 Transit Network Map
 - Amendments to the Appendix A: Constrained priorities project list
 - Amendments to Appendix W: Status of Current Major Projects
 - Amendments to Appendix V: Future corridor refinement planning
 - Create a new appendix: Montgomery Park Streetcar Extension Locally Preferred Alternative
 - Updates to reflect the RTP funding strategy or any other chapter components, if applicable
- The amendment will be accompanied by findings that demonstrate consistency with:
 - RTP goals, objections, and policies
 - Metro's Public Engagement Guide
 - Federal fiscal constraint requirements
 - Statewide planning goals
- Proposed RTP amendment schedule:
 - Fall 2025: Public comment period
 - Fall/Winter 2025: Review/discuss amendment and public comment at MTAC, TPAC, MPAC, JPACT, Metro Council
 - Spring 2026: Seek adoption of RTP amendment

Financial Implications (current year and ongoing)

Adoption of this resolution has no budget impact. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state and federal partners.

BACKGROUND

The project will support dense, equitable transit-oriented development west of US-30 between NW Nicolai and NW Vaughn streets, where predominantly vacant, low-density industrial land recently underwent land use changes to employment- and housing-focused mixed uses. The project will also support several indirect public benefits for the area, including new affordable housing, new middle-wage jobs onsite, a new public park, affordable commercial opportunities, and the commemoration of York—enslaved member of the Lewis and Clark Expedition who was critical to its success—through public art; these ancillary benefits are captured in a Public Benefits Agreement (PBA) between the City of Portland, property owners in the area, and Portland Streetcar, Inc.

In addition to spurring transit-oriented development, the project is intended to serve as a critical single occupancy vehicle (SOV) trip demand mitigation tool as the area redevelops over time. As such, it also includes improvements to the pedestrian and bicycle network to support non-driving options within, to, from, and through the new district.

The Montgomery Park Streetcar Extension has been identified by the region as a top priority for transit investment. It is called out in multiple adopted plans including the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates the Montgomery Park Streetcar Extension as a Tier 1: near-term HCT corridor, the highest priority for HCT investment in our region.

Project outcomes identified in the RTP are improved travel connecting with the existing streetcar network, as well as necessary safety and accessibility improvements, including rehabilitation of NW 23rd Avenue and new multimodal street connections on NW Roosevelt Street, NW Wilson Street, and NW 26th Avenue. This project also supports land use changes and housing development, including new affordable housing units, as identified in the Montgomery Park Area Plan, which was also adopted by Portland City Council in December 2024.

ATTACHMENTS

Attachment 1: Montgomery Park Transit Project Recommended Locally Preferred Alternative

Montgomery Park Transit Project

Recommended Locally Preferred Alternative | September 2024



The recommended Locally Preferred Alternative for high capacity transit to the Montgomery Park Area is streetcar transit with stations at the locations indicated on the attached map, operating as a .65 one-way route mile extension of the existing Portland Streetcar North-South (NS) Line from its existing terminus at NW 23rd Avenue and NW Northrup Street to a new terminus at NW 26th Avenue and NW Wilson Street near the Montgomery Park building in Northwest Portland. This extension will allow the NS Line to operate between the Montgomery Park Building and the South Waterfront. The route extension will operate on NW 23rd Avenue, as well as on a new one-way parallel couplet using NW Roosevelt Street, NW 26th Avenue, and NW Wilson Street.

Montgomery Park Transit Project

RECOMMENDED LOCALLY PREFERRED ALTERNATIVE

Attachment 1



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Elements of the Recommended Locally Preferred Alternative

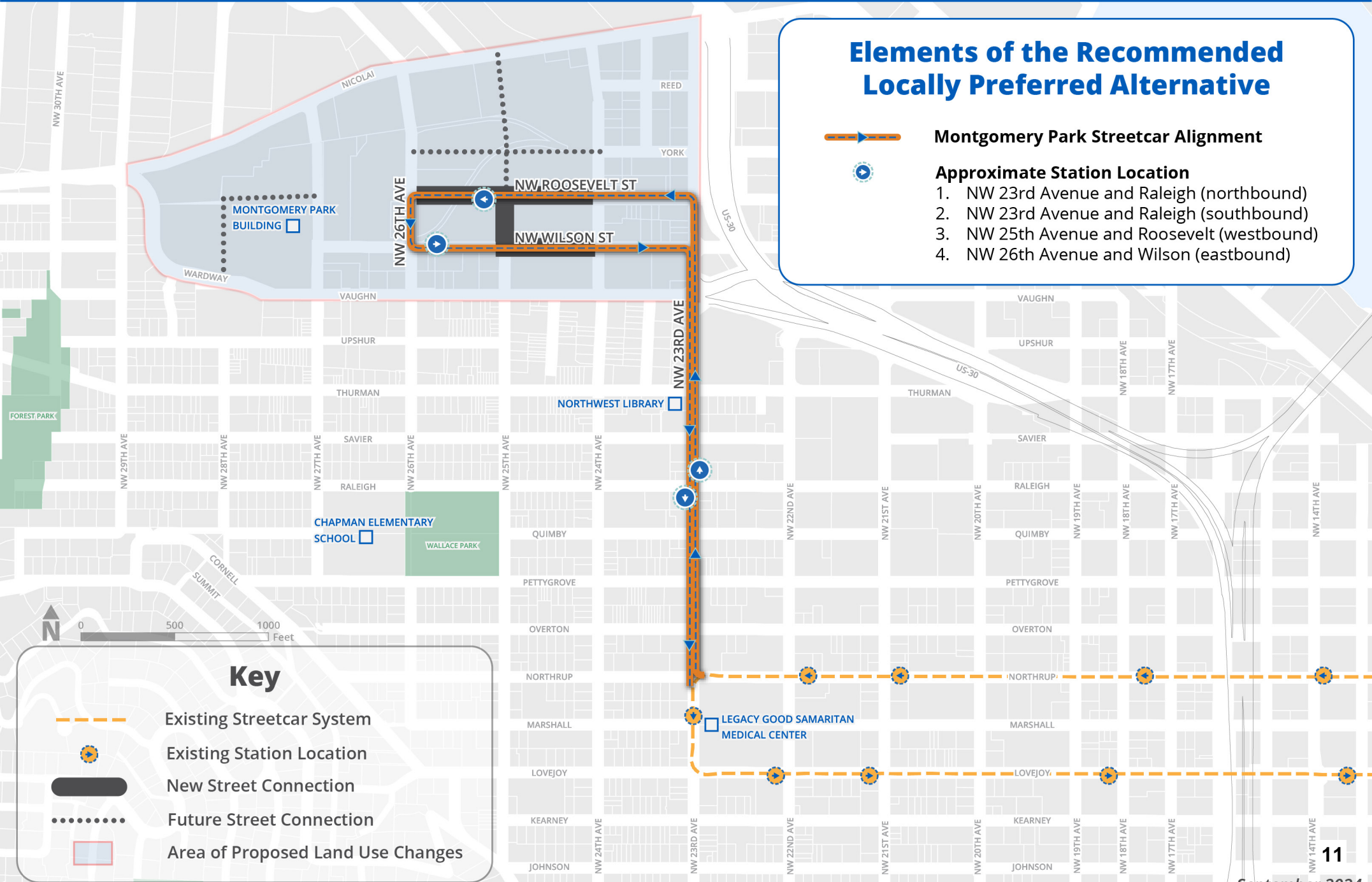


Montgomery Park Streetcar Alignment



Approximate Station Location

- 1. NW 23rd Avenue and Raleigh (northbound)
- 2. NW 23rd Avenue and Raleigh (southbound)
- 3. NW 25th Avenue and Roosevelt (westbound)
- 4. NW 26th Avenue and Wilson (eastbound)



Key

- Existing Streetcar System
- Existing Station Location
- New Street Connection
- Future Street Connection
- Area of Proposed Land Use Changes



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Agenda #: 11:00

File #: 25-6285

Agenda Date: 6/24/2025

June 2025 I-5 Interstate Bridge Replacement (IBR) MTIP Amendment Presentation

Jean Senechal Biggs (she/her), Resource Development Manager, Metro

Greg Johnson (he/him), Program Administrator, IBR Program

Ray Mabey (he/him), Assistant Program Administrator, IBR Program

BEFORE THE METRO COUNCIL

| | | |
|---|---|--|
| FOR THE PURPOSE OF AMENDING OR |) | RESOLUTION NO. 25-5503 |
| ADDING THREE I-5 INTERSTATE BRIDGE |) | |
| REPLACEMENT PROGRAM PROJECTS TO |) | Introduced by: Chief Operating Officer |
| THE 2024-27 MTIP TO MEET FEDERAL |) | Marissa Madrigal in concurrence with |
| PROJECT DELIVERY REQUIREMENTS |) | 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, Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies; and

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

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

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

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

WHEREAS, the I-5 IBR Program's Supplemental Environmental Impact Statement is expected to receive its required Record of Decision from the Federal Highways Administration and Federal Transit Administration by early 2026 which will allow the construction phases to move forward; and

WHEREAS, the MTIP formal amendment adds new approved funding for the preliminary engineering phase, adds a new right-of-way and utility relocation phases, and new construction phases for the Columbia River Bridge Replacement package and pre-completion tolling signage project; and

WHEREAS, the IBR Program's 2023 Financial Plan estimates the total project will cost between \$5 billion to \$7.5 billion dollars; and

WHEREAS, the total amendment programming will result in three I-5 IBR projects and increase the total funding programmed from \$103,112,407 to \$2,057,861,000; and

WHEREAS, the I-5 IBR Program is will utilize bridge tolling expected to begin in 2027 to help generate required bridge revenues to cover part of the replacement bridge's costs and future maintenance funding needs; and

WHEREAS, approval for the new funding is required from the Oregon Transportation Commission (OTC) and is anticipated to occur on July 31, 2025; and

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

WHEREAS, on July 11, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on July 17, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend one existing and add the two new 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 _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

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

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

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



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

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

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

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

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

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

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

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5503

June 2025 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: JU25-11-JUN

Total Number of Projects: 3

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

| | | | | |
|--|------|---|---|---|
| Category: Adding New Projects to the 2024-2027 MTIP: | | | | |
| (#2) ODOT Key # 23876 MTIP ID TBD <i>New Project</i> | ODOT | I-5 OR & WA Pre-completion Tolling Signage | Install signage, related structures, and electrical systems in preparation of new tolling operations on and near the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570. | <u>ADD NEW PROJECT:</u> The formal amendment adds the new tolling signage project on I-5 to the MTIP. The total MTIP programming is \$24,590,000. |

| | | | | |
|--|------|--|--|---|
| (#3) ODOT Key # 23877 MTIP ID TBD <i>New Project</i> | ODOT | I-5: Columbia River Bridge Replacement | Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570. | <u>ADD NEW PROJECT</u> The formal amendment adds the bridge replacement final design PE phase and construction phase to the MTIP and STIP. This construction phase project (Key 23877) reflects one of several construction phase delivery segments supporting the overall IBR Program that will be programmed in the future in the MTIP and STIP. The total programming amount is \$1,478,642,000. |
|--|------|--|--|---|

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

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

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 16, 2025

County:

Agency: WSDOT - SW

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

I-5/Columbia River Interstate Bridge - Replacement

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

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

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

Funding

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

Expenditure Schedule

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



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

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

Project #1

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

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

Notes:

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

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

Notes:

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

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

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

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

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

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

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

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

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

| Project Location References | | | | | | | | |
|-------------------------------|-------------------|-------|-------------------------|-----------------------|--------|----------------------------|--------------------|---|
| On State Highway | Yes/No | Route | MP Begin | MP End | Length | | | |
| | Yes | I-5 | 306.70 | 308.72 | 2.02 | | | |
| Cross Streets | Route or Arterial | | Cross Street | Cross Street | | | | |
| Portland side | I-5 | | Just south of Marine Dr | Washington State line | | | | |
| Districts | | | | | | | | |
| County | Multnomah | ACT | R1ACT | ODOT Region | 1 | Metro District | Council District 5 | |
| Cities: | Portland | | | | | | | |
| State Representative District | | 44 | State Senate District | | 22 | Congressional Rep District | | 3 |

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

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

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

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

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

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

Project Name:

I-5: Columbia River (Interstate) Bridge

(DRAFT AMENDMENT)

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

Upcoming STIP Request

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

Modeling Network , NHS, and Performance Measure Designations

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

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

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

Added notes:



I-5 Interstate Bridge Replacement Program

Zoom to

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

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

Project Time Frame: 2031-2045

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

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

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

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

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

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

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

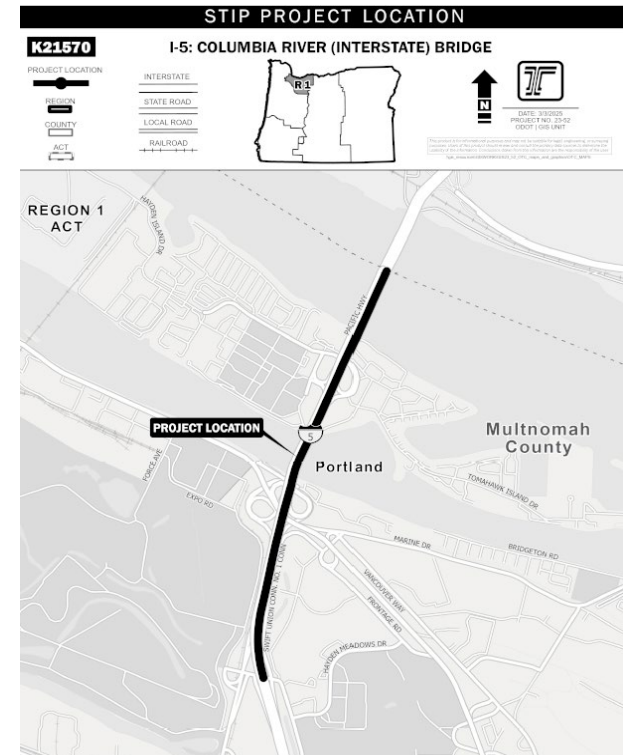
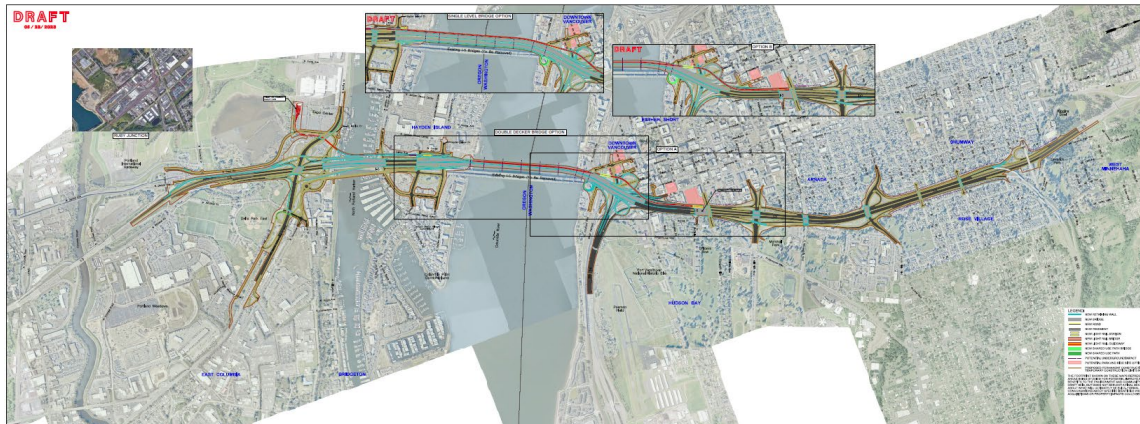
This project **is** located on the **regional emergency transportation/state seismic lifeline route**.

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

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

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

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



Interstate Bridge Replacement program | November 2023

Interstate Bridge Replacement Program

River Crossing:
New earthquake-resilient, multimodal bridge

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

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

Active Transportation:
Safe and accessible shared use paths

North Portland Harbor:
New earthquake-resilient bridge

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



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

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

Project #2

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

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

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Applicable RTP Goals:

Goal # 1 -Mobility Options:

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

Goal #2 - Safer System:

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

Goal #3 - Equitable Transportation:

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

Goal 4 - Thriving Economy:

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

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

Public Notification/Opportunity to Comment Consistency Requirement

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

Fund Codes References

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

Key 23876 Identified Project Funding Plan Committed Funds

| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes |
|--|--------------|-------------|----------------------|---------------------|----------------------|--------------------|
| HB5005 GO | Construction | \$ - | \$ 12,295,000 | \$ - | \$ 12,295,000 | HB5005 GO bonds |
| WSDOT Contributions | Construction | \$ - | \$ - | \$ 9,795,000 | \$ 9,795,000 | Add WA MAW funding |
| Total Construction Tolling Signage Phase Commitments: | | \$ - | \$ 12,295,000 | \$ 9,795,000 | \$ 22,090,000 | |
| WSDOT Contributions | Other | \$ - | \$ - | \$ 2,500,000 | \$ 2,500,000 | Add WA MAW funding |
| Total PE Phase Commitments: | | \$ - | \$ - | \$ 2,500,000 | \$ 2,500,000 | |

Key 23876 Total Programming: \$ - \$ 12,295,000 \$ 12,295,000 \$ 24,590,000 TPC = \$5B to \$7.5B

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

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

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

Upcoming STIP Request

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


Modeling Network , NHS, and Performance Measure Designations

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

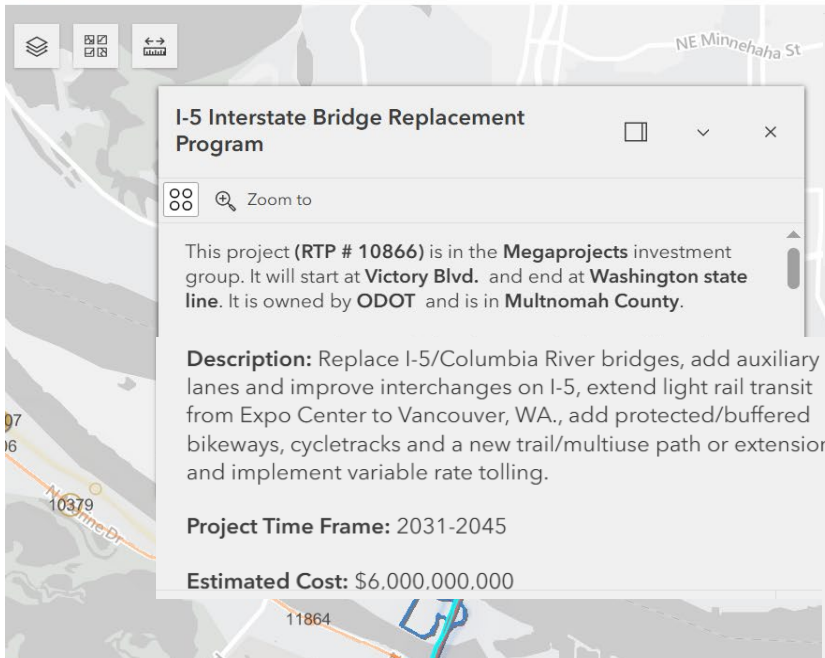
| National Highway System and Functional Classification Designations | | | | | | |
|--|-----|---------|----------------------|---|-----------------|------|
| System | Y/N | Route | Designation | | | |
| NHS Project | Yes | I-5 | Interstate | | | |
| Functional Classification | Yes | I-5 | 1 = Urban Interstate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

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


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





I-5 Interstate Bridge Replacement Program

Zoom to

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

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

Project Time Frame: 2031-2045

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

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

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

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

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

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

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

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

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

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

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

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

Conceptual Construction Packages



DRAFT

All packages are draft conceptual packages and subject to change

May 8, 2025

5



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

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

Project #3

Project Details Summary

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

Summary of Amendment Changes Occurring:

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

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

Short Description:

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

MTIP Detailed Description (Internal Metro use only):

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

STIP Description:

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

Project Classification Details

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| Key 21570 Identified Project Funding Plan Commitments | | | | | | |
|---|--------------|------------------|----------------|---------------|------------------|---|
| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes |
| HB5005 GO | PE | \$ - | \$ 22,180,000 | \$ - | \$ 22,180,000 | HB5005 GO bonds |
| USDOT Grants 2024 | PE | \$ 177,437,000 | \$ - | \$ - | \$ 177,437,000 | 2024 awarded federal grants |
| WSDOT Contributions | PE | \$ - | \$ - | \$ 22,180,000 | \$ 22,180,000 | WA MAW state funds & fed Mega grant |
| Total PE Phase Commitments: | | \$ 177,437,000 | \$ 22,180,000 | \$ 22,180,000 | \$ 221,797,000 | |
| | | | | | | |
| HB5005 GO | Construction | \$ - | \$ 31,725,970 | \$ - | \$ 31,725,970 | HB5005 GO bonds |
| WSDOT Contributions | Construction | \$ - | \$ - | \$ 31,725,970 | \$ 31,725,970 | WA MAW state funds & fed Mega grant |
| Tolling | Construction | \$ - | \$ 187,919,060 | \$ - | \$ 187,919,060 | Tolling state funds at as match on BIP |
| USDOT Grants 2024 | Construction | \$ 1,005,474,000 | \$ - | \$ - | \$ 1,005,474,000 | OR BIP federal funds - match from GO Bonds, Tolling, & WA MAW |
| Total Construction Phase Commitments: | | \$ 1,005,474,000 | \$ 219,645,030 | \$ 31,725,970 | \$ 1,256,845,000 | |

| | | | | | |
|---------------------------------|------------------|----------------|---------------|------------------|----------------------|
| Key 21570 Updated Commitments : | \$ 1,182,911,000 | \$ 241,825,030 | \$ 53,905,970 | \$ 1,478,642,000 | TPC = \$5B to \$7.5B |
|---------------------------------|------------------|----------------|---------------|------------------|----------------------|

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

Upcoming STIP Request

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

Modeling Network , NHS, and Performance Measure Designations

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

| National Highway System and Functional Classification Designations | | | | | | | | |
|--|--------------------------------|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|-----------------------------|-----------------------------|-------|
| System | Y/N | Route | Designation | | | | | |
| NHS Project | Yes | I-5 | Interstate | | | | | |
| Functional Classification | Yes | I-5 | 1 = Urban Interstate | | | | | |
| Federal Aid Eligible Facility | Yes | I-5 | Interstate | | | | | |
| ODOT Hwy Name: | | Pacific | Hwy Number: | 1 | Road/Hwy Owner: | ODOT | | |
| Anticipated Required Performance Measurements Monitoring | | | | | | | | |
| Metro RTP Performance Measurements | Provides Congestion Mitigation | Provides Climate Change Reduction | Provides Economic Prosperity | Located in an Equity Focus Area (EFA) | Provides Mobility Improvement | Safety Upgrade Type Project | Safety High Injury Corridor | Notes |
| | X | | X | X | X | X | X | |
| Added notes: | | | | | | | | |



I-5 Interstate Bridge Replacement Program

Zoom to

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

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

Project Time Frame: 2031-2045

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

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

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

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

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

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

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

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

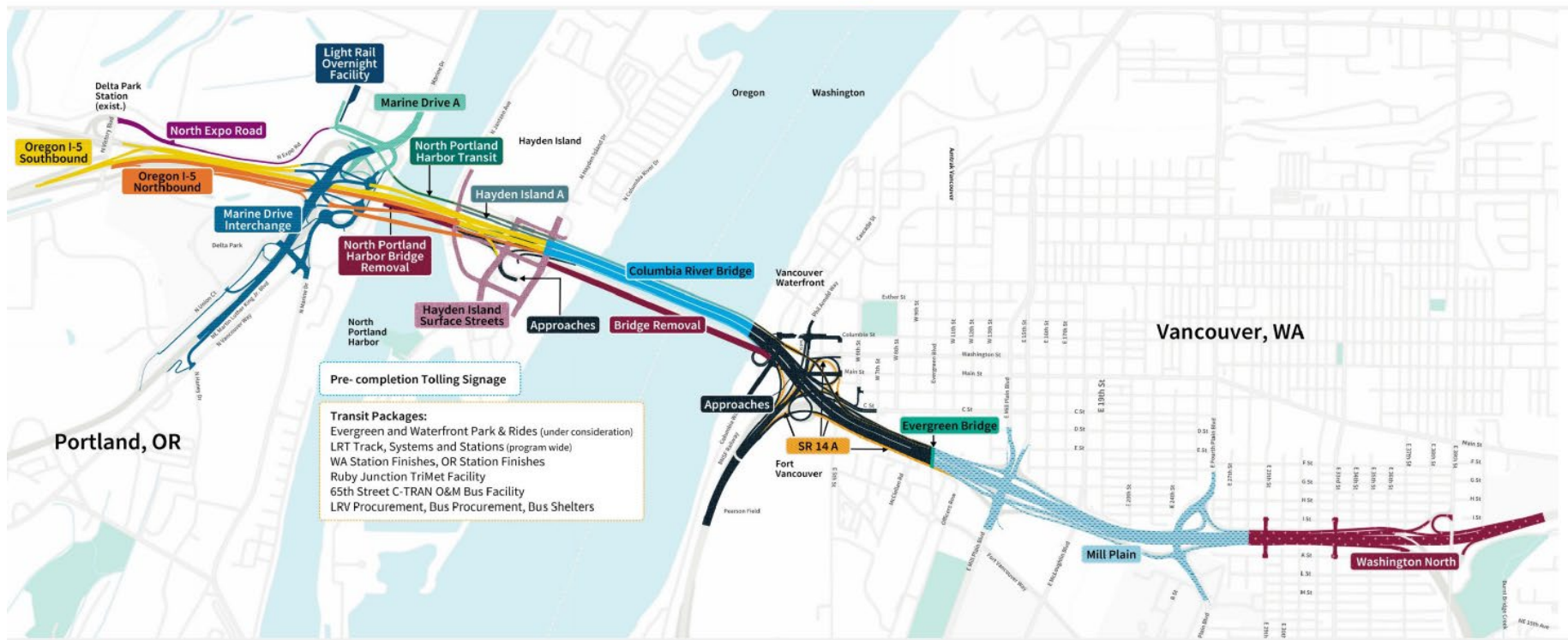
This project **is** located in a **current job center**.

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

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

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

Conceptual Construction Packages



DRAFT

All packages are draft conceptual packages and subject to change

May 8, 2025

5

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 16, 2025
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June 2025 MTIP Formal Amendment & Resolution 25-5503 Approval Request – JU25-11-JUN

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

What is the requested action?

No action is requested at the June 24, 2025, Metro Council Work Session.

Metro Council is receiving an amendment notification and project information during the June 24, 2025, work session. Staff anticipate returning on July 24, 2025, to request that the Metro Council vote on Resolution 25-5503 to approve the amendment.

BACKGROUND

What This Is - Amendment Summary:

The June 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains three projects. All three are related to the ongoing I-5 Interstate Bridge Replacement (IBR) Program effort to replace and reconstruct the existing I-5 Columbia River bridge and related interchanges within the five-mile corridor with a new bridge and interchange improvements. Project delivery is a combined two-state effort between the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). The project is currently in the design stage with a Draft Supplemental Environmental Impact Statement (SEIS) anticipated to be completed by the end of 2025. Initial construction phases will be obligated shortly after the federal Record of Decision (ROD) is obtained in early 2026.

The I-5 IBR Program MTIP amendment contains funding updates and added phases to the non-construction phases project in Key 21570, plus adds two new segment or “package” construction phase projects. The new construction phase projects do not represent the entire required construction phase for the project. Additional construction phase segments will be added to support the delivery effort for the I-5 IBR Program.

The funding net change through this amendment will increase the total programmed funding from a current \$103,112,407 to \$2,057,861,000. A summary of the specific changes to the projects are included in this memo.

Staff Report Included Sections and Items:

- a. Metro and Oregon Transportation Commission (OTC) Summary Approval Steps
- b. Project Assessment and Evaluation (PAE) Requirement
- c. Project Funding and Amendment Summary Overview
- d. Proposed Tolling Overview Summary
- e. Construction Phase Delivery Overview
- f. Metro Consistency Review Requirements and Processing Timeline
- g. Analysis and Information
- h. Included attachments:
 1. Modified Locally Preferred Alternative
 2. OTC May 8, 2025, IBR Update Item
 3. I-5 IBR Program Major Project Assessment Evaluation (PAE) Summary
 4. Construction Phase Delivery Segments

A. Metro and OTC Summary Approval Steps:

The I-5 IBR Program amendment will follow a “two-touch” approval requirement through Metro’s Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). TPAC received an amendment overview during their June 6, 2025, meeting. JPACT will receive an amendment overview at a special JPACT meeting on June 26, 2025.

TPAC’s approval recommendation to JPACT will be requested during TPAC’s July 11, 2025, meeting. JPACT will consider TPAC’s approval request to approve Resolution 25-5503 during their July 17, 2025, meeting. Assuming JPACT approves the I-5 IBR Program MTIP amendment under Resolution 25-5503, final amendment approval from Metro Council is proposed to occur on July 24, 2025.

OTC Approval Steps:

OTC will complete a two-touch approval process as well. OTC received an I-5 IBR Program overview during their May 8, 2025, meeting. OTC approval of the new funding for the I-5 IBR Program is scheduled to occur during their July 31, 2025, meeting. The I-5 IBR Program MTIP Formal Amendment will process through Metro via “concurrent” process with the expectation that OTC will approve the fund programming to the project on July 31st. Because Metro’s Council approval date is scheduled prior to the OTC approval date, the Metro amendment approval request will include a condition that final Metro approval is predicated upon OTC’s July 31st approval.

Submission to ODOT and FHWA/FTA of the final Metro approved MTIP formal amendment bundle under approved Resolution 25-5503 will be delayed until OTC

provides their final funding award approval on July 31st. This is necessary as part of the fiscal constraint demonstration requirement for the amendment.

B. Project Assessment and Evaluation (PAE) Requirement:

A completed PAE is required as part of the MTIP formal amendment. A PAE is required for projects that include construction phase capacity enhancement scope elements (e.g. auxiliary lanes, new through lanes, extension of a light rail line, purchase of service expansion buses, etc.) and exceed a total project cost of \$100 million dollars. The I-5 IBR Program includes interchange bridge reconfigurations, new auxiliary lanes, and an extension of the MAX light rail system across the new bridge and into Vancouver. See Attachment 1, Modified Local Preferred Alternative (LPA) for more information in what is included in the I-5 IBR Program's Modified LPA. Per the 2023 Financial Plan Analysis, the current total project cost is estimated between \$5 billion and \$7.5 billion dollars.

The completed PAE reviews and evaluates a complete build of the IBR project. A complete IBR build was included in the 2045 fiscally constrained model for the 2023 Regional Transportation Plan (RTP). This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

Metro used three main tools to evaluate the 2024-2027 MTIP investment package and complete the PAE:

- Regional Travel Demand Model (RTDM).
- Motor Vehicle Emissions Simulator (MOVES) Model.
- Geographic Information Systems (GIS).

The outputs for this analysis are for the entire area within the Metro jurisdiction or MPA and the year modeled was 2027. This analysis does not include the level of detail covered by a full corridor study. Table 1 provides a summary of the evaluation results based on the RTP investment priorities. The complete PAE is included as Attachment 3.

*Table 1. Summary of RTP Investment Priorities Evaluation –
Interstate Bridge Replacement Program Complete Build*

Table 1. Summary of RTP Investment Priorities Evaluation – Interstate Bridge Replacement Project Complete Build

| RTP Priority | Measure Description | Model Result |
|--------------------------------------|---|--------------|
| Equitable Transportation | 1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute. | O |
| | 2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute. | O |
| | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | O |
| Climate Action and Resilience | 1. Projected daily metric tons of greenhouse gas emissions reduction per capita. | O |
| | 2. Projected daily metric tons of greenhouse gas emissions reduction | O |
| | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | + |
| Safe System | 1. Amount of investment of safety activities which address fatalities and serious injuries crashes. | ^ |
| | 2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas. | ^ |
| Mobility Options | 1. Mode split | O |
| | 2. Miles traveled by mode | O |
| Thriving Economy | 1. Is the project located in an area that is prioritized for future job growth? | + |
| | 2. Is the project located in an area with higher-than-average job activity? | + |

Key:

O neutral or no significant change

^ not directly addressing the region's desired outcome; has other related benefits

+

- trending away from the desired outcome for that priority

+/O potential to trend toward desired outcome but still to be determined until further details are known

-/O risk to trend away from desired outcome but still to be determined until further details are known

C. Project Funding and Amendment Summary Overview

- **ODOT Key 21570 (Existing Project):**
 - **Name: I-5: Columbia River (Interstate) Bridge**
 - **Project 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.
 - **Notes and changes:**

- The existing project includes the planning phase and preliminary engineering (PE) phase. The source of the funding for this project originates from federal, state, and local sources from both ODOT and WSDOT as shown below in Table 2.
- Decreases the Planning phase from \$9,112,407 to \$8,209,584 based on actual phase fund obligations.
- Increases the PE phase from a MTIP programming level of \$94,000,000 to \$304,720,416.
- Adds a right-of way (ROW) phase with \$231,699,000.
- Adds a utility relocation (UR) phase with \$10,000,000.
- The project programming increases from \$103,112,407 to \$554,629,000. The complete changes are shown in the project MTIP Worksheet which are included separately from the staff report as Exhibit A to Resolution 25-5503.

Table 2. Key 21570 (Existing Project) I-5: Columbia River Interstate Bridge

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

Note: To avoid double counting between the ODOT and WSDOT STIP, WSDOT's committed federal, state, and local project funds are being programmed as "local Other" funds in the Oregon MTIP and STIP. The WSDOT funding contribution does contain a mix of federal, state, and local funds.

• **ODOT Key 23876 (New Project):**

- **Name: I-5 OR & WA Pre-completion Tolling Signage**
- Project Description: Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Preliminary engineering is covered under K21570.
- Notes and changes:

- This is a new project. The amendment is adding a new construction and “Other” phase that will support the required pre-completion tolling signage actions.
- For this project, the required PE activities have been completed as part of the PE phase in project Key 21570. A new PE phase is not required for Key 23876.
- ODOT State funds of \$12,295,000 are being programmed to the construction phase with an obligation year of FFY 2026. WSDOT is contributing \$9,795,000 into construction, resulting in a total construction phase amount of \$22,090,000.
- The amendment adds a new Other phase with a WSDOT contribution of \$2,500,000.
- The total project programming is \$24,590,000.

Table 1. Key 23876: (New Project) I-5: OR & WA Pre-Completion Tolling Signage

| Key 23876 Identified Project Funding Plan Committed Funds | | | | | | |
|--|--------------|-------------|----------------------|----------------------|----------------------|-----------------------------|
| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes |
| HB5005 GO | Construction | \$ - | \$ 12,295,000 | \$ - | \$ 12,295,000 | HB5005 GO bonds |
| WSDOT Contributions | Construction | \$ - | \$ - | \$ 9,795,000 | \$ 9,795,000 | Add WA MAW funding |
| Total Construction Tolling Signage Phase Commitments: | | \$ - | \$ 12,295,000 | \$ 9,795,000 | \$ 22,090,000 | |
| WSDOT Contributions | Other | \$ - | \$ - | \$ 2,500,000 | \$ 2,500,000 | Add WA MAW funding |
| Total PE Phase Commitments: | | \$ - | \$ - | \$ 2,500,000 | \$ 2,500,000 | |
| | | | | | | |
| Key 23876 Total Programming: | | \$ - | \$ 12,295,000 | \$ 12,295,000 | \$ 24,590,000 | TPC = \$5B to \$7.5B |
| Added note: Construction phase funding commitments are programmed in separate stand-alone projects | | | | | | |

- **ODOT Key 23877 (New Project):**
 - **Name: I-5: Columbia River Bridge Replacement**
 - Project Description: Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, downstream of the existing structure. Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river. Early project design is covered under K21570.
 - Notes and changes:
 - This is a new project. The amendment is adding a new PE and construction phase that will support post-NEPA/final design and construction activities.
 - ODOT is utilizing the Advance Construction fund type code to enable ODOT to maximize fund leveraging to the project. When ODOT obligates the federal funds through FHWA, they will identify the expected eligible federal fund type the project will utilize.
 - The new PE phase continues the preliminary engineering actions completed in Key 21570 and finishes final design and post NEPA activities.

- For the new PE phase:
 - ODOT is programming \$177,437,000 of federal Advance Construction funding (plus match) in FFY 2026.
 - WSDOT is contributing \$22,180,000.
 - Together, the new PE phase totals \$221,797,000.
- The amendment adds a new construction phase with funding from both ODOT and WSDOT:
 - ODOT is programming \$1,005,474,000 of federal Advance Construction funds (plus \$22,180,000 of matching funds) in FFY 2026.
 - WSDOT's contribution totals \$31,725,970.
 - Future tolling funds of \$187,919,060 also are being programmed.
 - The construction phase programming totals \$1,256,845,000.
- The total project programming totals \$1,478,642,000.

Table 2: Key 23877 (New Project) I-5: Columbia River Bridge Replacement

| Key 21570 Identified Project Funding Plan Commitments | | | | | | |
|---|--------------|-------------------------|-----------------------|----------------------|-------------------------|---|
| Funding Responsibility Source | Phase | Federal | State | Local | Total | Notes |
| HB5005 GO | PE | \$ - | \$ 22,180,000 | \$ - | \$ 22,180,000 | HB5005 GO bonds |
| USDOT Grants 2024 | PE | \$ 177,437,000 | \$ - | \$ - | \$ 177,437,000 | 2024 awarded federal grants |
| WSDOT Contributions | PE | \$ - | \$ - | \$ 22,180,000 | \$ 22,180,000 | WA MAW state funds & fed Mega grant |
| Total PE Phase Commitments: | | \$ 177,437,000 | \$ 22,180,000 | \$ 22,180,000 | \$ 221,797,000 | |
| HB5005 GO | Construction | \$ - | \$ 31,725,970 | \$ - | \$ 31,725,970 | HB5005 GO bonds |
| WSDOT Contributions | Construction | \$ - | \$ - | \$ 31,725,970 | \$ 31,725,970 | WA MAW state funds & fed Mega grant |
| Tolling | Construction | \$ - | \$ 187,919,060 | \$ - | \$ 187,919,060 | Tolling state funds at as match on BIP |
| USDOT Grants 2024 | Construction | \$ 1,005,474,000 | \$ - | \$ - | \$ 1,005,474,000 | OR BIP federal funds - match from GO Bonds, Tolling, & WA MAW |
| Total Construction Phase Commitments: | | \$ 1,005,474,000 | \$ 219,645,030 | \$ 31,725,970 | \$ 1,256,845,000 | |
| Key 21570 Updated Commitments : | | \$ 1,182,911,000 | \$ 241,825,030 | \$ 53,905,970 | \$ 1,478,642,000 | TPC = \$5B to \$7.5B |

• Summary of I-5 IBR Program Funding Sources and Cost Estimate

According to the IBR Program's 2023 Financial Plan Analysis, the current total project cost is estimated between \$5 billion and \$7.5 billion dollars and multiple funding sources have been awarded, committed, or are in development towards the project. Table 5 summarizes the anticipated funding sources across all project phases.

The I-5 IBR Program plans to release an updated cost estimate and financial plan later this year that reflects the work the Program has advanced to this point. The cost estimate will account for current market conditions along with potential risks and cost savings opportunities, and includes costs associated with constructing the replacement bridge and other Program components.

Table 3: Summary of I-5 IBR Program Funding Sources Across All Project Phases

| Funding Program | Amount | Notes |
|--|---|----------------|
| Existing State Funding | \$100,000,000 | Committed |
| Connecting WA Funding – Mill Plain Interchange | \$117,000,000 | Committed |
| Move Ahead WA Funding | \$1,000,000,000 | Committed |
| Oregon Funding Contribution | \$1,000,000,000 | Committed |
| FHWA Bridge Investment Program (BIP) Grant ¹ | \$1,500,000,000 | Committed |
| USDOT Mega Grant | \$600,000,00 | Committed |
| USDOT Reconnecting Communities Pilot (RCP) Grant | \$30,000,000 | Awarded |
| Toll Funding ² | \$1,100,000,000 to \$1,600,000,000 | Committed |
| FTA Capital Investment Grant (CIG) New Starts Funding ³ | \$900,000,000 to \$1,100,000,000 | In development |
| Total Awarded, Committed, or in Development: | \$6,347,000,000 to \$7,047,000,000 | |

Notes:

¹Combines \$1 million BIP Planning Grant (2022) and \$1.488 billion Construction Grant (2024)

²Legislative authorization to toll has been secured in both Oregon and Washington toll funding at \$1.24 billion. This has been confirmed by both states at toll rates assumed in the 2023 Financial Plan under a base case financing scenario. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.

³The IBR Program is pursuing an FTA New Starts grant that will support the extension of light rail to Vancouver, WA. The IBR Program was accepted into the Project Development phase of the CIG process in September 2023.

D. Proposed Tolling Overview:

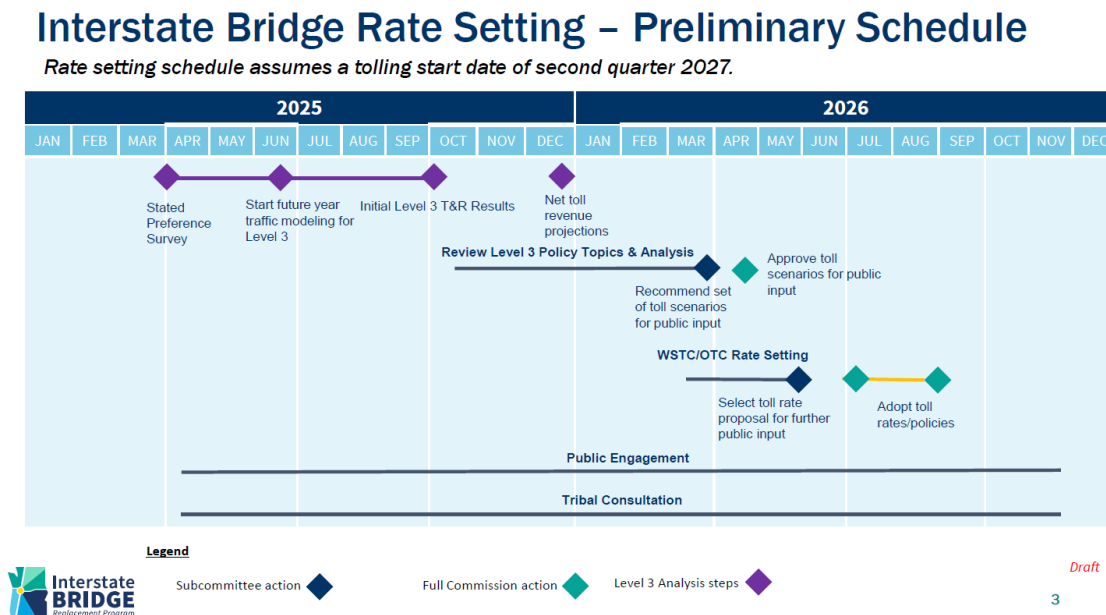
Tolling is an integral part of the funding strategy for the IBR Program and the proposed amendment includes programming tolling funding.

The IBR Program plans to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Establishing pre-completion toll operations before the new bridge opens will provide a source of revenue to pay current interest on the debt, thereby minimizing capitalized interest costs while also providing direct capital funding on a pay-as-you-go basis. All-electronic, time-of-day variable-rate tolling will follow a fixed schedule and is assumed for both travel directions. Additionally, program partners have adopted time-of-day variable-rate tolling as a key component of the Modified LPA, which is currently undergoing NEPA analysis. Figure 1 shows the preliminary schedule for approving toll rates.

The May 8, 2025, OTC staff report (Attachment 1) provides the following summary: “(The) final SEIS will be published by the end of 2025, followed by an amended Record of Decision (ROD). The ROD will allow the Program to move into construction, with corridor construction beginning in 2026.

With the updated environmental timeline, pre-completion tolling is anticipated to begin in 2027, allowing time to hire a contractor, install tolling equipment, and conduct the rate-setting process. The Washington State Department of Transportation Toll Division is currently conducting the Level 3 Toll Traffic and Revenue Study with results anticipated toward the end of 2025. Once the results are available, the Bi-State Tolling Subcommittee will review the results and identify which scenarios will move forward for public input, as well as discuss potential options such as a low-income discount and a tribal exemption or discount. The rate-setting process would occur following the commissions' review and feedback and is currently anticipated to conclude during the summer of 2026".

Figure 1: Preliminary Schedule for Tolling Rate (May 2025)



E. Construction Phase Delivery Overview

The proposed MTIP Amendment includes the first of more than two dozen potential construction packages administered by WSDOT that the I-5 IBR Program plans to issue for construction. The May 8, 2025, OTC staff report (Attachment 1) provides the following summary about the construction packages:

“The Columbia River Bridge package will include the construction of the replacement I-5 bridge downstream of the existing bridge shore-to-shore over the Columbia River to accommodate highway, active transportation and transit modes. This also includes the construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety. The Bridge Approaches package (administered by WSDOT) will construct roadways and bridges that connect the existing I-5 to the Columbia River replacement bridge. In Washington, this includes the reconstruction of the SR-14 and City Center interchanges and reconstructing I-5 up to Evergreen Boulevard, including a structure for an active transportation-centered community connector/lid in Washington. It also includes connecting the

new replacement bridge to the existing I-5 alignment and modifying on- and off-ramps to and from Hayden Island in Oregon. Follow-up packages will be sequenced throughout the Program area following the SR 14A and Evergreen Boulevard construction packages (administered by WSDOT). The IBR Program is also in the process of refining the details of draft construction packages to share with the industry. Construction of the IBR Program could last more than 15 years.”

Attachment 3 lists the draft, conceptual construction packages with an illustrative map. A summary schedule of IBR Program activities through the end of 2026 is shown in Figure 2. [Note: Activities funded through the proposed MTIP amendments continue past 2026.]

Figure 2: IBR Program Schedule of Activities (2020 through 2026)



F. Metro Consistency Review Requirements and Processing Timeline

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation.

Metro Code of Federal Regulations Consistency Review Items

Metro's approval process for a formal amendment includes multiple steps. The required approvals for the June 2025 Formal MTIP amendment (JU25-11-JUN) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.

- If a capacity enhancing project, the project is identified in the approved Metro modeling network and included in transportation demand modeling for performance analysis.
- Supports RTP goals and strategies.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully completes the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

Proposed Processing and Approval Actions:

| <u>Action</u> | <u>Target Date</u> |
|---|----------------------|
| • IBR Program overview to OTC..... | May 8, 2025 |
| • Initiate the public notification/comment process..... | May 12, 2025 |
| • TPAC June meeting agenda mail-out..... | May 30, 2025 |
| • TPAC amendment overview – no recommendation..... | June 6, 2025 |
| • End Public comment period..... | June 13, 2025 |
| • Metro Council amendment overview – no action..... | June 24, 2025 |
| • JPACT amendment overview – no recommendation..... | June 26, 2025 |
| • TPAC July meeting agenda mail-out..... | July 3, 2025 |
| • TPAC July meeting – approval recommendation to JPACT..... | July 11, 2025 |
| • JPACT July meeting – approval request..... | July 17, 2025 |
| • Metro Council final approval..... | July 24, 2025 |
| • Final OTC approval..... | July 31, 2025 |

Notes:

- * Metro will monitor all submitted comments and necessary responses in accordance with Metro's Public Participation Plan.
- ** OTC approval is required for the funding award to the project. Final OTC approval will occur after Metro Council meets to provide their approval for the amendment. As a result, confirmation of fiscal constraint demonstration will not occur until OTC approves the funding award on July 31, 2025. The final approved MTIP amendment cannot be transmitted to ODOT and FHWA for their final approval until OTC provides their funding award approval, currently scheduled for July 31, 2025.

USDOT Approval Steps: The below timeline is an estimation only and assume no changes to the proposed JPACT or Council meeting dates occur:

| <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Final amendment package submission to ODOT & USDOT..... | Early August 2025 |
| • USDOT clarification and final amendment approval..... | Late August 2025 |

G. ANALYSIS/INFORMATION

1. **Known Opposition:** Four groups are known to have submitted a significant number of past comments about the I-5 IBR Program. They include a number of groups have expressed opposition to elements of the I-5 IBR Program through past comments. This includes the Bridgeton Neighborhood Association, Vote Before Tolls, Neighbors for a Better Crossing, and the Just Crossing Alliance. Reasons for opposition have included concerns about tolling, project costs, bridge type, number of travel lanes, active transportation, visual design of the bridge, and project impacts.
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 and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no fiscal impacts to the Metro budget. The approved funding for the project originates from ODOT and WSDOT. There are no Metro funds committed to the project.

RECOMMENDED ACTION:

No action is requested at the June 24, 2025, Metro Council Work Session.

Metro Council is receiving an amendment notification and project information during the June 24, 2025, work session. Staff anticipate returning on July 24, 2025, to request that the Metro Council vote on Resolution 25-5503 to approve the amendment.

- H.** Four attachments are included:
1. Modified Locally Preferred Alternative
 2. OTC May 8, 2025, Staff Report - IBR Update Item
 3. I-5 IBR Program Major Project Assessment Evaluation Summary
 4. Potential Construction Packages

BEFORE THE METRO COUNCIL

| | | |
|----------------------------------|---|---------------------------------------|
| FOR THE PURPOSE OF ENDORSING THE |) | RESOLUTION NO. 22-5273 |
| MODIFIED LOCALLY PREFERRED |) | |
| ALTERNATIVE FOR THE INTERSTATE |) | Introduced by Chief Operating Officer |
| BRIDGE REPLACEMENT PROGRAM |) | Marissa Madrigal in concurrence with |
| |) | Council President Lynn Peterson |

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and

WHEREAS, the Interstate Bridge is part of a critical trade route for regional, national, and international commerce; and

WHEREAS, the Interstate Bridge carries more than 140,000 people each weekday by car, truck, bus, bicycle and on foot; and

WHEREAS, the existing structures were not designed to support the needs of today's transportation system; and

WHEREAS, the segment of Interstate 5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 100 years old and do not meet current traffic safety or seismic standards; and

WHEREAS, congestion and bridge lifts slow auto, transit, and freight movement along Interstate 5; and

WHEREAS, the current bridge's narrow shared-use paths, low railings, and lack of dedicated pathways impede safe travel for pedestrians and cyclists; and

WHEREAS, there are limited transit options across the bridge; and

WHEREAS, the current bridge could be significantly damaged in a major earthquake; and

WHEREAS, the Interstate Bridge Replacement Program (IBRP) is a collaboration between the Oregon and Washington Departments of Transportation, Metro, TriMet, C-TRAN, the Southwest Washington Regional Transportation Council, the Cities of Portland and Vancouver, the Ports of Portland and Vancouver, the Federal Highway Administration, and the Federal Transit Administration; and

WHEREAS, Metro is a Participating Agency in the federal environmental review process under the National Environmental Planning Act (NEPA); and

WHEREAS, Metro Council and staff participate in the IBRP Executive Steering Group, Equity Advisory Group, and staff level groups, and

WHEREAS, the Metro Council adopted the 2018 Regional Transportation Plan (RTP) with four primary priorities: Equity, Safety, Climate, and Congestion Relief; and

WHEREAS, the Metro Council strives for policies that promote climate resiliency, sustainability, economic prosperity, community engagement, and creating or preserving livable spaces; and

WHEREAS, the IBRP has recommended a Modified Locally Preferred Alternative (LPA) that revises the original LPA adopted by Metro Council in 2008 as part of the Columbia River Crossing project; and

WHEREAS, the Modified LPA supports Metro's policies and strategies in the RTP that promote safety, equity, climate, and mobility; and

WHEREAS, the Modified LPA has been endorsed by the Executive Steering Group for the IBRP; and

WHEREAS, Metro's Transportation Policy Alternatives Committee (TPAC) received an overview of the Modified LPA and recommended approval of Resolution 22-5273 to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 3, 2022; and

WHEREAS, at its meeting on June 16, 2022, JPACT recommended approval of Resolution 22-5273 to the Metro Council; now therefore

BE IT RESOLVED that:

The Metro Council hereby endorses the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, attached as Exhibit A to this resolution.

ADOPTED by the Metro Council this 14th day of July 2022.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney



MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 27, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement (IBR) Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following components for the Modified LPA:

1. A replacement of the current I-5 Bridge with a seismically sound bridge.
2. A commitment to increase and implement attractive transit options across the Columbia River by supporting a variety of transit services that meet the needs of customers traveling between varied markets through:
 - i. Continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing new bus on shoulder facilities, where available, within the BIA.
 - ii. Continuation of C-TRAN's current and future Bus Rapid Transit lines as described in adopted regional plans and known as the Vine.
 - iii. New Light Rail Transit (LRT) service as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
 - iv. An alignment of LRT that begins with a connection at the existing Expo Center LRT station in Portland, OR, extends north, with a new station at Hayden Island, continues across the Columbia River on a new I-5 bridge, and generally follows I-5 with an interim Minimum Operable Segment not extending north of E. Evergreen Boulevard, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and TriMet.
3. Active transportation and multimodal facilities that adhere to universal design principles to facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for the North Portland Harbor Bridge with three through lanes, northbound and southbound.
5. The construction of three through lanes northbound and southbound on I-5 throughout the BIA.

6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive in Portland and E. Mill Plain Boulevard in Vancouver to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The Program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide climate goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The Program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.

COUNCIL MEETING STAFF REPORT**IN CONSIDERATION OF RESOLUTION NO. 22-5273, FOR THE PURPOSE OF ENDORSING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM**

Date: June 27, 2022

Department: Planning, Development, and Research

Meeting Date: July 14, 2022

Prepared by: Matt Bihn,
matt.bihn@oregonmetro.gov

Presenter(s): Margi Bradway, Deputy Director, Planning, Development, and Research; Matt Bihn, Principal Transportation Planner

Length: 30 minutes

WORK SESSION PURPOSE

Purpose: Consider endorsement of the Interstate Bridge Replacement Program (IBRP) Modified Locally Preferred Alternative (LPA).

BACKGROUND

The IBRP has worked with project partners to develop a Modified LPA with project components that reflect changes since the Columbia River Crossing LPA was approved over a decade ago, with the goal of submitting the Modified LPA to the US Department of Transportation. The Modified LPA was developed with input of the project staff and was informed by technical analysis and ongoing community engagement including feedback from the Community Advisory Group (CAG) and Equity Advisory Group (EAG).

On May 5, 2022 the Executive Steering Group (ESG) supported agreement to bring the Modified LPA to their eight respective boards and councils for consideration. On June 3, 2022 TPAC recommended endorsement of Resolution No. 22-5273, and on June 16, 2022, JPACT endorsed Resolution No. 22-5273.

Below is the anticipated schedule for the eight IBR partners' endorsement of the Modified LPA:

| | |
|---------|--|
| June 22 | TriMet Board of Directors |
| July 11 | Vancouver City Council |
| July 12 | CTran Board of Directors |
| July 12 | Port of Vancouver Board of Commissioners |
| July 13 | Port of Portland Board of Commissioners |
| July 13 | Portland City Council |
| July 14 | RTC Board of Directors |
| July 14 | Metro Council |

Later this summer the ESG will consider a consensus recommendation to move the Modified LPA forward to the Supplemental Environmental Impact Statement process.

QUESTION FOR COUNCIL CONSIDERATION

- Does Council agree to endorse the IBRP Modified Locally Preferred Alternative, with Conditions of Approval adopted by Council in advance of this decision?
- Does Council have questions about the next steps in the overall LPA process?

PACKET MATERIALS

- Would legislation be required for Council action X Yes ☐ No
- If yes, is draft legislation attached? X Yes ☐ No
- What other materials are you presenting today?
 - Resolution No. 22-5273
 - Exhibit A: IBR Recommended Modified LPA



Oregon

Tina Kotek, Governor

Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: April 24, 2025

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K** – Interstate Bridge Replacement Update

Requested Action:

Receive an update on the Interstate Bridge Replacement Program, including details about the Program schedule, preparing for delivery of Program improvements, and the upcoming proposed Statewide Transportation Improvement Program (STIP) amendment for the IBR Program.

Background:

The Interstate Bridge Replacement (IBR) Program will replace the existing Interstate Bridge with a modern, earthquake resilient, multimodal structure that will improve safety and keep people and the economy moving into the future. The IBR Program is currently in the federal environmental review phase. The 60-day public comment period for the Draft Supplemental Environmental Impact Statement (SEIS) concluded in November 2024 and the IBR Program received more than 3,600 public comment submissions that included nearly 10,000 individual [public comments](#). The public input received during the comment period will help inform the technical analysis and design options and refine the preferred alternative that will move into the Final SEIS. The Final SEIS will document all public comments received and their responses.

IBR Schedule Update

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have provided the IBR Program with an updated schedule that allows time for them to review responses to the large number of public comments received on the Draft SEIS, any updated technical analysis, and any refinements to the preferred alternative. FHWA and FTA anticipate that the Final SEIS will be published by the end of 2025, followed by an amended Record of Decision (ROD). The ROD will allow the Program to move into construction, with corridor construction beginning in 2026.

With the updated environmental timeline, pre-completion tolling is anticipated to begin in 2027, allowing time to hire a contractor, install tolling equipment, and conduct the rate-setting process. The Washington State Department of Transportation Toll Division is currently conducting the Level 3 Toll Traffic and Revenue Study with results anticipated toward the end of 2025. Once the results are available, the Bi-State Tolling Subcommittee will review the results and identify which scenarios will move forward for public input, as well as discuss potential options such as a low-income discount and a tribal exemption or discount. The rate-setting process would occur following the commissions' review and feedback and is currently anticipated to conclude during the summer of 2026.

In addition to the environmental and tolling work, the IBR Program also plans to release an updated cost estimate and financial plan later this year that reflects the work the Program has advanced to this point. The cost estimate will account for current market conditions along with potential risks and cost saving opportunities, and includes costs associated with constructing the replacement bridge and other Program components.

Transitioning to Delivery

As the IBR Program advances through the federal environmental review process over the coming months, the Program will begin to transition from planning and preliminary design to final design, right of way acquisition, utility relocation, and construction.

During the upcoming biennium, the first of more than [two dozen construction packages](#) will be let and awarded. Construction is anticipated to begin with contracts that help prepare for the Columbia River Bridge Replacement construction package which will be administered by WSDOT. The Columbia River Bridge package will include the construction of the replacement I-5 bridge downstream of the existing bridge shore-to-shore over the Columbia River to accommodate highway, active transportation and transit modes. This also includes the construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety. The Bridge Approaches package (administered by WSDOT) will construct roadways and bridges that connect the existing I-5 to the Columbia River replacement bridge. In Washington, this includes the reconstruction of the SR-14 and City Center interchanges and reconstructing I-5 up to Evergreen Boulevard, including a structure for an active transportation-centered community connector/lid in Washington. It also includes connecting the new replacement bridge to the existing I-5 alignment and modifying on- and off- ramps to and from Hayden Island in Oregon. Follow-up packages will be sequenced throughout the Program area following the SR 14A and Evergreen Boulevard construction packages (administered by WSDOT). The IBR Program is also in the process of refining the details of draft construction packages to share with the industry. Construction of the IBR Program could last more than 15 years.

Upcoming STIP Request

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

The majority of the funds awarded to the Program through federal discretionary grant programs will be used for the construction phase of the Program. The grant agreements required to access federal funds for the Mega and BIP grants were fully executed and signed earlier this year by ODOT/WSDOT and FHWA. A portion of the funds from these grants has already been obligated; future obligations will occur for the remaining funds once the Program enters the construction phase, as required by the grants.

The IBR Program has secured the necessary funding to advance the Program towards construction and will be nearing the final stages of the federal environmental review process later this year; and as such, will request to program about \$2B of additional funds and phases in the Statewide Transportation Improvement Program (STIP) later this year. Specifically, the request will include:

- **Preliminary Engineering Phase:** Program approximately \$430 million in additional funding to continue to share the planning costs equally with the State of Washington through the 2025-27 biennium. According to the 2023 Financial Plan, this amount will cover costs associated with continuing PE work for early construction packages, as well as continuing overall program management and development work through the 2025-27 biennium. It also includes \$89 million in Oregon GO bond reimbursement for PE phase activities undertaken to date paid for by WSDOT. Additional funding will be needed as PE extends through the entire duration of the IBR Program.
- **Right of Way Phase:** Establish the right of way phase and program approximately \$230 million in funding to begin the initial acquisition of properties. Depending on the package schedule, the ROW acquisition process could begin for some parcels as early as this year. Programing these funds will ensure that IBR has the funds available to begin the acquisition process starting this fall and into mid-2026. According to the 2023 Financial Plan, it is anticipated that the amount requested will be sufficient for the costs associated with ROW acquisition initiated in the 2025-27 biennium. Additional funding will be needed as construction packages progress.
- **Utility Relocation Phase:** Establish the utility relocation phase and program approximately \$10 million in funding for payments to eligible utilities who need to relocate because of construction of the IBR Program. The Program anticipates sharing preliminary designs with utility companies later this year, at which point some may need to begin their redesign work for the Program's first construction packages. It is anticipated that the amount requested will be sufficient for the costs associated with UR needs for IBR's initial construction packages. Additional funding may be needed as construction packages progress.
- **Other Phase:** Establish the other phase and program approximately \$2.5 million in funding for the Program to begin early procurement work for toll gantries and cantilever sign structures which have long lead times. It is anticipated that this amount will be sufficient for the Pre-completion Tolling Signage and Electrical package.
- **Construction Phase:** Establish construction phases and program funding for Pre-Completion Tolling (approximately \$22 million) and the Columbia River Bridge (CRB) Replacement (approximately \$1.3 billion) packages. According to the 2023 Financial Plan, it is anticipated that the amount requested will be sufficient for costs associated with the construction of the CRB and Pre-Completion Tolling Signage and Electrical packages.

Due to various constraints regarding the duration of the STIP amendment process and Program schedule, this STIP amendment is needed before the Program will have the results of the updated cost estimate

and financial plan, anticipated later this year. Therefore, the IBR Program will likely need to amend the STIP amounts for construction and ROW accordingly later during the 2025-27 biennium and again in 2028 contingent upon the FTA CIG award. Following the 2025-27 biennium, the Program plans to advance STIP amendments once per biennium to add funds for subsequent construction packages.

Program Accountability Measures

To provide transparency into Program spending and delivery progress, the IBR Program will provide a report to the Commission as part of the Agency's quarterly Operations Report. The report will include an overview of the Program spending to date and performance on individual project schedules, budgets, delivery timelines, and a preview of future work.

Outcomes:

This is an informational update on the IBR Program designed to provide context for the Commission for ongoing decision-making related to tolling and financial decisions about the Program.

Memo

Date: Friday, May 30, 2025
To: Transportation Policy Advisory Committee (TPAC) and Interested Parties
From: Blake Perez, Associate Transportation Planner
 Jean Senechal Biggs, Resource Development Section Manager
Subject: 2024-27 MTIP Formal Amendment Request: Interstate Bridge Replacement Program
 Major Project Assessment Summary

Purpose: The purpose of this assessment is to document how the proposed Metropolitan Transportation Improvement Program (MTIP) amendment performs in accordance with local, regional, and state transportation policies, as well as how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP).

Introduction and Background:

The MTIP is a federally required document that helps track and manage regionally significant transportation investments. The MTIP is a list of transportation projects and programs that are scheduled to receive federal transportation money for the four-year reporting period. An active MTIP may be amended if additional funding becomes available. The Metro Council adopted the 2024-27 MTIP in July 2023.

The proposed formal amendment to the 2024-27 MTIP adds funding to the preliminary engineering phase and adds the right of way, utility relocation, and construction phases to the Interstate Bridge Replacement Program (IBR). In 2021, a 2021-2024 MTIP amendment was made to include preliminary engineering for the IBR Program. As part of that 2021 amendment process, Metro completed a similar project assessment.

The proposed amendment includes pre-completion tolling work. Beginning in 2027, the IBR Program plans to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Establishing pre-completion toll operations before the new bridge opens will provide a source of revenue to pay current interest on the debt, thereby minimizing capitalized interest costs while also providing direct capital funding on a pay-as-you-go basis. All-electronic, time-of-day variable-rate tolling will follow a fixed schedule and is assumed for both travel directions. Additionally, Program partners have adopted time-of-day variable-rate tolling as a key component of the Modified Locally Preferred Alternative, which is currently undergoing NEPA analysis.

The Modified LPA refers to an agreed upon set of components that will be further evaluated through the federal environmental review process. It is not the replacement bridge's final design but rather a key milestone setting the Program's direction as further analysis evaluates the plans for a replacement multimodal river crossing system.

This Major Project Assessment models, reviews, and evaluates a complete build of the IBR Program against local, regional, and state transportation policies, and the five goals of the adopted 2023 Regional Transportation Plan (RTP). This evaluation shows how adding the IBR program funds to the 24-27 MTIP

Interstate Bridge Replacement Program - Major Performance Assessment Summary

influences the full package of investments in the 24-27 MTIP (Note: Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.)

The Oregon Department of Transportation (ODOT) and IBR Program staff provided project information, such as, but not limited to, project plans, finance, cost estimates, and programming, that supported this assessment. This assessment is provided to inform the amendment decision process regarding consistency with investment priority policies.

History of Interstate Bridge Replacement Program and Proposed MTIP Amendment

The Interstate (I-5) Bridge is a critical connection linking Oregon and Washington across the Columbia River. With one span now 108 years old, it is at risk of collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel.

In 2004, regional leaders identified the need to address the I-5 corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. In response, the Washington and Oregon Departments of Transportation (WSDOT and ODOT respectively) formed the joint Columbia River Crossing (CRC) project. The intent of this project was to improve safety, reduce congestion, and increase the mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians. This project was active between 2005 and 2014 and successfully received a federal Record of Decision (ROD) in December 2011. However, the CRC project did not secure adequate state funding to advance to construction and was discontinued in 2014.

In 2019, former Oregon Governor Kate Brown and former Washington Governor Jay Inslee signed a Memorandum of Intent directing ODOT and the WSDOT to relaunch efforts to replace the aging Interstate Bridge. Both governors, as well as the bi-state legislative committee, provided clear direction that the IBR Program must build upon past work from the former CRC project that remains valid to maximize the past investment and ensure efficient decision-making, while also considering the physical and contextual changes that have occurred since the CRC project was discontinued.

Proposed MTIP Amendment Phases

The proposed MTIP amendment includes programming by phase for the activities listed below:

Preliminary Engineering Phase

- Program additional funds for the 2025-27 biennium in the Preliminary Engineering (PE) phase from a variety of sources.
- Complete NEPA work (anticipated in late 2025) followed by obtaining a ROD.
- Continue design work for the first several construction packages, including the Columbia River Bridge replacement, SR 14 package A, Evergreen Blvd. replacement, and Columbia River Bridge Approaches packages.

Right of Way Phase

- Establish the Right of Way (RW) phase and program funding from a variety of sources to begin the initial acquisition of properties.

Interstate Bridge Replacement Program - Major Performance Assessment Summary

Utility Relocation Phase

- Establish the Utility Relocation (UR) Phase and program funding from a variety of sources to provide payments to eligible utilities that need to relocate because of construction of the IBR Program.

Other Phase

- Establish the Other (OT) phase and program Washington's Move Ahead Washington (WA MAW) funding to begin early procurement work for toll gantries and cantilever sign structures.

Construction: Columbia River Bridge Replacement Package

- Establish a new key number and the construction phase for the Columbia River Bridge Replacement package to construct the replacement I-5 bridge downstream of the existing bridge shore to shore over the Columbia River. This includes the construction of two new bridges to accommodate highway, active transportation, transit modes and construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety. (Note: This work is contingent upon completing the federal NEPA process and receiving a ROD.)

Construction: Pre-Completion Tolling Phase I Package

- Establish a new key number and a construction phase for the Pre-Completion Tolling Signage construction package to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Programming the funding in this MTIP amendment would allow for the purchase and installation of permanent traffic control and illumination systems to include new toll signage in both Oregon and Washington in the vicinity of the Interstate Bridge.

Consistency with the Congestion Management Process and Oregon Highway Plan Policy 1G and Action 1G.1

Regional and State policies give direction on prioritizing investments and when to consider adding motor vehicle capacity to the transportation system. Oregon Highway Plan (OHP) Policy 1G and Action 1G.1 direct ODOT to maintain highway performance and improve safety by improving system efficiency and management before adding capacity.

In the materials provided to Metro, the Interstate Bridge Replacement project has documented consistency with the state and regional policy by focusing the project scope on the first three steps of the Oregon Highway Plan (OHP) Action 1G.1. These three steps are:

1. Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.

Interstate Bridge Replacement Program - Major Performance Assessment Summary

3. Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.

Consistency with RTP Congestion Management Process

The IBR project is consistent with the RTP Congestion Management Process, in prioritizing four of the six strategies as part of the project outcomes, which includes:

1. TSMO strategies, including localized Travel Demand Management (TDM), safety, operational and access management improvements. The IBR Program's Modified Locally Preferred Alternative (LPA) features integrated multimodal improvements with transportation management elements. The Program developed safety and operational improvements to I-5 to work in conjunction with high-capacity transit, active transportation facilities, variable rate tolling, transportation demand management and transportation systems management. The non-highway elements of the IBR Program (transit, active transportation, tolling, TDM and TSM) would all help provide multimodal choices and management tools to help reduce demand. They would also be tools the region could dynamically adjust over time to manage higher levels of highway demand if they were to occur.
2. Transit, bicycle and pedestrian system improvements. The IBR Program is adding transit only lanes for buses and an extension of the MAX light rail to Vancouver, Washington. New bike lanes and sidewalks are included in the project. Investments also include a system of shared use paths, bikeways, and sidewalks within the IBR Program area. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.
3. Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.3.4 and design classifications in Table 3.9 of the 2023 RTP, to provide alternative routes and encourage walking, biking and access to transit. The IBR Program proposed construction packages to incorporate alternative corridors that bypass busy freight and vehicle interchanges. For example, a shared-use path along the proposed extension of Expo Road provides an alternative route that bypasses the Marine Drive Interchange. Where separate corridors for active transportation use are impractical, active transportation facilities are designed in accordance with state and local agency standards for safety. Active transportation design is also expected to be ADA compliant and include other features, such as barriers, illumination, signing, and striping to enhance user experience, safety, comfort, and route directness.
4. Motor vehicle capacity improvements, consistent with the RTP Regional motor vehicle network vision and policies in Table 3.8 and section 3.3.3 of the 2023 RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs. The addition of one auxiliary lane in each direction will improve both the safety and efficiency of the three through travel lanes by providing drivers with more distance to speed up or slow down before entering or exiting mainline I-5, reducing bottlenecks and helping to optimize traffic flow by giving drivers space to merge safely. The addition of full safety shoulders will provide faster crash recovery, improve access for emergency vehicles, and provide a safe space for travelers recovering from an incident. The

Interstate Bridge Replacement Program - Major Performance Assessment Summary

safety shoulders will also be able to accommodate express bus service, while dedicated space for light rail transit will further ensure that transit operations are separated from general purpose traffic to improve the efficiency of operations.

Consistency with Statewide Land Use Planning Goal 12.

In Oregon's Statewide Land Use Planning Goals, Goal 12 requires cities, counties and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well-designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas. The IBR project aligns with these goals by:

- Serving statewide, regional, and local transportation needs.
- Serving the mobility and access needs of those who cannot drive and other underserved populations.
- Providing for affordable, accessible and convenient transit, pedestrian, and bicycle access and circulation, with improved connectivity.
- Helping to reduce pollution from transportation to meet statewide goals to reduce climate pollution.
- Facilitating the safe flow of freight, goods, and services within regions and throughout the state.

Consistency with Local Plans

Metro's Regional Transportation Plan 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, investments needed to meet those needs and what funds the region expects to have available over the next 25 years to make those investments a reality. On Nov. 30, 2023, Metro Council adopted the 2023 Regional Transportation Plan, via Ordinance No. 23-1496. Metro included a complete build of the IBR Program in the 2045 fiscally constrained model for the 2023 RTP.

The City of Portland's 2035 Comprehensive Plan is built on the 2012 Portland Plan, the Climate Action Plan and Portland's 1980 Comprehensive Plan, which was Portland's first Comprehensive Plan developed under the statewide land use planning system. The new Plan continues the commitment to link land use and transportation decisions. The Plan continues Portland's commitment to compact development, with active employment centers, expanded housing choice, and access to parks and open space. The IBR Program advances multiple goals articulated by the Transportation component of the Comprehensive Plan, including:

- Create a coordinated, efficient, more affordable multimodal transportation system.
- Reduce service disparities and achieve equitable access to all types of facilities and transportation modes.
- Ensure safety of the most vulnerable users (people with disabilities, young people, the elderly).
- Guide the location and design of new street, pedestrian, bicycle, and trail infrastructure.

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The City of Portland's 2035 Transportation System Plan, adopted in March 2020, is the City's 20-year plan to guide transportation policies and investments in Portland. The TSP helps implement the City's 2035 Comprehensive Plan. The 2035 TSP lists the Columbia River bridge replacement and interchange improvements as a financially constrained project to be completed within 1 to 10 years.

The IBR Program would provide transportation infrastructure to support the land use plans for Hayden Island. Specifically, the project would support the City of Portland's Hayden Island Plan, adopted in 2009, which seeks to protect the interests of the island, provide guidance to the former CRC project, as well as ensure that the amount and type of development on Hayden Island would not overload the proposed freeway improvements. The Hayden Island Plan was developed during the former CRC project and is referenced in its plan. The IBR Program's Modified LPA is consistent with the Hayden Island plan, supporting specific goals such as:

- Light-rail transit to, and a station on, Hayden Island.
- A light-rail transit alignment adjacent to the west side of I-5 instead of a separate alignment to minimize the barrier effects.
- Access to local street systems south of North Portland Harbor without using the freeway.

The IBR Draft SEIS evaluates consistency with additional local plans in Chapter 3.4- Land use and Economics, which can be found online at: <https://www.interstatebridge.org/media/wy2hwg4g/chapter-3-04-land-use-and-economic-activity.pdf>.

Consistency with RTP Investment Priorities

Metro staff assessed how the proposed MTIP project amendment advances the RTP investment priorities of Mobility Options, Thriving Economy, Safe System, Equitable Transportation, and Climate Action and Resilience and how the project impacts the package of MTIP investments towards those RTP goals. Metro staff completed a similar assessment as part of the initial evaluation and adoption process for the 2021-24 MTIP. (Note: Thriving Economy was recently included in the 2023 RTP but was not part of the 2024-27 MTIP assessment process. It has been included in this assessment.)

Metro staff used three main tools to evaluate the 2024-2027 MTIP investment package and to prepare the PAE:

- the Regional Travel Demand Model (RTDM).
- The Motor Vehicle Emissions Simulator (MOVES) Model; and
- Geographic Information Systems (GIS).

The outputs for this analysis are for the entire area within the Metro jurisdiction or Metropolitan Planning Area (MPA) and the year modeled was 2027 (the last year of the current 2024-27 MTIP). This analysis does not include the level of detail covered by a full corridor study which typically includes current and future operating characteristics of the corridor and detailed impacts of the project at the corridor level.

In addition to evaluating the three projects included in the proposed amendment, staff performed a full build analysis of the IBR Program, even though a full build won't be completed during the current MTIP timeframe, to ensure consistency with the RTP. Table 1 summarizes the evaluation results based on the RTP investment priorities. An analysis by RTP investment priority for each performance measure, with detailed definitions, is outlined in summary tables that follow.

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Table 1. Summary of RTP Investment Priorities Evaluation – Interstate Bridge Replacement Project Complete Build

| RTP Priority | Measure Description | Model Result |
|--------------------------------------|---|--------------|
| Equitable Transportation | 1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute. | 0 |
| | 2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute. | 0 |
| | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | 0 |
| Climate Action and Resilience | 1. Projected daily metric tons of greenhouse gas emissions reduction per capita. | 0 |
| | 2. Projected daily metric tons of greenhouse gas emissions reduction | 0 |
| | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | + |
| Safe System | 1. Amount of investment of safety activities which address fatalities and serious injuries crashes. | ^ |
| | 2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas. | ^ |
| Mobility Options | 1. Mode split | 0 |
| | 2. Miles traveled by mode | 0 |
| Thriving Economy | 1. Is the project located in an area that is prioritized for future job growth? | + |
| | 2. Is the project located in an area with higher-than-average job activity? | + |

Key:

0 neutral or no significant change

^ not directly addressing the region's desired outcome; has other related benefits

+ trending towards the desired outcome for that priority

- trending away from the desired outcome for that priority

+/- potential to trend toward desired outcome but still to be determined until further details are known

-/- risk to trend away from desired outcome but still to be determined until further details are known

Interstate Bridge Replacement Program - Major Performance Assessment Summary

Equitable Transportation

To measure equity in the context of the project, Metro staff evaluated whether the project increases access to travel options in Equity Focus Areas and how the project has been identified as a priority transportation improvement by BIPOC and low-income persons or communities.

| Desired Outcome | Performance Measures | IBR Completion |
|---|---|--|
| Increase Access to jobs | 1. Weighted average household access to jobs within a 30-minute driving commute or 45-minute transit commute. | Results from the RTDM indicates a very small decrease (<-1%) of access via auto trips to medium wage jobs across the entire MPA area, non-equity focus areas, and equity focus area. There is a small increase (<1%) in access to medium wage jobs via transit across all areas. |
| Increase access to community places | 2. Weighted average household access to community places within a 20-minute driving commute or 30-minute transit commute. | RTDM results indicate no change in access to community places such as grocery stores, medical facilities, and community gathering places. |
| Complete any gaps in the active transportation system in an equity focus area | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | Per GIS analysis, some gaps will be completed in this project in the vicinity of Marine Drive and on Hayden Island surface streets. While the areas studied in Oregon are not located in an Equity Focus Area, they are in Equity Focus Areas on the Washington side of the IBR Program. |

Interstate Bridge Replacement Program - Major Performance Assessment Summary

Climate Action and Resilience

To measure climate action and resilience in the context of the project, Metro staff evaluated how the project aligns with Metro's RTP climate goals and policies and whether the project includes elements that will increase access to and use of multi-modal options or increase motor vehicle travel.

| Desired Outcome | Performance Measures | IBR Completion |
|---|---|---|
| Reduction of greenhouse gas emissions per capita | 1. Projected daily metric tons of greenhouse gas emissions reduction per capita. | Using a combination of the RTDM and MOVES, results indicate a very small decrease in GHG per capita (-0.3%) at the regional level. |
| Reduction in daily metric tons of greenhouse gas emissions | 2. Projected daily metric tons of greenhouse gas emissions reduction | Using a combination of the RTDM and MOVES, results indicate a very small decrease in daily tons of GHG (12,566 to 12,533) at the regional level. |
| Improves system completeness of active transportation network | 3. Miles and percentage of active transportation infrastructure added to the completeness of the regional active transportation work. | Gaps in the bicycling network are addressed in the Marine Drive Package through a new path that connects Marine Drive to Expo Road. Additionally, gaps in the pedestrian network are addressed in Hayden Island Surface Streets and Marine Drive Interchange. |

Interstate Bridge Replacement Program - Major Performance Assessment Summary

Safe System

To measure safety in the context of the project, Metro staff evaluated whether the project includes scope elements, including recognized safety counter measures, to address documented safety issues that contribute to crashes that result in fatal and serious injuries. Metro staff also assessed the scope of work against the region's high injury corridor network to better understand whether the project is addressing the locations with a propensity of crashes leading to fatalities and serious injuries. IBR project staff provided additional relevant safety related information that is summarized in the table below.

| Desired Outcome | Performance Measures | IBR Completion |
|---|---|---|
| Increase level of investment to address fatalities and serious injuries | 1. Amount of investment of safety activities which address fatalities and serious injuries crashes. | <p>A GIS analysis of the project indicates Marine Dr & MLK Blvd. are high-injury corridors. Neither of these projects are included at this time in the current proposed amendment but are part of the full build.</p> <p>The IBR Program Modified LPA proposes substantial changes to the configuration of the roadway network within the five-mile corridor, including but not limited to new or removed ramps, reconfigured interchanges, and access point changes. These changes would make I-5 more consistent with modern design standards and would reduce weaving, thereby improving safety. According to information from the IBR Program, the IBR Program is anticipated to reduce crashes by 13-17% in 2045 compared to the No-Build Alternative.</p> |
| Increase level of safety investment on high injury corridors, and high injury corridors in equity focus areas | 2. Amount of investment of safety activities which address fatalities and serious injuries crashes on high injury corridors, equity focus areas, and high injury corridors in equity focus areas. | Many of the projects within the IBR Program, including those in the proposed amendment, are not located in a high injury corridor. Nor are the projects located in an equity focus area on the Oregon side of the project. However, the project is within an equity focus area on the Washington side. |

Interstate Bridge Replacement Program - Major Performance Assessment Summary

Mobility Options

To measure mobility options in the context of the project, Metro staff assessed whether the project influences changes to mode split (e.g. driving, transit, bike) and miles traveled by mode per capita.

| Desired Outcome | Performance Measures | IBR Completion |
|--|---------------------------|---|
| Achieve a more equitable mode split amongst driving, transit, and biking | 1. Mode split | Results from the RTDM indicate no significant change in mode split. |
| Decrease miles traveled by vehicle and increase miles done by bike and transit | 2. Miles traveled by mode | RTDM results indicate a very small increase in personal vehicle driver miles traveled (0.13%), personal vehicle passenger miles traveled (0.07%), and pedestrian miles traveled (0.09%). Model results show a small decrease in bike miles traveled (-0.11%) and transit miles traveled (-0.02%). |

Interstate Bridge Replacement Program - Major Performance Assessment Summary

Thriving Economy

To measure economic vitality in the context of the project, Metro staff assessed whether the project is in an area that is prioritized for future job growth and if the project is in an area with higher-than-average job activity.

| Desired Outcome | Performance Measures | IBR Completion |
|--|--|--|
| Increase transportation option in areas prioritized for future job growth. | 1. Project is located in an area that is prioritized for future job growth | Multiple census tracts that are considered regionally significant industrial areas are located within the project area. Within the project area there are identified station communities, planned high-capacity transit, corridors, and employment land all identified in the 2040 Growth Concept Map. |
| Increase transportation options in an area with higher-than-average job activity | 2. Project is located in an area with higher-than-average job activity | According to Metro's 2022 Economic Value Atlas, the Census Tracts that are within the project area have job activity that are greater than the regional average. The two Census Tracts have a score of 8.9 and 5.2 compared to the regional average of 5.0. |



Potential Construction Packages

Major construction is anticipated to begin with the Columbia River bridge and approaches and be sequenced throughout the program area. Early construction activities may occur in the program area to prepare for the bridge replacement work. Construction of the packages identified could last more than 10 years.

All projected cost ranges listed include design, right of way, and construction, and are based on the program’s 2023 financial plan and will be updated as additional detail is identified and cost estimates are refined. Sequencing, packages, delivery methods, and delivery agency listed below are initial proposals and may change as the program advances toward construction. The program is continuing to seek feedback and identify opportunities to create smaller contract packages.

Bridge Approaches | 6-7 years | \$720 million- 1.1 billion | Design Build or Progressive Design Build | WSDOT

Construct roadways and bridges that connect existing I-5 to the Columbia River replacement bridge. In Washington, this includes reconstruction of the SR-14 and City Center interchange and reconstructing I-5 up to Evergreen Boulevard, including a structure for an active transportation-centered community connector/lid in Washington. This includes connecting the new replacement bridge to the existing I-5 alignment and modifying on- and off-ramps to and from Hayden Island. Includes construction of shoulders on I-5 to accommodate bus on shoulder and improve safety, and construction of active transportation connections between the shared-use-path on the replacement bridge and the local streets in Oregon and Washington. Also constructs the structures for the light rail extension from the Columbia River Bridge to the terminus at Evergreen Blvd. and the structures that support the new transit stations at the waterfront and Evergreen Blvd.

Bus and BRT Infrastructure | 1-1.5 years | \$3-5 million | Design Bid Build | C-TRAN

Install bus shelters along C-TRAN bus routes that will be adjusted to improve transit system connections.

Bus and Bus Rapid Transit Infrastructure | Less than a year | \$30-45 million | Two-step Sealed Bid | C-TRAN

To purchase new C-TRAN express buses for additional express bus services.

Columbia River Bridge | 5-6 years | \$1-1.5 billion | Design Build or Progressive Design Build | WSDOT

Construct the replacement I-5 bridge downstream of the existing bridge shore to shore over the Columbia River. This will include the construction of two new bridges to accommodate highway, active transportation and transit modes. Light Rail Track, System and Stations package will construct rail and system needs for transit. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

Columbia River Bridge Removal | 2.5-3 years | \$120-180 million | Design Bid Build | WSDOT/ODOT

Remove the existing Interstate Bridge, including foundations below the riverbed, after traffic is shifted onto the replacement bridge.

Evergreen Boulevard Bridge | 2.5-3 years | \$9-14 million | Design Bid Build | WSDOT

Replace the East Evergreen Boulevard overpass that crosses I-5 to allow for construction of follow-on projects and the realignment of I-5 during and after construction. Work on mainline I-5 under Evergreen Boulevard will occur as part of the Bridge Approaches package.

Evergreen Park and Ride | 1-1.5 years | \$90-140 million | Design Build | WSDOT

Potential Park and Ride locations are being studied in the environmental process. Decisions regarding the locations of Park and Rides will be made after the public comment period of the Draft Supplemental Environmental Impact Statement. The program is considering options that include zero, one, or two Park and Rides. Package reflects conceptual underground multi-story parking structure.

Hayden Island Package A | 2-2.5 years | \$55-85 million | CM/GC or Design Bid Build | ODOT/TriMet

Construct the structure that supports the light rail line extension and the new transit station on Hayden Island. This package also includes the I-5 southbound off-ramp adjacent to the light rail line and the on-ramp to southbound I-5.

Hayden Island Surface Streets | 2-2.5 years | \$53-80 million | Design Bid Build | ODOT

Construction of the new extension of North Tomahawk Island Drive connection under the new I-5 alignment. Realignment of North Hayden Island Drive, North Jantzen Drive and North Center Avenue. Construction of the local road connection to the new local arterial bridge over North Portland Harbor. Includes construction of connections to active transportation and the shared use path on the replacement Columbia River Bridge.

Light Rail Overnight Facility | 1.5-2 years | \$9-14 million | CM/GC | TriMet

Includes the construction of a new light rail overnight facility to provide storage and facilities for cleaning and minor maintenance for vehicles that will be purchased to support the extension of light rail as part of the IBR program. The location for this facility is still under consideration.

Light Rail Track, System and Stations | 3 years | \$190-290 million | CM/GC | TriMet

Construct light rail tracks and systems from Expo Road to Evergreen Boulevard. This also includes construction of three new transit stations at Hayden Island, Vancouver waterfront and Evergreen Boulevard and reconstruction of the existing station at Expo Center.

Light Rail Vehicle Procurement | \$190-290 million | Two-step Sealed Bid | TriMet

TriMet will purchase new light rail vehicles to provide service along the extension of the existing light rail line and to the new stations identified.

Marine Drive Interchange | 3-3.5 years | \$240-360 million | CM/GC or Design Build | ODOT

Reconstruct the Marine Drive interchange with I-5. Work includes construction of on- and off-ramps between Marine Drive and I-5, construction of the on- and off-ramps leading to the arterial bridge and the partial interchange at Hayden Island, construction of local roadway and bike/pedestrian facilities under I-5 to connect Expo Road to North Marine Drive, relocation of ramps between MLK Blvd and Marine Drive, and connections to local roads and construction

of active transportation facilities. This package completes reconstruction of the Marine Drive Interchange, which begins with Marine Drive Package A.

Marine Drive Package A | 2-2.5 years | \$38-58 million | CM/GC or Design Build | ODOT/TriMet

Raise the section of Marine Drive immediately west of I-5, including the ramps, to accommodate the new alignment of light rail under Marine Drive. Work includes connections to I-5/Marine Drive, new light rail guideway, and revisions to N Expo Road, including active transportation connections.

Mill Plain | 3.5-4 years | \$550-830 million | Design Build | WSDOT

Reconstruct the Mill Plain Interchange, including the northbound off-ramp to Fourth Plain Boulevard and replace the I-5 bridges over McLoughlin Boulevard. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety, and construction of active transportation facilities along Mill Plain Boulevard and Fourth Plain Boulevard.

North Expo Road | 2-2.5 years | \$14-21 million | Design Bid Build | ODOT

Construct shared-use-path along the west edge of North Expo Road between the Expo Center light rail station and North Victory Boulevard. The package includes a long retaining wall on the west side, but no transit elements.

North Portland Harbor Bridge Removal | 2-2.5 years | \$32-48 million | Design Bid Build | ODOT

Remove the existing I-5 bridges over the North Portland Harbor.

North Portland Harbor Transit Bridge | 2-2.5 years | \$35-53 million | CM/GC - TriMet

Construct the bridge that will support the light rail extension across the levee and over the North Portland Harbor to Hayden Island where it connects with the light rail structure in Hayden Island Package A.

Oregon I-5 Northbound | 3-3.5 years | \$700 million- \$1 billion | CM/GC or Design Build | ODOT

Reconnect ramps from North Victory Boulevard, North Denver Avenue to northbound I-5 and construct the ramp from Marine Drive over the North Portland Harbor to northbound I-5. This package also includes the ramp from Hayden Island to northbound I-5, the local arterial bridge with active transportation facilities over North Portland Harbor to Hayden Island and the northbound I-5 bridge over the North Portland Harbor. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

Oregon I-5 Southbound | 3-3.5 years | \$640-960 million | CM/GC or Design Build | ODOT

Constructs the I-5 southbound alignment between the Columbia River replacement bridge and Victory Boulevard. The package includes the new I-5 bridge southbound over the North Portland Harbor, portions of the Marine Drive interchange and the braided ramp between Marine Drive and Victory Boulevard. Includes construction of shoulders on I-5 to accommodate Bus on Shoulder and improve safety.

Oregon Station Finishes | 1-1.5 years | \$1-2 million | Design Bid Build | TriMet

Includes non-structural elements at one reconstructed station and one new light rail station in Oregon including way finding, ticketing, vending, signage, furniture, wind barriers, enclosures etc.

Pre-completion Tolling Signage | less than one year- \$5-\$6M | Design Bid Build | WSDOT/ODOT

Pre-completion tolling is targeted to start as early as the start of construction. To prepare for this, tolling signage will be installed throughout the corridor.

Ruby Junction TriMet Facility | 2 years | \$45-65 million | CM/GC | TriMet

Modify TriMet’s existing Ruby Junction facility in Gresham to have enough space to maintain the additional light rail vehicles needed for the extension of the existing light rail line that is part of the IBR program.

65th Street C-TRAN Operations & Maintenance Bus Facility | 1-1.5 years | \$8-12 million | Design Bid Build | C-TRAN

Improvements to C-TRAN’s existing operations and maintenance facility to maintain new express buses needed to accommodate expected increased ridership resulting from IBR program transit investments.

SR 14 Package A | 2.5-3 years | \$8-12 million | Design Bid Build | WSDOT

Install permanent retaining walls along the east side of I-5, temporarily adjust SR-14 and City Center existing ramps including their connections to local streets. This package facilitates the temporary shift of I-5 traffic eastward to ensure continued movement of traffic during construction of the I-5 Bridge Approaches contract.

Washington North | 4-4.5 years | \$180-270 million | Design Build | WSDOT

Constructs the new braided ramp along southbound I-5 between SR 500 and Fourth Plain Blvd. Package includes replacing the 29th Street and 33rd Street overpasses, including active transportation elements. Includes construction of shoulders on I-5 to accommodate Bus on shoulder and improve safety.

Waterfront Park and Ride | 1-1.5 years | \$30-45 million | Design Build | WSDOT

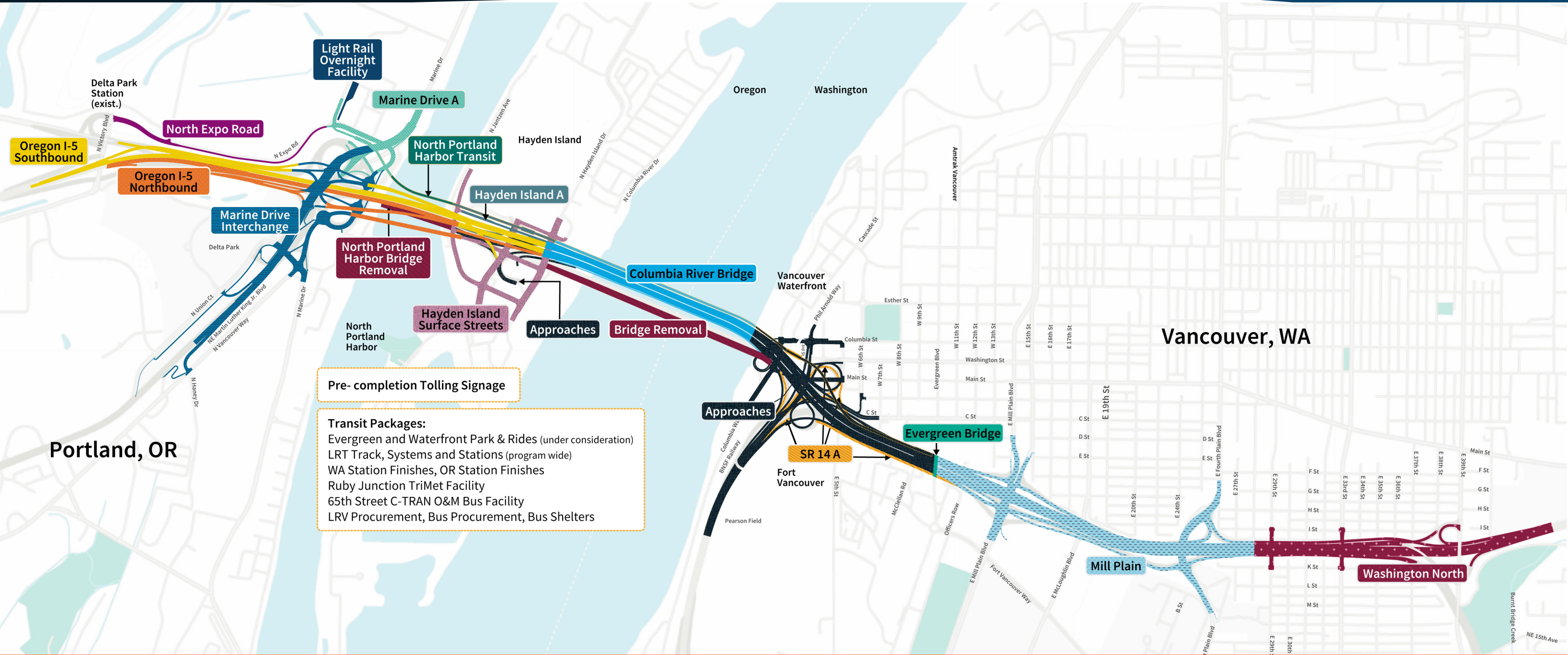
Potential Park and Ride locations are being studied in the environmental process. Decisions regarding the locations of Park and Rides will be made after the public comment period of the Draft Supplemental Environmental Impact Statement. The program is considering options that include zero, one, or two Park and Rides. Package reflects conceptual above ground multi-story parking structure.

Washington Station Finishes | 1-1.5 years | \$1-2 million | Design Bid Build | WSDOT

Includes non-structural elements on the two new light rail stations in Washington including way finding, ticketing, vending, signage, furniture, wind barriers, enclosures etc.



Potential Construction Packages



All packages are draft, conceptual packages and subject to change.

OREGON

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WASHINGTON

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR) Title VI Coordinator by contacting (360) 705-7090.



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Supportive Housing Services Reform: Metro Council Discussion of Next Steps

Lynn Peterson, Metro Council President

SUPPORTIVE HOUSING SERVICES REFORM: METRO COUNCIL DISCUSSION OF NEXT STEPS

Date: June 17, 2025

Prepared by: Craig Beebe,
craig.beebe@oregonmetro.gov

Departments: Office of the Council
President

Presenter: Council President Lynn
Peterson; Staff TBD

Work Session Date: June 24, 2025

Length: 60 minutes

ISSUE STATEMENT

For more than a year, the Metro Council has been considering reforms to improve the impact, accountability and stability of regional programs to address homelessness and housing instability. This work session is a discussion of potential next steps for enacting Supportive Housing Services (SHS) reforms, including a possible voter measure to extend the program, restructure governance and expand its uses.

ACTION REQUESTED

Provide direction on SHS reform actions to prepare for Council consideration, including a potential November 2025 ballot measure referral and/or other reforms to governance.

IDENTIFIED POLICY OUTCOMES

In line with stakeholder/community input since January 2024, the Council has been considering reforms that address three primary facts:

- The region needs to continue funding in services and affordable housing to address homelessness for decades to come. However, regional funding for both will end within a few years, as the supportive housing services (SHS) taxes expire and Metro's affordable housing bond is fully spent out.
- There is no viable path to extending regional funding to address homelessness without reforming how SHS taxes are used and overseen, so that they can invest in a full range of solutions to homelessness and to demonstrate greater accountability, efficiency and transparency.

The Metro Council discussed a potential policy package in January that included a draft "Ballot Measure Ordinance" (No. 25-1525) that includes reforms that would be submitted to voters, and a draft "Companion Ordinance" (No. 25-1526) that would advance a transition to a reformed SHS program upon passage of a measure. The Council could also consider enacting reforms to SHS governance without a ballot measure, though voters would be required to approve an extension of the measure or an expansion of uses to include affordable housing.

POLICY QUESTIONS

- Does Council wish to further consider referring an SHS reform and extension ballot measure to voters in November 2025, as well as a related ordinance to implement its provisions?
- If Council does not wish to further consider referring a measure to voters in 2025, what reforms to SHS governance and accountability should be prioritized, and on what timeframe?
- What additional information does Council need to make informed decisions that address public priorities and community needs?

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Through efforts with many jurisdictions, providers and community partners, the voter-approved 2018 Metro Affordable Housing Bond and 2020 Supportive Housing Services measure have helped thousands of families and individuals across the greater Portland region find stable, affordable housing and get the supports they need to avoid or escape homelessness.

Yet there is more to do. Housing costs continue to outpace what people earn and the impacts of homelessness are felt in every corner of greater Portland. These realities will continue beyond the current 2030 expiration of the SHS program and the successful completion of investments by the affordable housing bond.

Any extension of the SHS sunset or expansion of its uses must be approved by the region's voters. Other elements of proposed changes to governance, accountability and allocation may or may not be included in a ballot measure. However, public opinion research and stakeholder input demonstrates clearly that updates to oversight and accountability are likely necessary to build coalition and voter support for a potential measure.

Building on extensive input from partners, community and stakeholders, the Metro Council has been clear that its immediate focus remains on addressing homelessness – effectively, collaboratively and with clear benefits to all.

POLICY OPTIONS TO CONSIDER

Policy options include, but are not limited to, the following:

- Direct staff to prepare a reform measure for Council to consider referring to the November 2025 ballot. If Council wishes to pursue a measure, staff recommend that Council refer a measure before the end of July.
- Direct staff to prepare other reform actions for Council consideration, either in the near-term (before the end of July), mid-term (autumn 2025) or beyond.
- Provide policy priorities and direct staff to conduct further direct engagement with partners/stakeholders before returning to Council with policy options for consideration.

BACKGROUND

On July 9, 2024, Metro COO Madrigal released recommendations (“COO Recommendation”) to the Metro Council, to address several significant challenges and needs in how the region addresses housing affordability and homelessness. The COO Recommendation followed six months of engagement with the stakeholder advisory table, jurisdictional partners, housing and service providers, and community members.

The Metro Council discussed the COO Recommendation, stakeholder engagement and Councilor priorities at six meetings and work sessions between July and October 2024. The Council unanimously adopted Resolution No. 24-5436 on October 17, providing direction on a reform package to secure impactful, stable regional supportive housing services and affordable housing funding into the future. Throughout the fall and winter, Councilors and Metro staff continued engagement with county, city and coalition leaders.

On January 16 and 23, 2025, the Metro Council reviewed and discussed draft language for two ordinances to advance its direction for SHS reforms – one for referral to voters, and the other contingent upon voter approval. The Council opted to postpone consideration of action on the proposed ordinances to allow for conversations to continue at the Council President’s Work Group, as well as among coalitions whose support would be critical for a proposed ballot measure.

. In February, Council President Peterson convened a work group of elected and community leaders to discuss potential reforms identified, including the identification of a regional vision/mission for addressing homelessness, as well as Key Performance Indicators and data needs that can help support analysis, communication and strategic decision-making. The work group, co-chaired by Council President Peterson and Clackamas County Commissioner Ben West, held its eighth and final meeting on June 16. Though discussions were productive, the group was not asked to reach consensus or formal recommendations to the Council. Instead, Council President Peterson and staff committed to carry the group’s collective and individual feedback into future Council discussions.

On April 17, 2025, the Metro Council approved Ordinance No. 25-1320, which allowed the disbursement of unused Metro administrative funding to county partners for near-term, one-time uses to address homelessness needs. The Council then passed Resolution No. 25-5492 on May 1, which disbursed up to \$15 million to Multnomah County to support investments by the City of Portland to address unsheltered homelessness. Other local implementation partners have yet to propose use of unspent Metro administrative funds as outlined in Ordinance No. 25-1320.

On June 17, the Metro Council held a first-reading and received public input on Ordinance No. 25-1531, which would index the SHS personal income tax exemption to inflation for future tax years, and reduce the number of taxfilers required to make estimated payments. The Metro Council is expected to consider action on this ordinance on June 26.

Additionally, in early June, Metro received the findings of public opinion research from FM3 Research. The results show a narrow but challenging path to potential majority support of an SHS reform and reauthorization measure among a representative sample of likely November 2025 voters, likely based on a continuing environment of public distrust and perceptions of the impacts of homelessness.

Unless voters approve an extension of the SHS program, it will expire in 2031. If no extension is approved by voters in 2025, it is expected that county partners and providers would need to begin preparing ramp-down plans in the coming years.

ATTACHMENTS

None

Materials following this page were distributed at the meeting.

Portland Streetcar Montgomery Park Extension

Locally Preferred Alternative

Metro Council Briefing | June 24, 2025



PBOT
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Regional priorities

Table 2. HCT regional priority investment corridors by tier

| Tier | Tier description | Explanation | ID | Corridor |
|------|---------------------|--|-----|-------------------------------|
| 1 | Near-term corridors | Corridors most viable to advance into implementation in the next 4 years. | | |
| | | Tier 1 corridors include those with adopted locally preferred alternatives or have active work underway. They were <i>not</i> included in the evaluation detailed in the HCT vision development process section above because corridor-specific detailed analysis has already been done and the region has already identified these corridors as a priority. | C7 | 82nd Ave |
| | | | C16 | Tualatin Valley Highway |
| | | | C29 | Southwest Corridor |
| | | | C30 | Interstate Bridge Replacement |
| | | | C28 | Montgomery Park Streetcar |



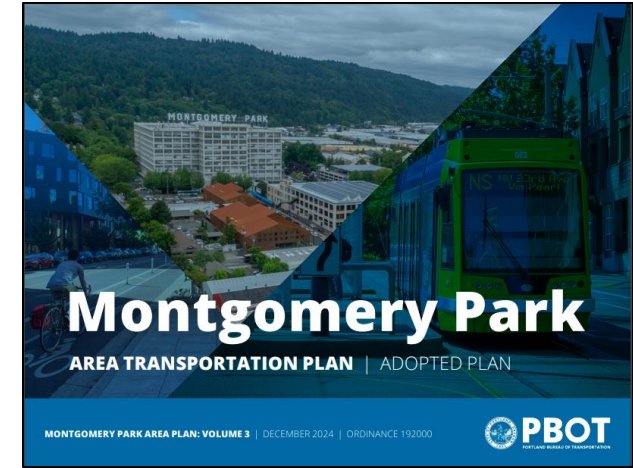
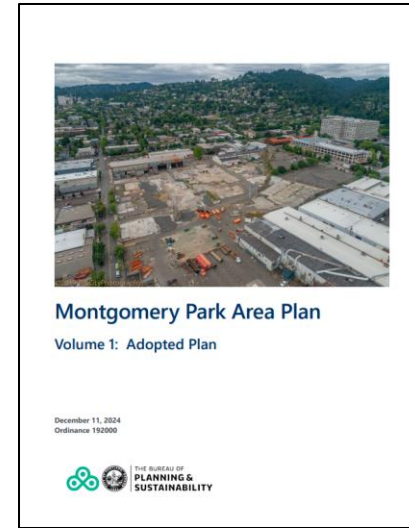
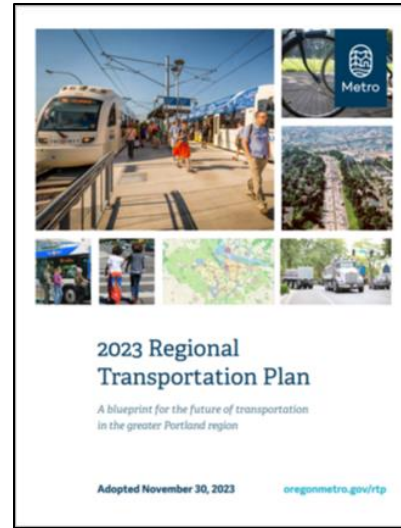
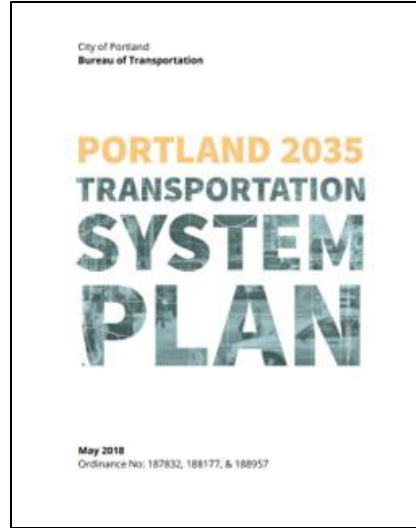
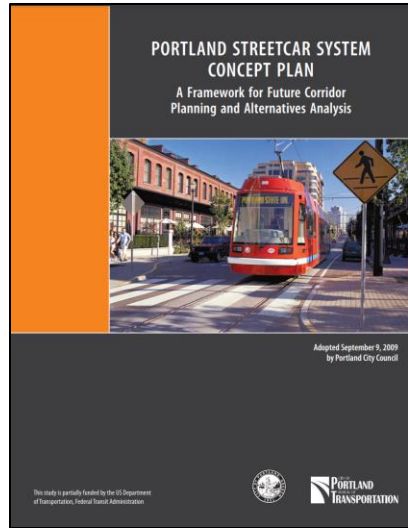
HIGH CAPACITY TRANSIT Strategy

FULL REPORT

Adopted November 30, 2023

Project background

- This extension has been in several planning efforts beginning in 2009:



- Montgomery Park Area Plan and Locally Preferred Alternative** were adopted by City Council in December 2024
- Project is in Financially Constrained **Transportation System Plan**, the **Regional Transportation Plan** (update needed), and the **Regional High Capacity Transit Strategy**

Advancing regional goals

Regional Growth



Supports 2040 Growth Concept by serving an extension of Northwest Town Center and NW 23rd Ave Main Street

Part of **regional high-capacity transit network**

Housing + Jobs



Thousands of new housing units in a high-opportunity area + 200 affordable units upfront

400+ middle-wage jobs onsite and access to low-barrier industrial jobs

Equity



Increases multimodal options and access in one of the most transit-dependent areas of the state

Commemoration of York through public art

Climate



High density, sustainable growth that supports reduced VMT

Emission-free transit mode connecting people to rest of regional transit network

Community engagement

Phase 1 | MP2H

Fall 2019 – Winter 2021/22

- **7 Project Working Group Meetings**
- **1 Kickoff Open House**
 - 25 participants
- **1 Urban Design Concept Open House**
 - 69 participants
- **2 Community Based Organization Partnerships**
 - 2,500 e-newsletters
 - 2,000 mailers
 - 192 survey responses
 - 70 conversations
 - 3 virtual community forums
- **1 Comment Period for Draft Plans**
 - 3,000+ mailers
 - 60+ comments and letters
- **Meetings with Neighborhood Organizations and Business Associations**

Phase 2 | Extension and MPAP

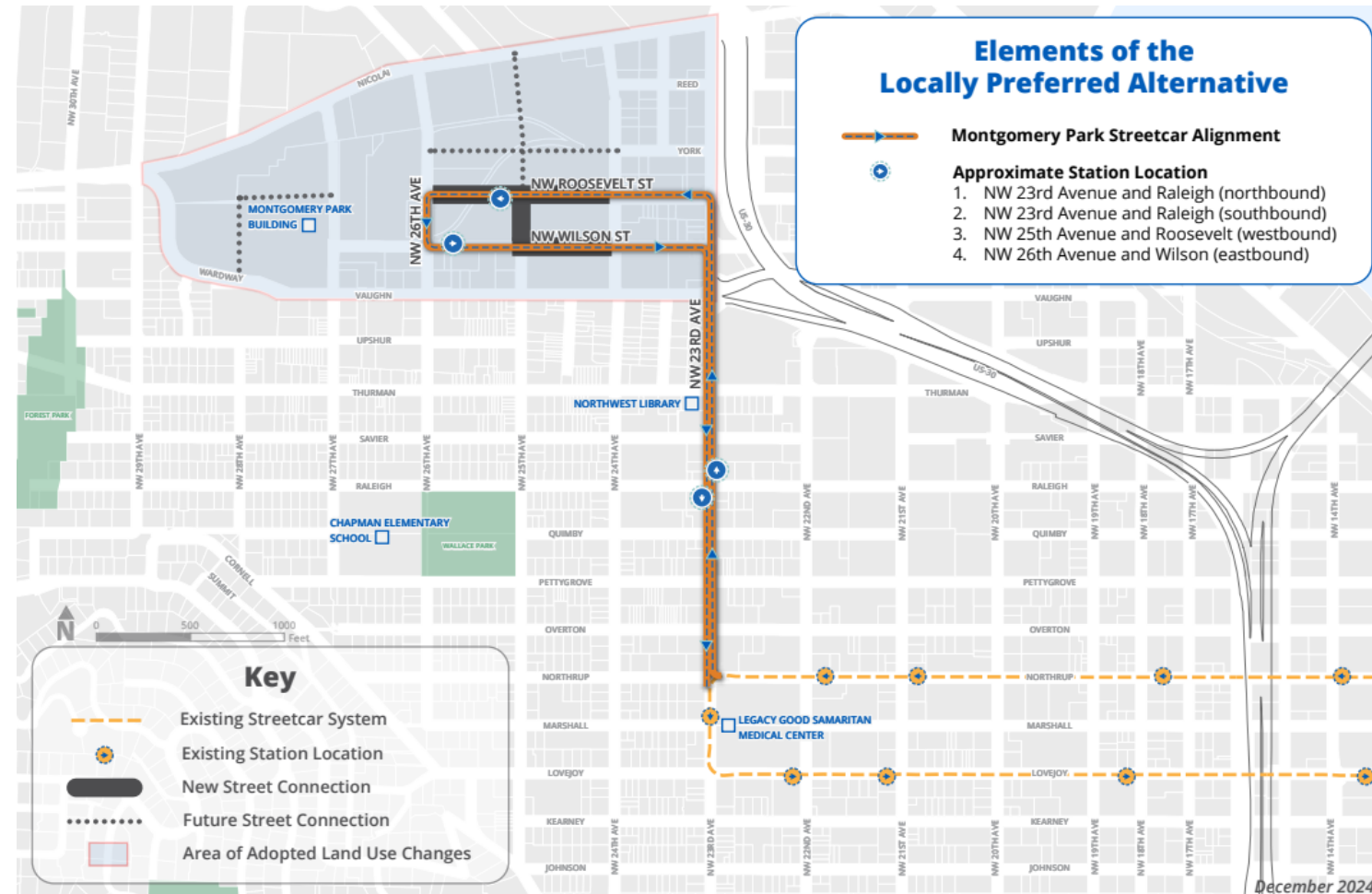
Spring 2023 – Winter 2024/25

- **7000+ Postcards**
- **1 Online Open House and Survey**
 - 179 respondents
- **1 Northwest Parking District Open House**
 - 50 attendees
- **42 Businesses Canvassed**
- **4 Days Spent Tabling, Canvassing, and Conducting Intercept Surveys**
 - 127 conversations
- **Meetings with Neighborhood Organizations, Business Associations, and Area Property Owners**
- **1 Design Character Workshop**
 - 30 attendees
- **1 Urban Design Focus Group (BIPOC-centered)**
- **Meetings with York Collective**



The Locally Preferred Alternative

- Describes transit mode, alignment, and approximate station locations for project
- **0.65 one-way route mile extension of NS Line** using two-way movement on NW 23rd Avenue and new one-way parallel couplet on NW Roosevelt, Wilson, and 25th
- **Station locations at** NW 23rd and Raleigh (northbound and southbound), NW 25th and Roosevelt (westbound) and NW 26th and Wilson (eastbound)



Portland Streetcar Montgomery Park Extension Project Elements

Streetcar Extension Alignment



Approximate Station Location

1. NW 23rd and Raleigh (northbound)
2. NW 23rd and Raleigh (southbound)
3. NW 25th and Roosevelt (westbound)
4. NW 26th and Wilson (eastbound/End of Line)

New Multimodal Street Connection



Street Rehabilitation

Includes utility, stormwater, and accessibility upgrades



Existing Portland Streetcar NS Line



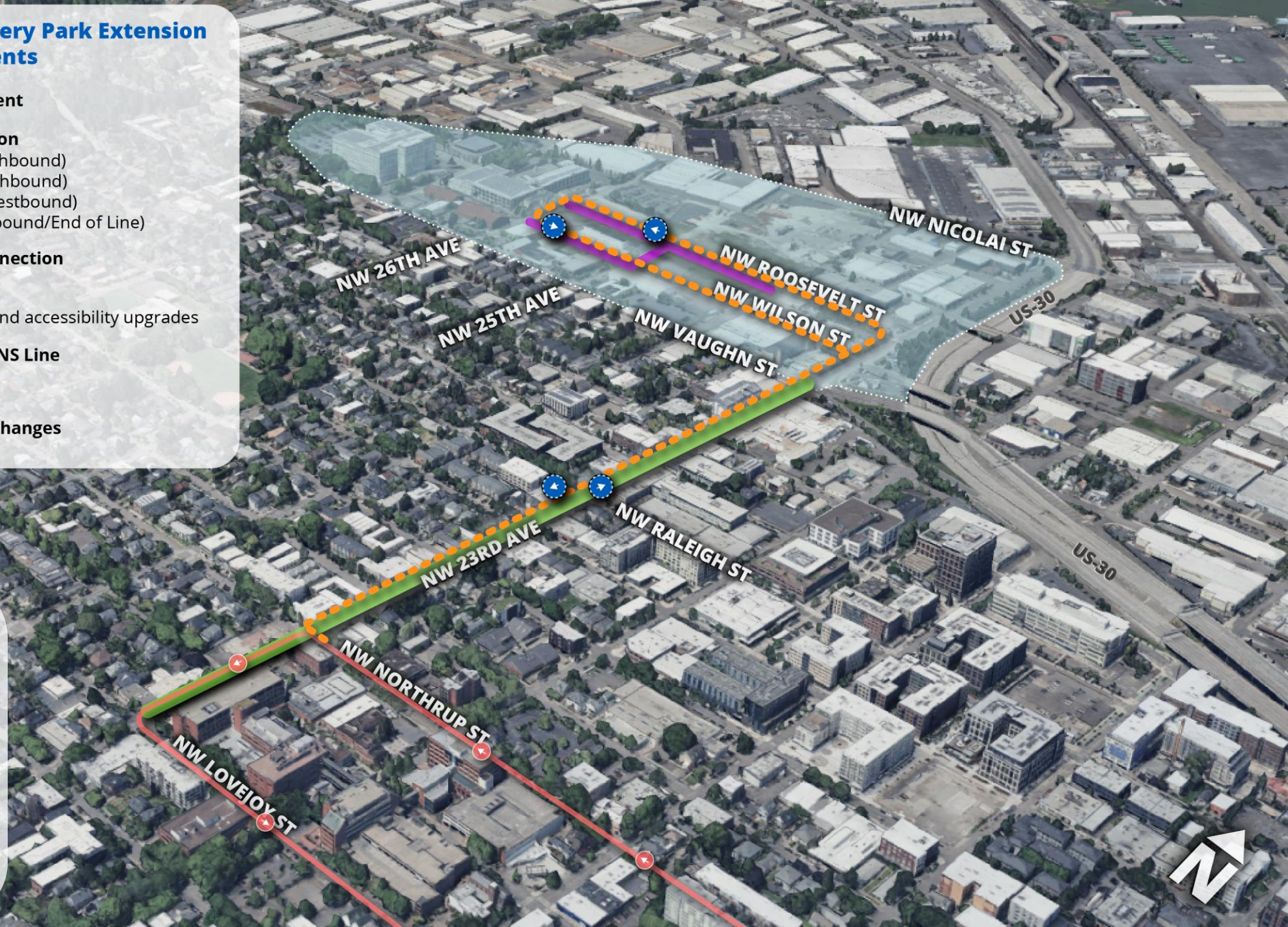
Existing Station Location



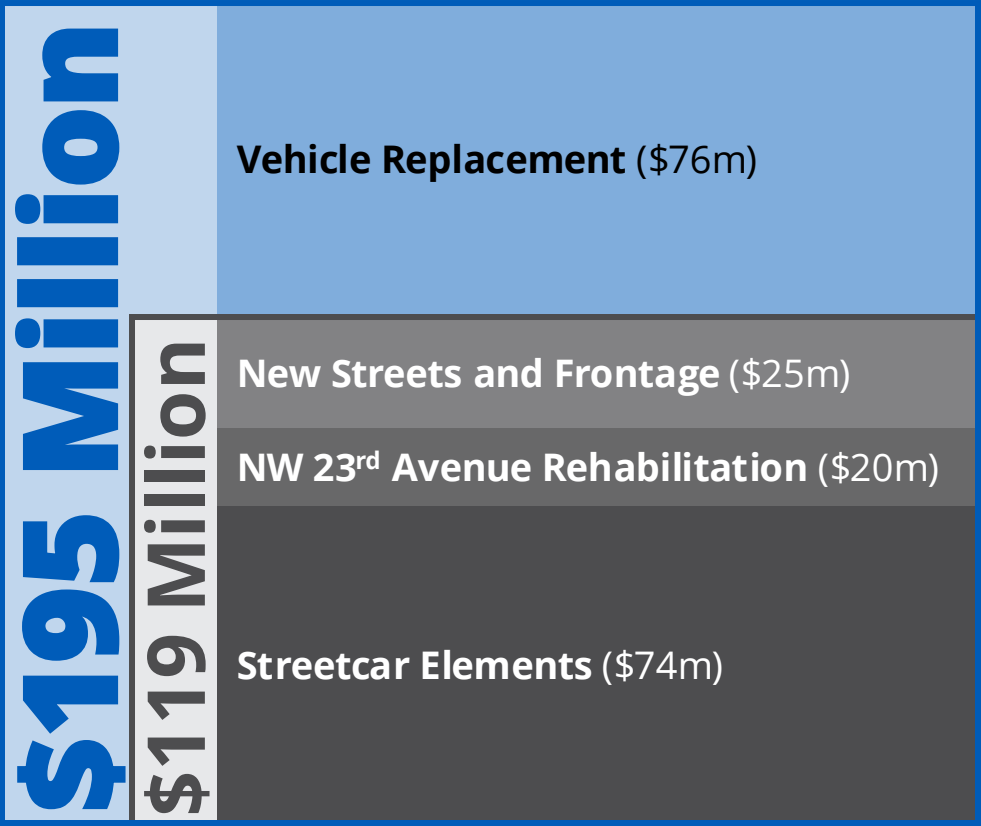
Area of Adopted Land Use Changes

Project Also Includes

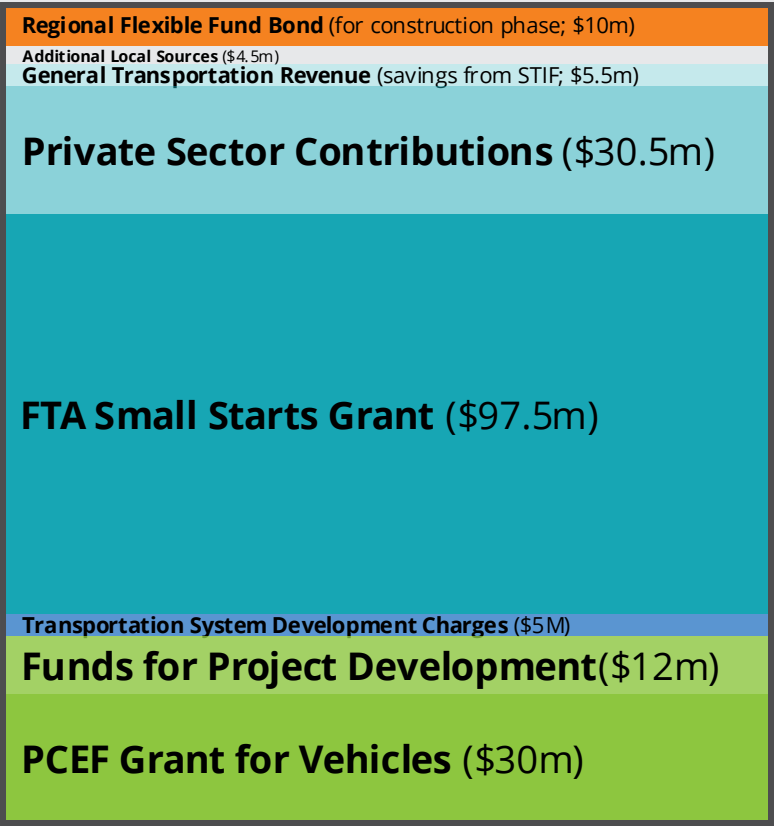
The purchase of up to 12 hybrid off-wire capable vehicles



Funding the project



Project Cost



Capital Sources

\$10 Million Metro RFFA bond (*under consideration*)

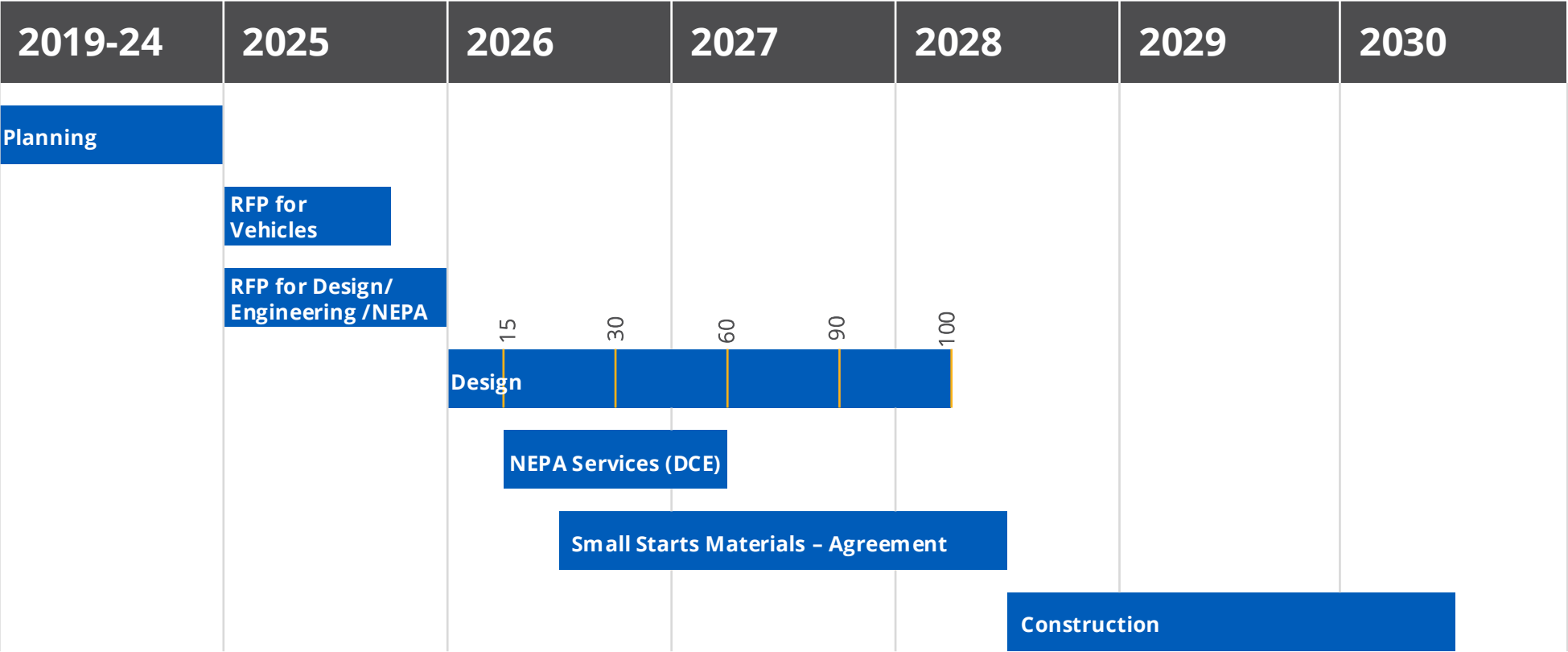
\$4.5 Million TBD

\$133.5 Million planned
Includes right-of-way dedication, Local Improvement District contributions, and additional private sector contributions

\$5 Million budgeted

\$42 Million committed local funding

Project timeline (by calendar year)



LPA endorsement timeline

| Committee/Body | Introduce LPA | LPA Endorsement |
|----------------|---------------|-----------------|
| MTAC | April 16 | June 18 ✓ |
| MPAC | May 28 | June 25 |
| TPAC | May 2 | June 6 ✓ |
| JPACT | May 15 | June 26 |
| Metro Council | June 24 | July 31 |

Future RTP Amendment: Timing TBD

Thank you.

Contact:

Shawn Canny

City Transportation Planner
Area Planning and Project Development

shawn.canny@portlandoregon.gov



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Resource slides



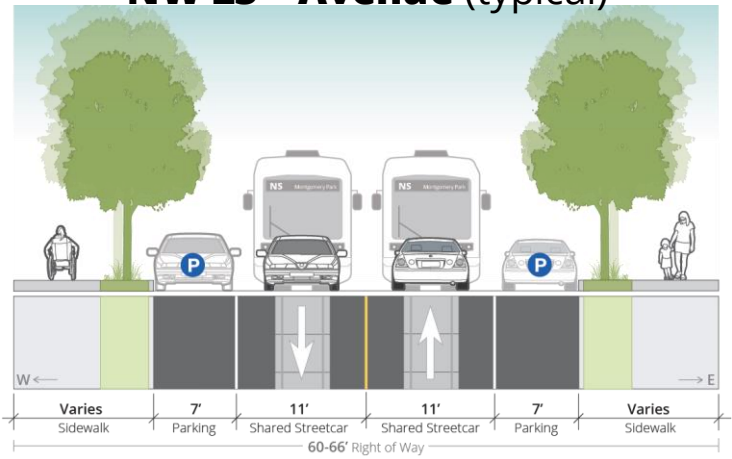
PBOT
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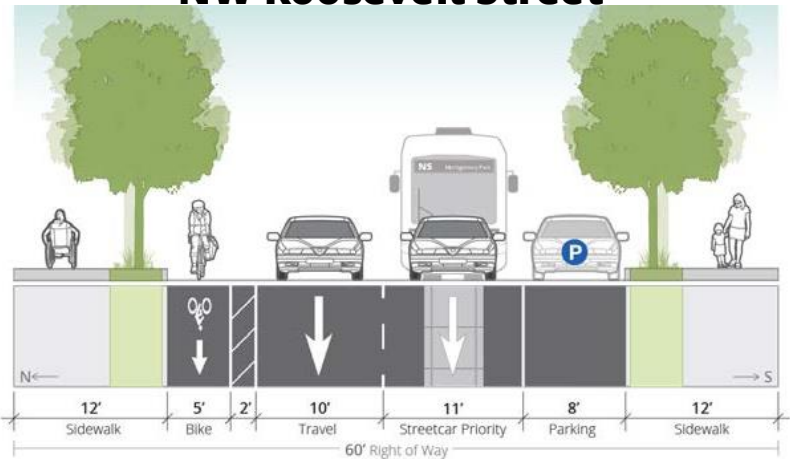
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Cross sections (may be refined)

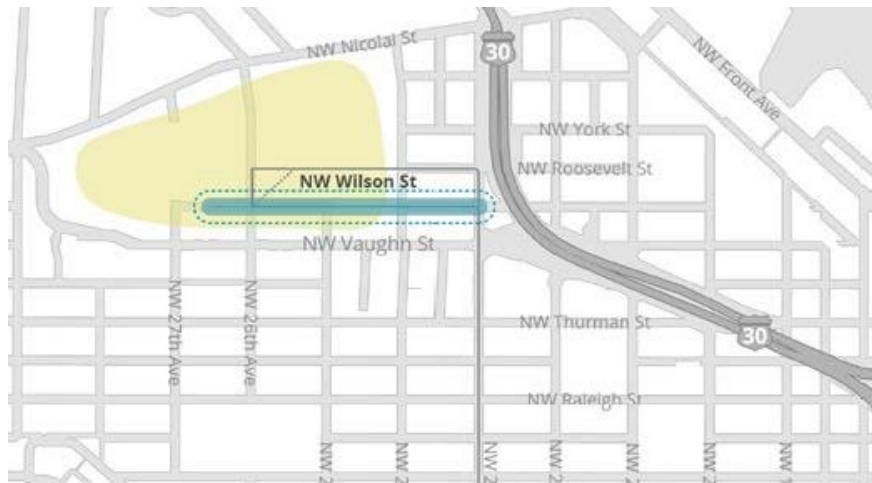
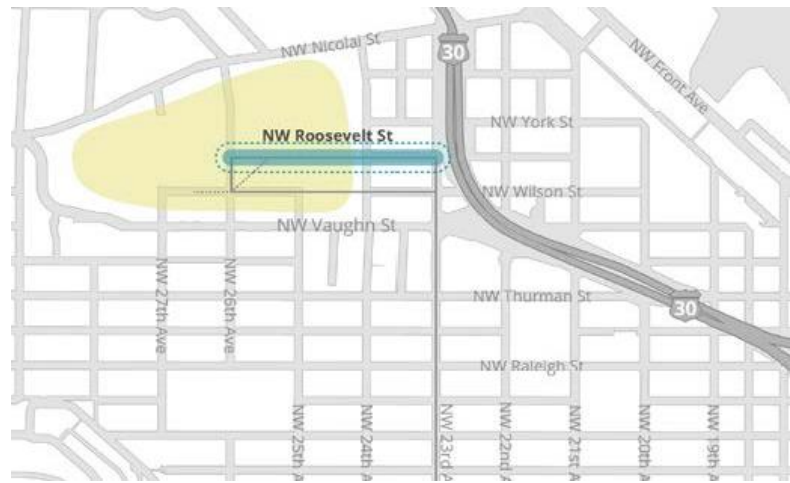
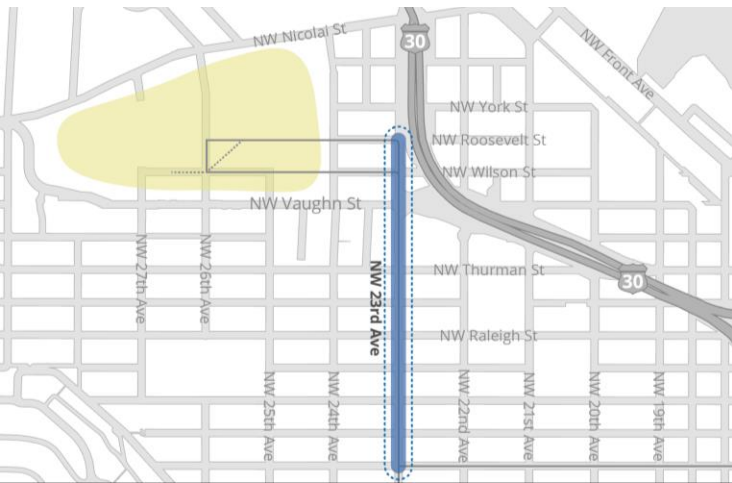
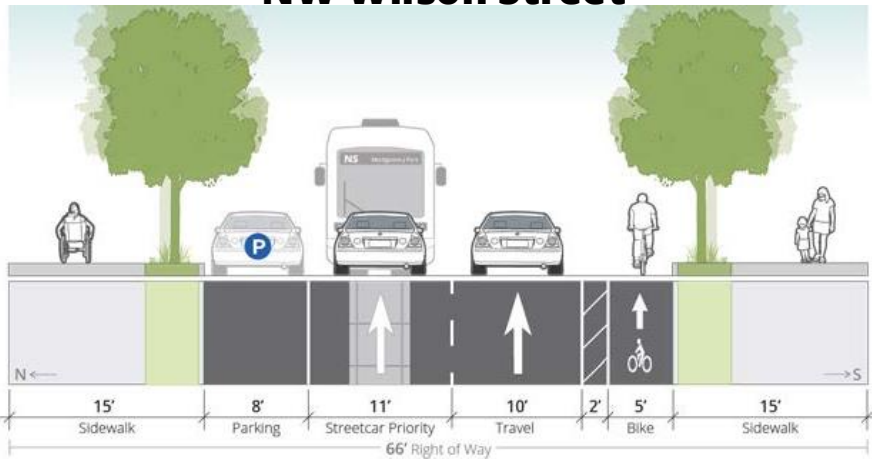
NW 23rd Avenue (typical)



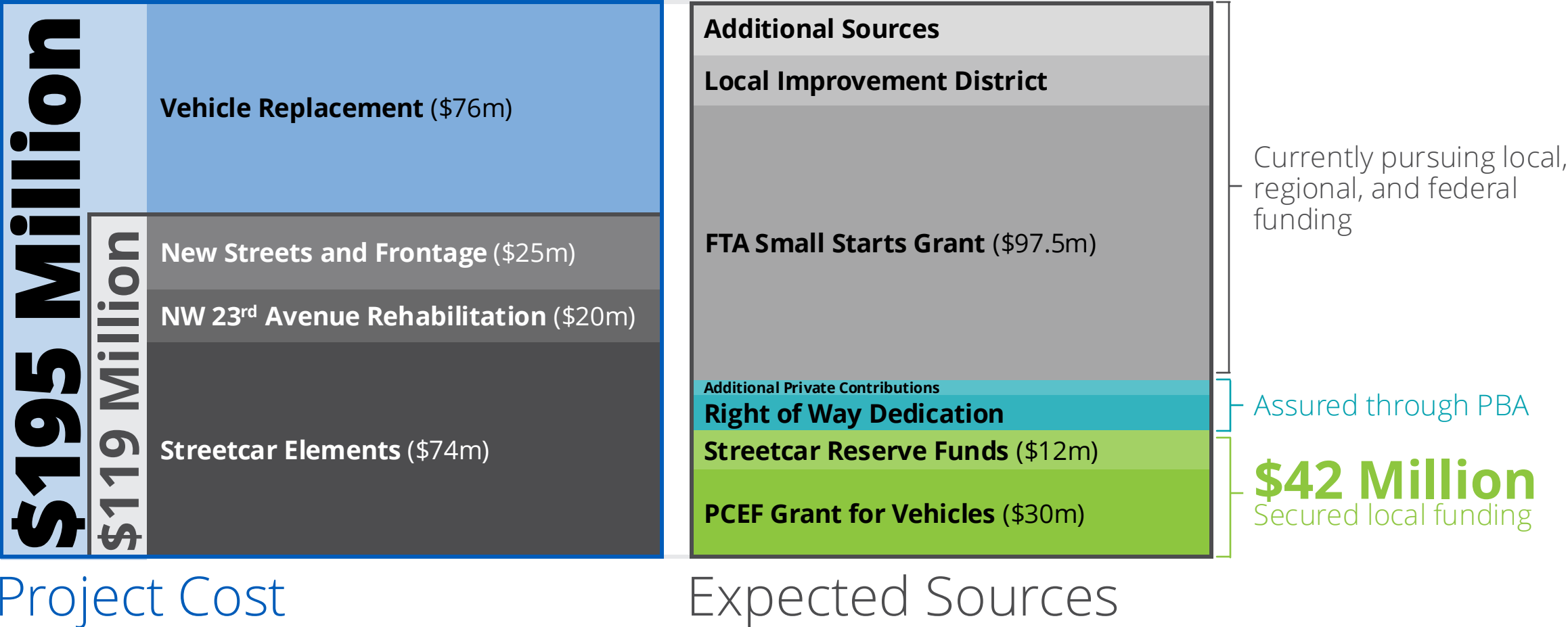
NW Roosevelt Street



NW Wilson Street



Funding the project



Projected outcomes

Housing



- 3000+ new units
- 200+ income restricted units
- Capacity for 4000+ new residents

Economic development



- 4000+ new jobs in a variety of fields
- 400+ jobs targeted as middle-wage
- 500,000+ square feet of employment space
- Affordable commercial space

Public realm



- 1 acre park
- 12-15 foot sidewalk corridors
- Placemaking and public art commemorating York

Transportation



- Streetcar extension to area
- 3000+ new daily riders, half of whom are expected to be transit dependent
- Rehabilitation of NW 23rd Avenue Main Street
- Multimodal extensions of streets

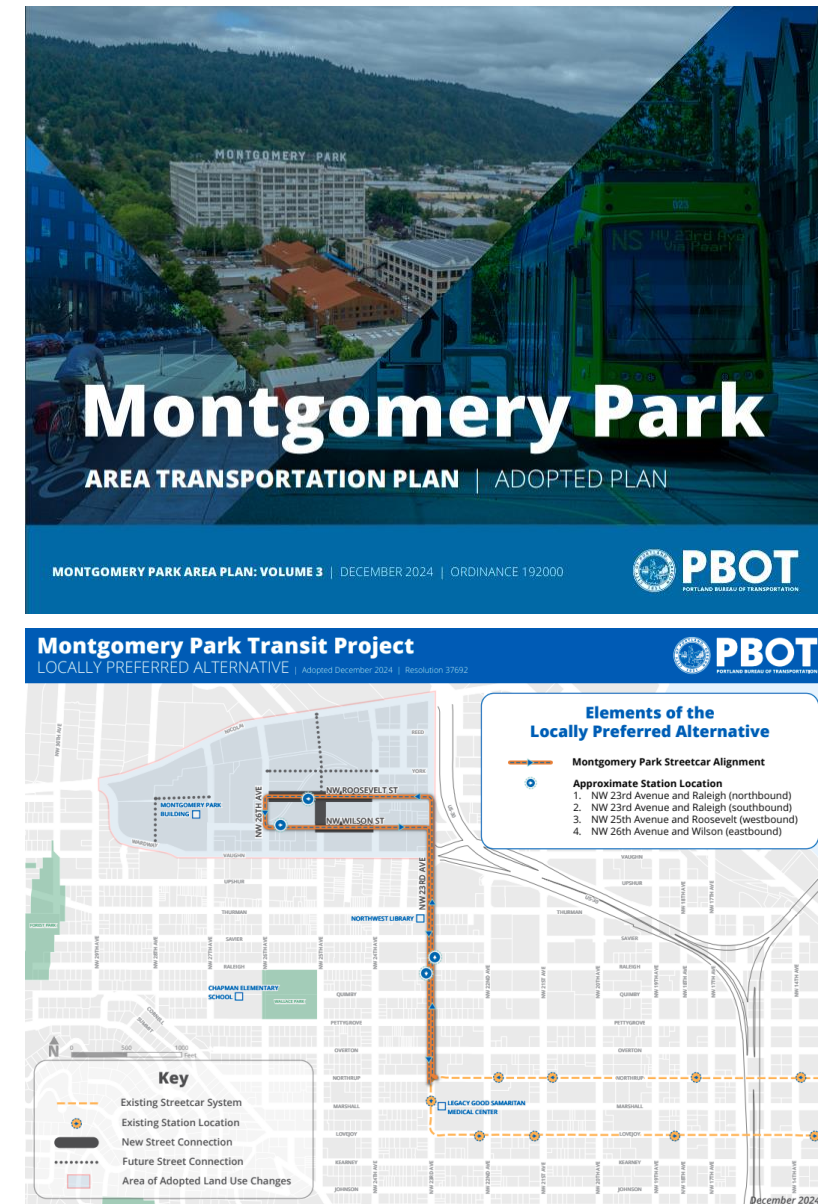
Status update

COMPLETED DURING PREVIOUS QUARTER:

- Concurrence from FTA regarding Special Rule for Rolling Stock Request (November 2024)
- Adoption of land use and transportation plan (December 2024)
- Adoption of Public Benefits Agreement (December 2024)
- City adoption of Locally Preferred Alternative (December 2024)
- Accepted into Project Development phase (January 2025)

NEXT STEPS:

- Completion of IGAs with project partners
- Release RFPs for design services and vehicle procurement
- Adoption of project into MTIP and STIP
- Adoption of LPA into financially-constrained RTP



A dense, transit-oriented future



An extension of the growing Northwest Town Center served by emission-free streetcar transit

New multimodal streets serving a new Pedestrian District

Rehabilitation of NW 23rd Ave, a Main Street

Retention of industrial lands east of US-30/north of NW Nicolai St



Public benefits agreement toward equitable development

200+ affordable housing units upfront, or through increased IZ

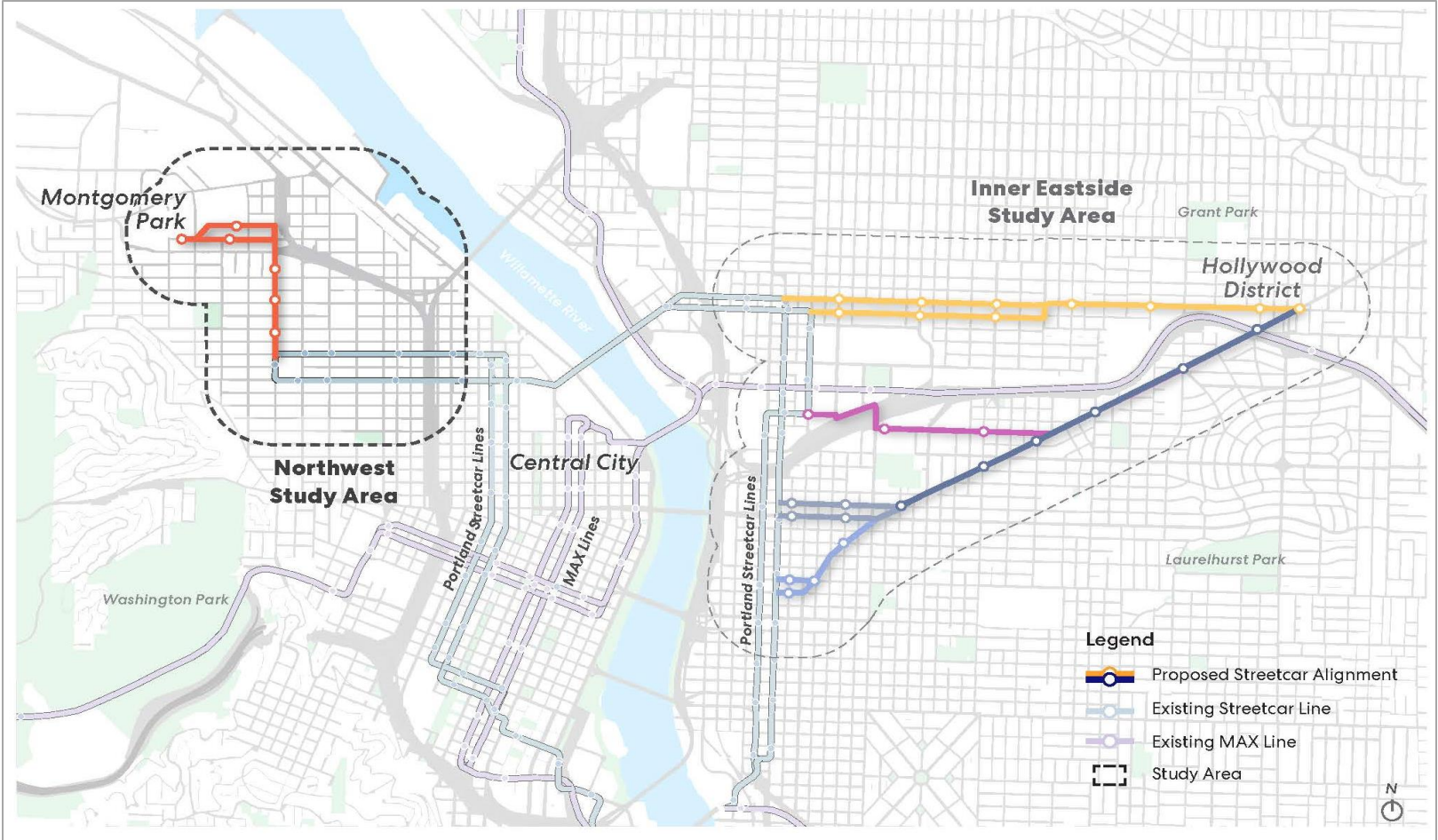
400+ new middle-wage jobs and affordable commercial space incentive

A new 1-acre park in the area

Commemoration of York through public art



Background – Montgomery Park to Hollywood Study



Plan and implementation tools

Comprehensive Plan and Zoning Map

- Changed designations to accommodate a wider and more intense array of uses
- Retained industrial zoning/limit industrial land loss east of Highway 30

New Zoning Plan District

- Created standards to realize public benefits and transit-oriented development

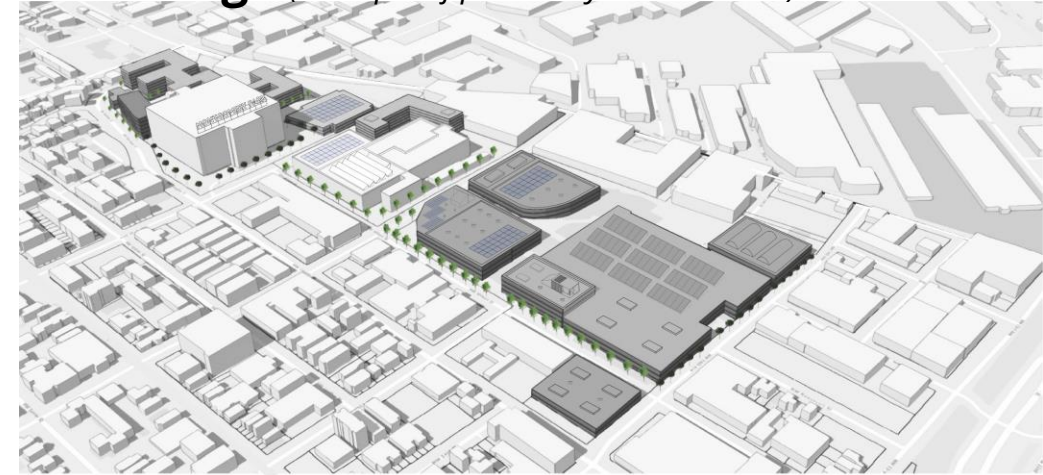
Public-Private Benefits Agreement

- Capturing benefits for the broader community

Transportation Plan Elements

- Updated street classifications in TSP
- New streets and street standards
- Multimodal transportation design recommendations with centerpiece Streetcar Extension project
- New Pedestrian District

No change *(example of previously allowed uses)*



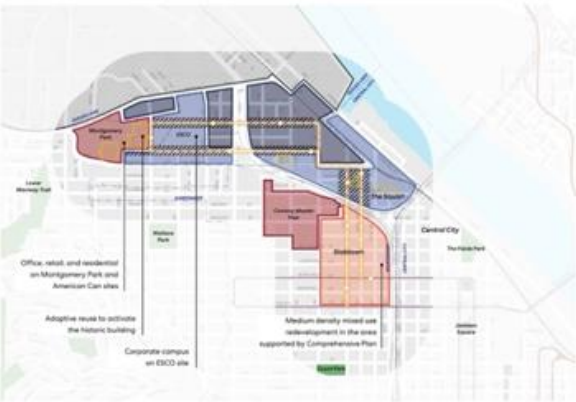
Plan vision *(example of types and scale under adopted uses)*



Northwest Scenarios Considered

Scenario 1 Industrial

- High Density Mixed Use
- Medium Density Mixed Use
- Medium Density Employment
- Light Industrial & Creative Office
- Industrial Main Street Overlay*
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar
- Plan District Boundary
- * Industrial Main Street Overlay considers additional development standards and guidelines



Scenario 2 Employment

- Medium Density Mixed Use
- High Density Employment*
- Medium Density Employment
- Light Industrial & Creative Office
- Main Street Overlay*
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar
- Plan District Boundary
- * Allows housing as a conditional use.
- * Main Street Overlay considers additional development standards and guidelines.



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

Scenario 3 Mixed-Use

- Medium Density Mixed Use
- High Density Employment
- Medium Density Employment
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar
- Plan District Boundary



Scenario 4 Hybrid 1+3 (preferred)

- High Density Mixed Use
- Medium Density Mixed Use
- Medium Density Employment
- Light Industrial
- Industrial Main Street Overlay*
- Historic/Cultural Building Preserved
- Heavy Industrial
- Proposed Transit Alignment
- Existing Streetcar
- Plan District Boundary
- * Industrial Main Street Overlay considers additional development standards and guidelines



SCENARIO 1: INDUSTRIAL

SCENARIO 2: EMPLOYMENT

SCENARIO 3: MIXED USE

Evaluating transit alternatives

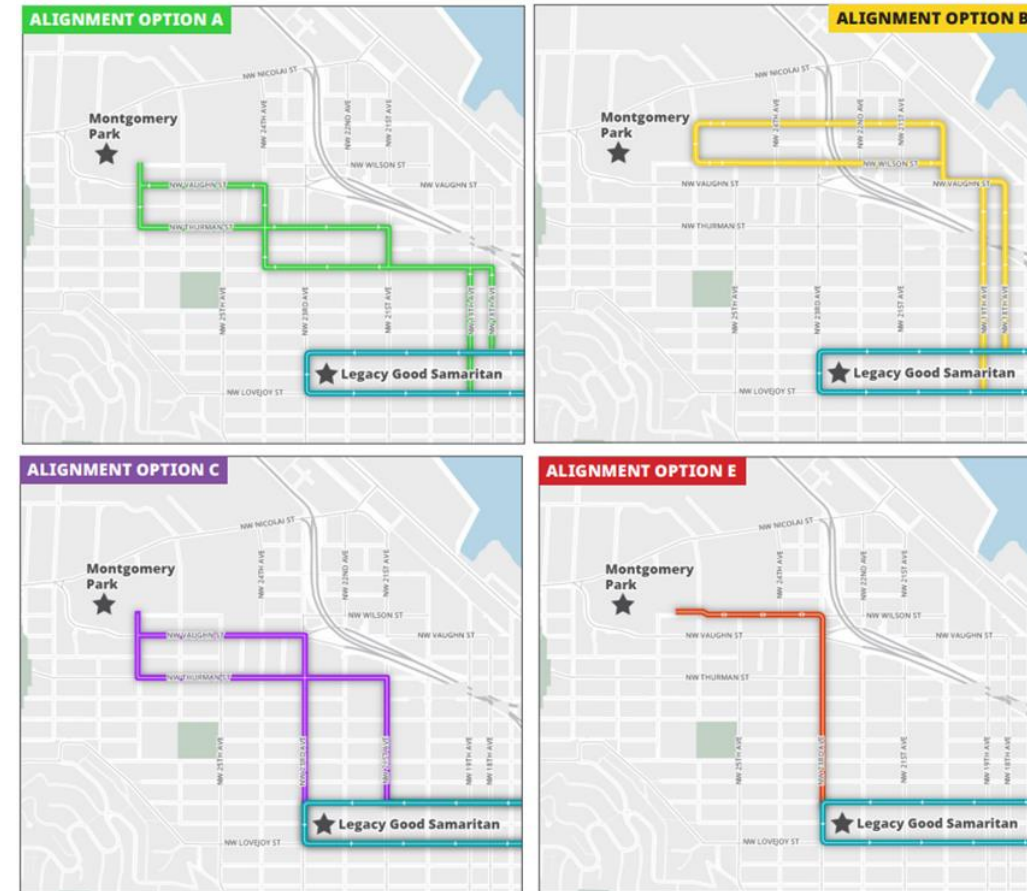


Getting to the Locally Preferred Alternative

- **Developed over five years** as part of MP2H and MPAP process
- **Included community engagement, research, and analysis** of alternative scenarios and alignments
- **Chosen for effectiveness, policy support, feasibility, and ability** to serve area of greatest expected change











Extension identified as priority in adopted plans:

- **Portland Streetcar System Concept Plan** (2009)
- **Transportation System Plan** Financially Constrained Project (2018)
- **Regional Transportation Plan** Financially Constrained Project (2018)
- **Regional Transit Strategy** (2018) and **High Capacity Transit Strategy** (2023)



Getting to the Locally Preferred Alternative



| CRITERION | SCORE | CONSIDERATION FOR PREFERRED ALTERNATIVE |
|---|--|---|
| CAPITAL COST AND FEASIBILITY |  | Length makes this alignment cost competitive, with one-block couplet supporting internal circulation and phased land development |
| OPERATING COST |  | Minimal increases in operating cost compared to other alternatives, due to direct route and length of alignment |
| RIDERSHIP POTENTIAL |  | Would serve the area of most development potential directly, while serving the vibrant Main Street of NW 23rd Avenue |
| COMPATIBILITY WITH EXISTING TRANSIT |  | Utilizes streets prioritized for transit while tying efficiently into existing streetcar system; would share stations with buses |
| TRAFFIC AND OPERATIONS |  | Transportation modeling analyses indicate that impacts are minimal overall, and any issues can be mitigated effectively |
| MOBILITY IMPROVEMENTS |  | Would include multimodal improvements on new streets with connections to broader network, while creating a couplet through area with existing limited access; one-block couplet easily accessible |
| CONSISTENCY WITH ADOPTED PLANS AND POLICY |  | Supports preservation of prime industrial land east of Highway 30 and utilizes a Main Street prioritized for transit operations and access |
| NEW HOUSING OPPORTUNITY |  | Creates a direct route to/through area of highest development potential while preserving development options north of NW Roosevelt Street |
| NEW JOBS OPPORTUNITY |  | Creates a direct route to/through area of highest development potential while preserving development options north of NW Roosevelt Street |
| FUNDING POTENTIAL |  | Requires lower capital costs and limited LID participation compared to alternatives; federal funding can help pay for NW 23rd Avenue |



What we learned through engagement

KEY TAKEAWAYS

WHAT WE LEARNED DURING PHASE 1

- **Desire for a broad and inclusive mix of land uses** including affordable housing, jobs, and services supported by multimodal transportation options
- **Interest in a dense, connected, and walkable urban district** with industrial uses intermingled and preserved if possible
- **Desire for improved safety** for people walking, rolling, biking, accessing transit, and driving in the area
- **Interest in more services and amenities**, including businesses that serve households of varying income levels
- **Desire to ensure that underserved community members have access** to benefits of investments and growth
- **Concern about neighborhood change** and the potential for gentrification and displacement
- **Concern that major investment in the area may lead to loss of jobs and neighborhood businesses**, especially industrial businesses offering well-paying jobs that benefit communities of color
- **Concern about impacts of the streetcar extension** to parking and small business access along NW 23rd Avenue and in the Montgomery Park Area

KEY TAKEAWAYS

WHAT WE LEARNED DURING PHASE 2

- **Overall majority support for the streetcar project** and desire for more transit opportunities in Northwest Portland and throughout the city
- **Interest in placemaking opportunities in the area**, especially along NW 23rd Avenue around the alignment
- **Desire for improved safety** for people walking, rolling, biking, accessing transit, and driving in the area
- **Interest in being involved more** in future phases of the project
- **Desire for more pedestrian focus and bicycle infrastructure** in the project area
- **Concern about using newer technologies for the streetcar extension** like utilizing batteries instead of overhead wires
- **Concern about impacts of the streetcar extension** to vehicle parking and movement along NW 23rd Avenue
- **Concerns about the potential costs and funding sources of the project**, as well as the impacts of a Local Improvement District to affordability in the area
- **Concerns about livability** and potential negative impacts of the streetcar extension and continued growth affecting crime, traffic, and living costs
- **Some opposition to the streetcar project**, with some individuals questioning the value of the project for Northwest Portland


June 24, 2025

June 2025 Formal MTIP Amendment I-5 IBR Program

Jean Senechal Biggs, Metro
Greg Johnson & Ray Mabey, IBR Program



Metro Council Notification and Overview

- **Draft Resolution 25-5503**
 - **Exhibit A (MTIP Worksheets)**
 - **Staff Report with 4 attachments:**
 1. Modified Local Preferred Alternative (LPA)
 2. Oregon Transportation Commission Staff Report (May 8, 2025)
 3. IBR Major Project Assessment Evaluation (Draft)
 4. Potential Construction Packages
- 

I-5 IBR Program Amendment Bundle

| Key | 21570 | 23876 | 23877 |
|--------|--|--|--|
| Name | I-5: Columbia River (Interstate) Bridge | I-5 OR & WA Pre-completion Tolling Signage | I-5: Columbia River Bridge Replacement |
| Status | Existing programmed, non-construction phases | Adding a new construction and “other” phase project | Adding a new project PE and construction phase project |
| Action | <ul style="list-style-type: none">• Adds new ROW and UR phases• Funding increases from \$103 million to \$554.629 million | <ul style="list-style-type: none">• Add construction & other phases totaling \$22.59M• Install signage, toll gantries, electrical systems and related structures in preparation of new tolling operations | <ul style="list-style-type: none">• Work will support construction of two new bridges to accommodate highway, transit, and active transportation modes.• Adds \$1.478 billion |

PE = Preliminary Engineering, ROW = Right-of Way Acquisition, UR = Utility Relocation



Memo



Date: Friday, May 30, 2025
To: Transportation Policy Advisory Committee (TPAC) and Interested Parties
From: Blake Perez, Associate Transportation Planner
Jean Senechal Biggs, Resource Development Section Manager
Subject: 2024-27 MTIP Formal Amendment Request: Interstate Bridge Replacement Program
Major Project Assessment Summary

Purpose: The purpose of this assessment is to document how the proposed Metropolitan Transportation Improvement Program (MTIP) amendment performs in accordance with local, regional, and state transportation policies, as well as how the project addresses the five goal areas of the 2023 Regional Transportation Plan (RTP).

Introduction and Background:

The MTIP is a federally required document that helps track and manage regionally significant transportation investments. The MTIP is a list of transportation projects and programs that are scheduled to receive federal transportation money for the four-year reporting period. An active MTIP may be amended if additional funding becomes available. The Metro Council adopted the 2024-27 MTIP in July 2023.

The proposed formal amendment to the 2024-27 MTIP adds funding to the preliminary engineering phase and adds the right of way, utility relocation, and construction phases to the Interstate Bridge Replacement Program (IBR). In 2021, a 2021-2024 MTIP amendment was made to include preliminary engineering for the IBR Program. As part of that 2021 amendment process, Metro completed a similar project assessment.

The proposed amendment includes pre-completion tolling work. Beginning in 2027, the IBR Program plans to implement pre-completion tolling on the existing Interstate Bridge while the new bridge is under construction. Establishing pre-completion toll operations before the new bridge opens will provide a source of revenue to pay current interest on the debt, thereby minimizing capitalized interest costs while also providing direct capital funding on a pay-as-you-go basis. All-electronic, time-of-day variable-rate tolling will follow a fixed schedule and is assumed for both travel directions. Additionally, Program partners have adopted time-of-day variable-rate tolling as a key component of the Modified Locally Preferred Alternative, which is currently undergoing NEPA analysis.

The Modified LPA refers to an agreed upon set of components that will be further evaluated through the federal environmental review process. It is not the replacement bridge's final design but rather a key milestone setting the Program's direction as further analysis evaluates the plans for a replacement multimodal river crossing system.

This Major Project Assessment models, reviews, and evaluates a complete build of the IBR Program against local, regional, and state transportation policies, and the five goals of the adopted 2023 Regional Transportation Plan (RTP). This evaluation shows how adding the IBR program funds to the 24-27 MTIP

What's in the Major Project Assessment Evaluation?

- ✓ Introduction, brief history, and proposed MTIP amendment phases
- ✓ Consistency with local, regional, and State plans
- ✓ Consistency with RTP Investment Priorities
 - ✓ Evaluation methods (RTDM, MOVES, GIS)
 - ✓ Summary tables

Approval Process

“Two-touch” approach

Today: No action – presentation and discussion only

July 24: Metro Council consideration of JPACT recommendation



Greg Johnson
IBR Program Administrator

Ray Mabey
Assistant IBR Program Administrator

Interstate Bridge Replacement Program

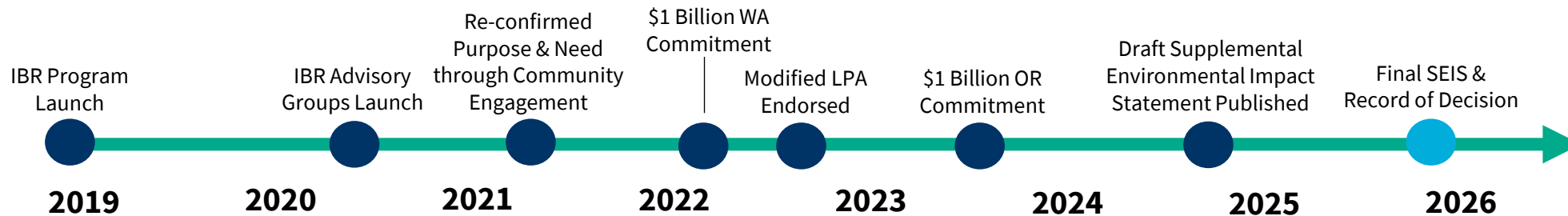
Metro Council Meeting

June 24, 2025

Advancing Our Shared Community Vision

► IBR Program Partners

- Federal Highway Administration & Federal Transit Administration
- ODOT & WSDOT
- TriMet & C-TRAN
- Metro & SW Regional Transportation Council
- City of Portland & City of Vancouver
- Port of Portland & Port of Vancouver



Thank you for your ongoing partnership to move the IBR Program forward!

Building Bridges Throughout the Community

- ▶ **Lynn Valenter, Co-Chair (WA) IBR Community Advisory Group**
 - Vice President of Finance at Reed College
 - *“The greatest gift I can give to the community is to help get this bridge built.”*
- ▶ **Ed Washington, Co-Chair (OR) IBR Community Advisory Group**
 - Director of Outreach & Community Engagement in Global Diversity & Inclusion for Portland State University
 - *“When I lived in VanPort this bridge was important and carried so many vehicles and people everyday. Today, over 70 years later, this bridge is still very, very important. We depend on this bridge. We need this bridge.”*

IBR Local, State, Regional and National Significance

- ▶ With I-5 as the most important freight corridor on the West Coast, replacing and modernizing the aging bridge is essential to support regional and national commerce.
- ▶ With one span more than a century old, delaying replacement jeopardizes the states' ability to reduce crashes, improve safety, and maintain access on a major freight and commuter corridor.
- ▶ IBR investments will ensure our infrastructure can withstand a major earthquake and maintain access for travelers and life-saving services.
- ▶ The anticipated gross total economic benefit from construction is nearly double the cost to build the program.



For every **\$1 billion** spent on construction, it is estimated that **5,500 direct jobs and 10,900 indirect jobs** will be supported.



IBR Program Investments



Program Schedule



Construction activities could begin as early as 2026, with the estimated total construction timeline lasting 10-15 years.

Proposed Funding Sources

► Cost Estimate: \$5B - \$7.5B

| | Status | Expected Value |
|--|------------------------|--------------------------|
| Existing State Funding | Committed | \$100 M |
| Connecting WA Funding—Mill Plain Interchange | Committed ¹ | \$117 M |
| Move Ahead WA Funding | Committed | \$1,000 M |
| Oregon Funding Contribution | Committed | \$1,000 M |
| FHWA Bridge Investment Program Grant | Committed ² | \$1,500 M |
| USDOT Mega Grant | Committed | \$600 M |
| USDOT Reconnecting Communities Pilot Grant | Committed | \$30 M |
| Toll Funding | Committed ³ | \$1,100 – 1,600 M |
| FTA New Starts CIG Funding | Prospective | \$900 - 1,100 M |
| IBR Funding Totals | | \$6,347 – 7,047 M |

Updated as of 02.28.2025

¹ These funds were deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

² Combines \$1 M BIP Planning Grant (2022) and \$1.499 B BIP Construction Grant (2024)

³ Legislative authorization to toll has been secured in both states and toll funding of \$1.24 B has been confirmed by both states at toll rates assumed in the 2023 Financial Plan under a base case financing scenario. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.

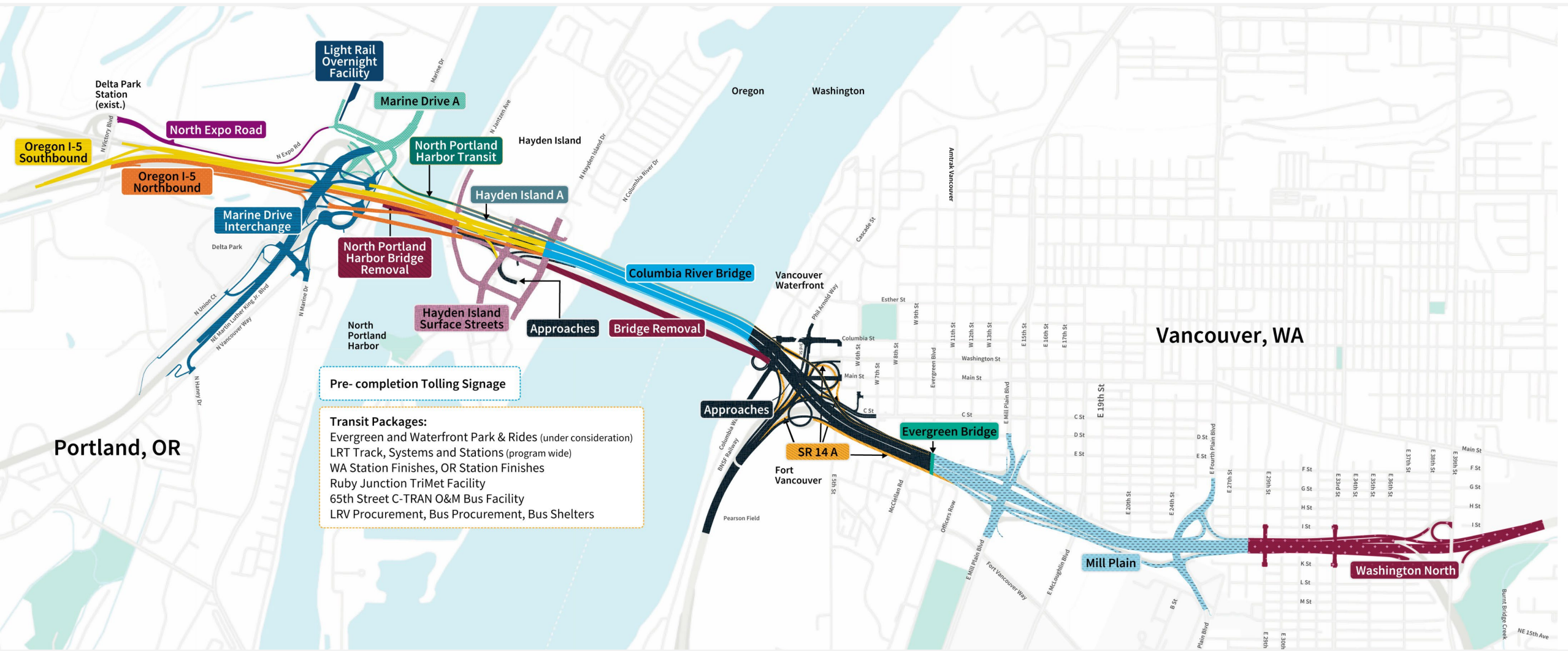
June 24, 2025

Federal Grant Information

| | USDOT National Infrastructure Project Assistance (Mega) Grant | FHWA Bridge Investment Program Grant | USDOT Reconnecting Communities Pilot Grant | FTA Capital Investment Grant |
|-------------------------|--|---|--|---|
| Purpose | Large, complex projects that are difficult to fund. | Solely for bridges and crossings. Strong equity and climate component. | Projects focused on advancing and supporting the reconnection of communities divided by transportation infrastructure. | Funds transit capital investments. The major source of funding for IBR transit. |
| Flexible Funding | Yes – can be used for multimodal investments | No – can only be used for bridge and approaches | Yes – can be used for multimodal investments | No – can only be used for transit |
| Amount | \$600 million | \$1.5 billion | \$30 million | \$1 billion |
| Status | <ul style="list-style-type: none"> Grant awarded in 2023 Grant agreement executed \$10 million obligated* | <ul style="list-style-type: none"> \$1 million BIP Planning grant awarded in 2022 with all funding obligated \$1.49 billion grant awarded in 2024 Grant agreement executed \$950,000 obligated* | <ul style="list-style-type: none"> Grant awarded in January 2025 | <ul style="list-style-type: none"> Entered Project Development Phase September 2023 Full Funding Grant Agreement anticipated 2028 |

**Per the grant agreements, future obligations for the remaining funds will occur once the IBR Program reaches the construction phase*

Conceptual Packages Sequence



K21570 I-5: Columbia River (Interstate) Bridge

► Preliminary Engineering

– Description of work:

- Provides additional funding for costs associated with continuing PE work for early construction packages, as well as overall program management for the 2025-27 biennium.
- Includes approximately \$89 million for ODOT to reimburse WSDOT for PE activities undertaken to date.

► Right of Way

– Description of work:

- Allows the IBR Program to initiate the process to obligate right of way funds with adequate time to secure required approvals through the state right of way offices before beginning the acquisition process for early construction packages.
- Because the delivery of IBR investments is expected to be sequenced, formal discussions around property acquisitions will also be sequenced in conjunction with construction timelines.
- The IBR Program will do everything feasible to avoid and minimize potential impacts to property through final design and construction.

► Utility Relocation

– Description of work:

- The Program anticipates sharing preliminary designs with utility companies later this year, at which point some may need to begin their redesign work for the Program's initial construction packages.

K23877 I-5: Columbia River Bridge Replacement

► Preliminary Engineering

- **Description of work:** Complete final design of the Columbia River Bridge Replacement

► Construction

- **Description of work:** Construct the replacement I-5 bridge downstream of the existing bridge shore to shore over the Columbia River.
 - *Two new bridges to accommodate highway, active transportation and transit modes*
 - *Shoulders on I-5 to accommodate Bus on Shoulder and improve safety*

Illustration does not reflect the entirety of proposed IBR Program investments, or the property impacts that will result from final design.



K23876 I-5: OR & WA Pre-completion Tolling Signage

- ▶ Other Phase
 - **Description of work:**
 - *Begin early procurement for toll gantries and cantilever sign structures.*
 - *Due to long lead times, materials procurement must begin in fall 2025.*
- ▶ Construction Phase
 - **Description of work:**
 - *Initiate construction, including installation of new toll signage and two toll gantries, as well as electrical systems.*



On the Horizon

- ▶ **May – July 2025**
 - Pursue TIP/STIP Amendments in Oregon and Washington
- ▶ **Late 2025**
 - Cost estimate and financial plan update
 - Final Supplemental Environmental Impact Statement
 - *Ongoing coordination with federal lead agencies*
 - *Responses to public comments and refinements to design and technical analysis will be published in the Final SEIS*
- ▶ **Early 2026**
 - Amended Record of Decision (ROD) which gives federal approval to begin construction
 - *The IBR Program anticipates initiating the procurement process and releasing the first construction packages after the Program receives an Amended ROD*

Stay Connected & Get Involved



- ▶ Join us for IBR office hours, in person or virtually, and get your questions answered! Visit interstatebridge.org/calendar to schedule an appointment, email info@interstatebridge.org or call
- ▶ Sign-up for our monthly newsletter: interstatebridge.org/news
- ▶ Attend a program meeting or community engagement event: interstatebridge.org/calendar
- ▶ Comments? Questions? Email info@interstatebridge.org
- ▶ Follow us on social media: @IBRprogram
- ▶ Evaluate our presentation and share your demographic information with our QR code





For more information contact:

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360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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Thank you!

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Metro

Supportive Housing Services Reforms: Next steps

Metro Council work session

June 24, 2025



Today's agenda

- **Overview:** Current status
- **Presentation:** Proposed oversight reforms
- **Discussion:** Potential next steps

SHS Reform timeline: Engagement and actions

Spring/Summer 2024

Stakeholder Table,
community and
partner input

- Exploring funding options, needs and priorities
- **Outcome: Metro COO Recommendation, July 2024**
- Several Council work sessions

Fall/Winter 2024-25

Focused partner
and stakeholder
engagement

- **Council action:**
Direction resolution,
October 2024
- **Council discussion:**
Draft Ballot and Companion
Ordinances, January 2025

Spring/Summer 2025

Defining and acting on a
path forward

- **Metro President's Work Group**
- **Council action:**
Allocating unspent
administrative funds
to urgent needs
- **Council action:**
Indexing and
estimated payments
- **TBD: Council decisions
on ballot measure, reforms**

What we've heard:

Priority areas of SHS reform

Oversight structure: Today's discussion

Compliance

Council discussion in September

Regionalization and prioritization

Council discussion in September

Contract management

Future decisions in reformed oversight structure

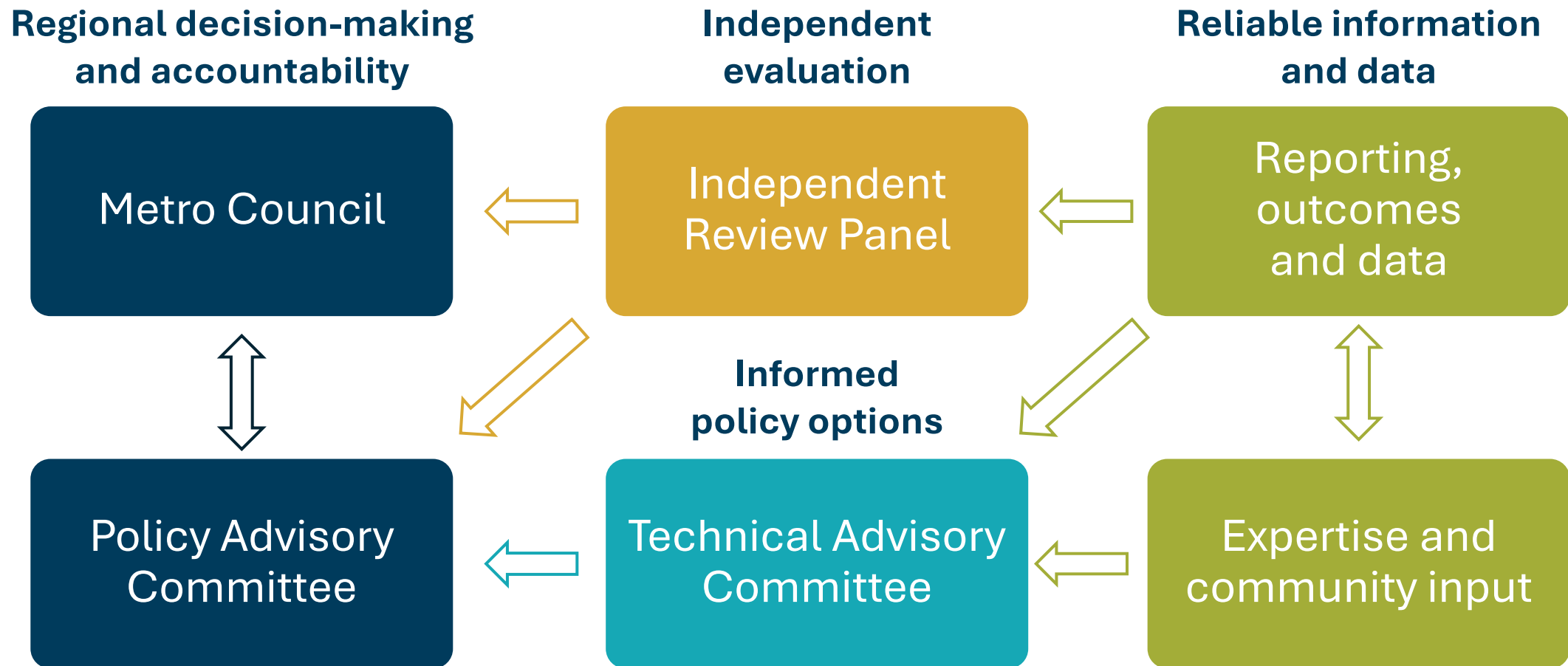
Transparency and data

Ongoing work and future decisions

Oversight: Work Group feedback

- Desire for role clarity
- Independent evaluation
- Carry forward what works
- Culture of learning and iteration
- Process efficiency

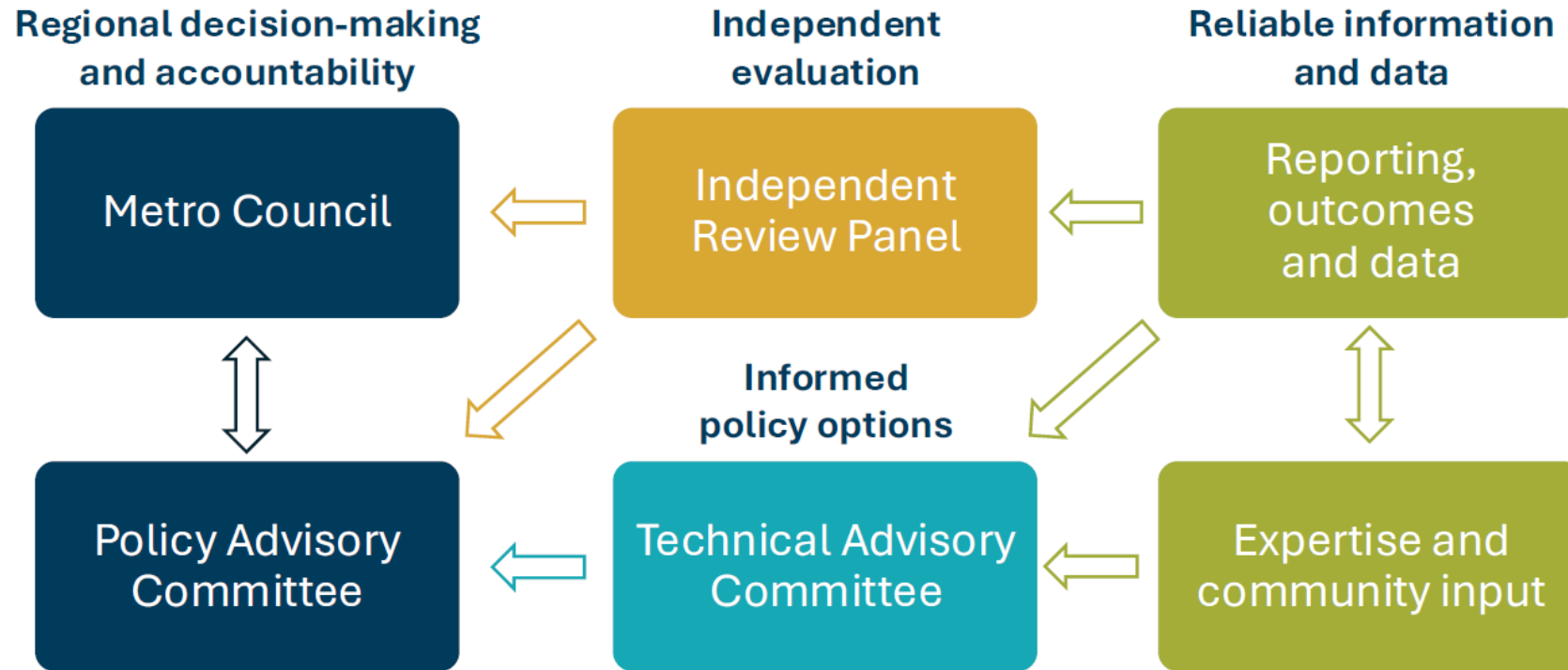
Proposed elements of reformed oversight



DRAFT FOR DISCUSSION ONLY

Discussion: Oversight elements

- Are these the correct elements and structure to move toward a more regional system?



DRAFT FOR DISCUSSION ONLY

Duties: Independent Review Panel

- Up to 5 experts; knowledge from outside the region
- Review current work plans, impacts and needs/gaps
- Make recommendations for improvement
- **Future:** Conduct annual evaluations of regional homeless response system

Examples of member expertise

Homelessness
causes,
solutions

Housing need,
production

Health care

Economics
and finance

Public
administration

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Duties: Technical Advisory Committee

- **Apply deep knowledge**, analyze inputs and data, consider independent evaluation
- **Recommend regional policy** options, potential areas for improvement
- Provide **feedback on local plans** and reporting
- **Create subcommittees** and input channels to inform options, such as Tri-County Planning Body (TCPB) transition, providers, and people /with lived experience of homelessness

4

Regional agency
directors
(Counties + Metro)

4

City housing or
planning
directors

5

Services and
housing experts

3

Healthcare
sector leaders

2

Public safety
leaders

4

State agency
program leaders

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Duties: Policy Advisory Committee

- Help establish **decision-making process**
- **Assume current duties** of SHS Oversight Committee, TCPB
- Establish **vision, mission, KPIs**
- Develop **Regional Action Plan**, criteria for regional funding
- Approve local **work plans**
- Monitor **compliance, data reporting** and issue **annual reports**

3
Metro
Councilors

6
County
elected officials

6
City
elected officials

6
Community
experts

4
State agency
directors*

**State agency
directors will
be non-voting
members.*

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Duties: Metro Council

- **Oversight:** set up reformed structure
- **Revenue:** oversee distribution
- **Compliance:** establish priorities
 - With partner feedback
- **Adopt regional plans**
 - With PAC
- **Make corrective actions when needed**
 - With PAC recommendations

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Discussion: Roles and duties

- Are the right types of knowledge and accountability represented at the tables?
- Are these the right duties for Metro Council and the Policy Advisory Committee?

Key reforms: Proposed next steps

| Topic | Key reforms | Proposed next steps | Decision-maker(s) |
|-----------------------|---|---|---|
| Oversight structure | Create PAC, TAC, Independent Review Panel; Begin transition | Mid-July: Metro Council oversight reform ordinance August: Staff begin transition and conduct recruitment September: Council appoints non-elected members Fall: Transition of committees' duties | Metro Council (building on input over last 18 months) |
| Compliance | Strengthen regional compliance policies | Summer: Staff engage partners, develop proposed policies September: Metro Council work session | Metro Council (with partner feedback) |
| Contract management | Performance based contracting, fair pay, etc. | Fall: Council work session discussion Future: Discussion at PAC | Metro Council and Policy Advisory Committee |
| Regional system | Regional vision framework (vision, mission, KPIs) | September: Council work session on Framework, guidance for PAC By early 2026: Policy Advisory Committee and Metro Council finalize and adopt framework | Metro Council and Policy Advisory Committee |
| | Potential changes to regional fund uses and priorities | August: Staff partners on options Fall TBD: Council work session discussion, engagement with PAC | Metro Council (with Policy Advisory Committee input) |
| Transparency and data | Data-sharing agreement | Continue implementing data sharing agreement | Metro and Policy Advisory Committee |
| | System evaluation | Scoping underway | |

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Discussion: Proposed next steps

- What additional information does Council need to be ready to act on structural reforms?
- Do Councilors have feedback on appointment process and timeline for seating the Policy Advisory Committee?
- Do Councilors have other questions about transitioning to the proposed reformed structure?

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DRAFT Regional Vision Framework

This is a draft of the Regional Vision Framework based on a synthesis of key themes from the Work Group's exercises and discussions as well as the framework documents submitted by workgroup members. In addition to vision, mission, goals and KPIs, this draft includes two other sections (guiding principles and program strategies) that were added to more fully capture the workgroup's input.

Vision

The workgroup will select from three options:

Option A: Everyone in the region can access an affordable, stable place to call home, along with the supports they need to recover and thrive.

Option B: The region supports stable and thriving communities through a compassionate, coordinated and clear response to homelessness.

Option C: Homelessness is rare, brief and nonrecurring for anyone who experiences it in the region.

Mission

To achieve this vision, we will create a coordinated and integrated regional system of care, built on shared goals and guided by regional leadership, oversight and accountability.

Guiding Principles

1. Respond to the homelessness crisis with urgency.
2. Ensure that every person experiencing homelessness or housing instability in our region can access the services they need—no matter who they are, where they are or what door they enter.
3. Center the dignity and needs of people experiencing or at risk of homelessness, pairing compassionate support with clear expectations.
4. Advance equity by improving service access and outcomes for communities disproportionately impacted by housing instability and homelessness.
5. Strengthen cross-sector partnerships and coordination to align housing with other essential services, including healthcare, mental health and substance use recovery services.
6. Create an adaptable structure that is data-driven and responsive to continuous feedback and improvement.
7. Serve the diverse needs of the region, providing jurisdictions the flexibility to create tailored solutions to address local priorities and needs within a shared regional framework.
8. Support solutions that foster safe, livable and healthy communities for everyone in our region.
9. Cultivate public trust through transparency and accountability.
10. Build the capacity and sustainability of the nonprofit organizations that are the backbone of effective program implementation.

Regional Goals

More detail on each of the regional goals is provided in the tables in the next section.

System goals

Build a regional system that includes:

1. A **regional governance structure** with clear roles and responsibilities, effective leadership and oversight, and cross-jurisdictional coordination
2. Regional **consistency and alignment** in policies, program standards, contracting, and performance measures across jurisdictions and programs
3. Regional **data reporting and monitoring** based on consistent methodologies and definitions that support regional evaluation and performance tracking
4. **Transparency and accountability** through clear communication with the public and continuous improvement to ensure program goals are achieved
5. Regular **assessment of needs and gaps**, barriers and process improvements across the homeless services and housing systems and other related sectors including healthcare, criminal justice and workforce

Program goals

Implement programs and strategies that will:

1. **Prevent** people from entering homelessness
2. Reduce **unsheltered** homelessness
3. Increase **co-enrollment** in health and behavioral health services
4. **Connect** people experiencing homelessness to permanent housing
5. Increase the **efficiency and effectiveness** of the housing placement process
6. Reduce the **length of time** people experience homelessness
7. Expand access to **affordable housing**
8. Ensure **housing stability** and retention for people placed in housing
9. Reduce **disparities** in rates of homelessness and housing outcomes
10. Foster safe, stable and **livable communities**

Metrics of Success

Process Metrics

This table shows examples of the types of regional outcomes and key performance indicators that could be tracked for the system goals shown above. Metro would be responsible for tracking and reporting on these metrics.

| System Goal | Regional Outcomes | Key Performance Indicators |
|---|---|---|
| 1. A regional system of care with clear roles and responsibilities, effective leadership and oversight, and cross-jurisdictional coordination. | Regional planning and decision making will be more effective, informed, streamlined and transparent | Surveys of key stakeholders will show improved confidence in governance and oversight |
| 2. Regional consistency and alignment in policies, program standards, contracting and performance measures across jurisdictions and programs | Policies, definitions, program standards, contracting and performance measures will be fully aligned across jurisdictions | Program monitoring and evaluation will demonstrate regional alignment and consistency across jurisdictions |
| 3. Regional data reporting and monitoring based on consistent methodologies and definitions that support regional evaluation and performance tracking | Consistent data collection, reporting, methodologies and definitions will support effective evaluation and compliance | A regional dashboard tracking progress on all regional key performance indicators will be updated quarterly |
| 4. Transparency and accountability through clear communication with the public and continuous improvement to ensure program goals are achieved | Public understanding and support will increase year over year | Public polling will show increasing percentages of voters believe SHS is a good investment of taxpayer resources |
| 5. Regular assessment of needs and gaps , barriers and process improvements across the homeless services and housing systems and other related sectors | Regional decision makers and implementing jurisdictions will have the information they need to inform planning and priority setting | Comprehensive data on needs, system capacity, system gaps and barriers will be available by 2026 and updated annually as needed |

Program Metrics

This table shows examples of the types of outcomes and key performance indicators that could be developed and reported at a regional level for the program goals shown above. Performance on the regional outcomes would inform regional planning and system-level changes. Implementing jurisdictions would establish their own metrics to show how each jurisdiction will contribute toward the regional outcomes and to track jurisdiction-level and program-level performance.

| Program Goal | Regional Outcomes | Key Performance Indicators |
|---|--|---|
| 1. Prevent people from entering homelessness | The number of households becoming homeless for the first time will be reduced by XX% by 20XX (or annually) | Number of households entering the homeless services system with no previous HMIS enrollment |
| | XX% of households at risk of homelessness will be stabilized in their housing by 20XX (or annually) | % of households served through prevention programs that are stably housed 12 months later |
| | The number of people discharged into homelessness from other systems will be reduced by XX% by 20XX (or annually) | Number of people entering the homeless services system directly after being discharged from other systems |
| 2. Reduce unsheltered homelessness | The number of people experiencing unsheltered homelessness will decrease by XX% annually | Number of people experiencing unsheltered homelessness (based on comprehensive by-name lists once available in all three counties) |
| | The percentage of people experiencing unsheltered homelessness placed in shelter will increase by XX% annually | Rate of placements from unsheltered homelessness to shelter |
| | The percentage of people experiencing unsheltered homelessness placed in housing will increase by XX% annually | Rate of placements from unsheltered homelessness to transitional or permanent housing |
| 3. Increase co-enrollment in health and behavioral health services | The number of people in the homeless services system with connections to needed health and behavioral health services will increase by XX% annually | Percentage of people who need health or behavioral health services who are enrolled in services |
| | The number of recovery-oriented and stabilization beds for people experiencing homelessness will increase by XX by 20XX (or annually) | Number of recovery-oriented and stabilization beds designated for people experiencing homelessness |
| | The percentage of people experiencing homelessness with serious mental health or substance use disorder issues who are connected with appropriate treatment and services will increase by XX by 20XX (or annually) | Percentage of people eligible for residential treatment, stabilization programming, enhanced PSH, or other types of specialized services who receive those services |

| Program Goal | Regional Outcomes | Key Performance Indicators |
|--|--|---|
| 4. Connect people experiencing homelessness to permanent housing | At least X,XXX households experiencing prolonged homelessness will be placed into permanent supportive housing by 20XX | Number of PSH placements for Population A compared to number of households in need of PSH |
| | At least XX,XXX households experiencing short-term homelessness or at risk of homelessness will be stabilized in permanent housing by 20XX | Number of housing placements and homelessness preventions for Population B compared to number of households in need of housing stabilization |
| | The rate of exits to permanent housing will equal or exceed the rate of inflow into homelessness by 20XX | Average monthly inflow into homeless services system compared with exits to permanent housing |
| 5. Increase the efficiency and effectiveness of the housing placement process | Every household seeking services will have an Individual Service Plan | Percentage of households in homeless services system that have an active case management plan |
| | XX% of households seeking services will be connected with appropriate services within XX days | Average time from coordinated entry assessment to connections to appropriate housing and services |
| | The length of time to housing placement will be reduced by XX% annually | Average length of stay in shelter and transitional housing before securing permanent housing |
| | | Average length of time from program entry to housing placement |
| | The rate of housing placement from streets or shelters will be increased by XX% annually | Exit rate from shelters or street outreach to permanent housing |
| | The cost per housing placement will align with regional standards | Total number of housing placements divided by total budget compared to regional standard |
| 7. Reduce the length of time people experience homelessness | The average length of time people experience homelessness will be reduced by XX% by 20XX (or annually) | Average number of days people experience homelessness before placement in permanent housing |
| | The number (or rate) of people experiencing prolonged homelessness will be reduced by XX% by 20XX (or annually) | Number or percentage of people that have experienced 12 or more months of literal homelessness over three years |
| 7. Expand access to affordable housing | X,XXX affordable housing units will be added to the region's regulated housing portfolio by 20XX | Number of regulated affordable units added annually |
| | The number of PSH units will increase by XX% by 20XX (or annually) | Number of PSH units added annually |
| | The number of private market units providing housing for people exiting homelessness will increase by XX% by 20XX (or annually) | Number of households in housing using a regional long-term rent assistance voucher annually |
| | | Number of private market landlords renting to long-term rent assistance voucher holders |

| Program Goal | Regional Outcomes | Key Performance Indicators |
|---|--|---|
| 8. Ensure housing stability and retention for people placed in housing | At least XX% of households placed in permanent housing will achieve long-term housing stability | Retention rates for all SHS-funded housing placements by program type |
| | Less than XX% of households placed or stabilized in permanent housing will return to homelessness | Returns to homelessness within 24 months for people exiting to permanent housing or served through homelessness preventions |
| | At least XX% of households placed in permanent housing will increase their income through wages or benefits | Increase in employment-related income and total income from program entry to annual assessment or exit |
| 9. Reduce disparities in rates of homelessness and housing outcomes | Demographic groups and sub-populations that disproportionately experience homelessness will have equitable access to housing services | Demographics of people served by SHS-funded services compared to demographic composition of homeless population |
| | Housing placement and retention rates will be equitable for all demographic groups and sub-populations that disproportionately experience homelessness | Demographics of people placed and retained in permanent housing compared to demographic composition of homeless population |
| | Services will be provided by organizations and staff that reflect the cultures and demographics of the region's homeless population | Number of culturally specific providers contracted with to provide services and the value of contracts |
| | | Annual demographic surveys of frontline staff in all contracted providers |
| 10. Foster safe, stable and livable communities <i>These metrics cannot be tracked at a regional level. Jurisdictions will establish and track specific outcome targets and KPIs related to this goal based on local priorities and available data.</i> | The strain of homelessness on public safety and crisis systems will be reduced | Number of EMS calls, emergency room visits, hospital stays, police interactions, arrests, and incarcerations for people experiencing homelessness |
| | The impact of homeless encampments on neighborhood livability will be reduced | Percentage of reported encampments that are successfully resolved within X days |
| | | Number of complaints or calls to police about encampments from community members |

Program Strategies

Implementing jurisdictions will develop their own programs, budgets and implementation plans to meet local needs and contribute to the regional goals, guided by a regional menu of strategies that include:

Access

- **Outreach and engagement:** A comprehensive system of street outreach and access centers to connect people experiencing homelessness with services and address their immediate housing barriers.
- **Service connections:** A regionally integrated coordinated entry system that efficiently connects people to easily accessible services and housing.

Prevention

- **Homelessness prevention:** Programs to prevent people at high risk of homelessness from losing their housing due to temporary crises through short-term financial assistance and problem-solving supports.

Stabilization

- **Emergency shelter:** Access to a range of shelter options to provide people experiencing homelessness with interim stability and connect them with pathways to stable housing.
- **Stabilization programming:** Transitional housing with intensive, specialized services for people with serious behavioral health and medical conditions, providing structured pathways from shelter to housing.

Housing

- **Housing navigation:** Assessment of housing barriers and needs, support to address immediate housing barriers, housing search and application assistance, and assistance with move in costs.
- **Housing access:** Strategies to increase the availability of housing units through affordable housing development, expanding access to rent assistance, and strengthening landlord partnerships.
- **Housing placement:** Rapid rehousing and other programs providing short- and medium-term rent assistance combined with supportive services for people who can maintain housing long-term.
- **Permanent supportive housing:** Long-term housing assistance and intensive services to support housing stability for people with a disability who have experienced prolonged homelessness.

Services

- **Supportive services:** Case management, individualized service plans and connections to tailored wraparound supports to meet each person's unique needs.
- **Housing stability:** Housing retention support, connections to wraparound services, and assistance with income and employment growth to support people to achieve long-term housing stability.

Cross-system partnerships

- **Coordination with health and behavioral health systems:** Integrated strategies to provide seamless connections to appropriate housing supports at different stages of care.
- **Public safety partnerships:** Coordinated strategies to prevent discharges into homelessness, reduce the impact of homelessness on public safety system resources, and support community livability.