

2024-2027 Metropolitan Transportation Improvement Program
Public Notification of Submitted New and Proposed Amended Existing Projects
Public Notification and Opportunity to Comment Notice



Metro is in receipt of the 2024-27 MTIP June 2025 I-5 IBR Formal Amendment for Resolution 25-5503

Amendment Purpose Statement for Resolution 25-5503 (Amendment Number JU25-11-JUN)

**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**

Public Notification Comment Opportunities for the June 2025 Formal MTIP Amendment for Resolution 25-5503

The public review period for this project amendment is [5/12/2025](#) and concludes on [6/13/2025](#), at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2024-27 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Added Notes

The June 2025 MTIP Formal Amendment bundle contains three projects. All three projects are related to the I-5 Interstate Bridge Replacement (IBR) Project. Two are new construction phase package segments being added to the MTIP. One involves adding new authorized funding to non-construction phases. The project is a two-state effort between the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) to design and deliver the replacement bridge on I-5 over the Columbia River along with other interchange improvements within the five-mile corridor.

The summary of changes to the three projects is as follows:

- Key 21570 - I-5: Columbia River (Interstate) Bridge: The prior obligated project changes to become an active project in the 2024-27 MTIP. The amendment adds new authorized funding to the Preliminary Engineering (PE) phase and adds a right-of-way (ROW) plus utility relocation (UR) phase in FFY 2026 to the project. The project increases from \$103,112,407 to \$554,629,000.

- Key 23876 - I-5 OR & WA Pre-completion Tolling Signage: This is a new construction segment package that 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 under K21570. A construction and Other phase is being added with a total programming amount of \$24,590,000.
- Key 23877 - I-5: Columbia River Bridge Replacement: This new project represents one of several construction segment packages that will be programmed in support of all planned upgrades supporting the project. Project Key 23877 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. A PE and construction phase is included in the project and the total project programming is \$1,478,642,000.

According to the IBR Program's 2023 Financial Plan the current total project cost is estimated between \$5 billion to 7.5 billion dollars. The total MTIP and STIP programming change to the three projects increases the approved funding for the total "I-5 IBR project" from \$103,112,407 to \$2,057,861,000.

Additional details about the amendment are included in the Exhibit A/MTIP worksheets that follow after the formal amendment matrix summary.

Submission of public comments for the June formal amendment bundles may occur by attending one of the two Metro approval committees required for the formal amendment to complete:

- (1) Transportation Policy Alternatives Committee (TPAC).
- (2) At the Joint Policy Advisory Committee on Transportation (JPACT).

Public comments can occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda. Finally, written comments may be emailed or submitted in letter form via email to summer.blackhorse@oregonmetro.gov or mailed directly to Metro.

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required Metro process and approval steps are intended to demonstrate that the required changes have no significant impact upon air conformity, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more categories:

1. Significantly adds, revises, reduces, or changes the project scope of improvement activities.
2. Requires a significant change to the project limits (greater than 1 mile).
3. Involves a significant cost change (increase or decrease normally 20% or 30% greater).
4. Adds or cancels a project from the MTIP.

Additional guidance about the thresholds for completing administrative changes versus formal/full amendments is covered in the MTIP Amendment Matrix in Chapter 8, Administering the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). A summary of the project change thresholds that trigger the need to complete a MTIP formal amendment is listed below. A summary of the project changes follows on the next pages.

Metro Formal Amendment Matrix for the MTIP Approved as of November, 2024	
Number	Item
1	JPACT & METRO Council Authorized Discretion: JPACT or Council may require any project amendment to complete a formal amendment
2	Adding or Canceling Projects: Adding new projects or canceling projects from the TIP. Includes canceling the construction phase and adding planning projects
3	Project Locations and /or Milepost Limits Changes: Limit changes that exceed 1 mile. Consideration is required for 0.5 miles up to a mile as well where NEPA, air quality, and/or transportation modeling impacts may be involved.
4	Major Project Scope or Work Element Adjustments: Changes including scope, work element changes that impact the NEPA environmental document, air quality analysis, transportation modeling network, or result in the project no longer being consistent with the approved RTP. A completed Performance Assessment Evaluation also may be required as part of the formal amendment for capacity enhancing projects that exceed \$100 million dollars.
5	Changes in Fiscal Constraint due to Cost Changes by the Following Criteria: • Projects under \$1M – cost increases over 50% • Projects between \$1 million to \$5 million – cost increases over 30% • Projects over \$5 million – cost increases over 20%

	JPACT/Metro Council also authorizes MTIP staff with discretionary authority to exceed the above threshold limits under certain circumstances by up to another 10% when the cost increase is primarily due to an inflationary cost update where no scope or limit changes are also occurring enabling the cost change to occur as an administrative modification.
6	Adding Permanent Emergency Relief Projects: For ER funded projects completing permanent upgrades as part of a disaster mitigation effort. Temporary ER projects are not added to the MTIP.
7	Adding a Federally Funded Planning Project: Adding a federally funded planning project where only funding is added to the planning phase requires the completion of a formal amendment to the MTIP.
8	Adding a Non-Regionally Significant New Project Regardless of Funding Type to the MTIP: Applies to other federally funded project (e.g. RTP, OCP, etc.) projects not located on of the Metro modeling networks where FHWA requires an approval step verification from the MTIP.
Notes: • The above items represent the project change “thresholds” that trigger a formal/full amendment to the MTIP. If the change to the project falls below the category threshold, then normally, the change can occur administratively. • In addition to the above change thresholds, the Metro approval process requires: ○ An amendment approval recommendation from Metro’s Transportation Policy Alternatives Committee (TPAC) to Metro’s Joint Policy Advisory Committee on Transportation (JPACT). ○ Approval by JPACT and an approval recommendation to Metro Council. ○ Approval by Metro Council. • A final review and corresponding approvals also are required by: ○ The Oregon Department of Transportation (ODOT). ○ Federal Transit Administration (FTA). ○ Federal Highways Administration (FHWA). • Projects with changes that are considered less than the stated thresholds for formal amendment normally can occur through an administrative modification. This does not require TPAC, JPACT, or Council approval steps. The changes also do not require ODOT, FTA, or FHWA approvals. • Project changes that complete an administrative modification are normally reported to TPAC through a monthly Submitted Amendments Report in the TPAC Comments from the Chair agenda section.	

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 \$554,607,629.
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.
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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 12, 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:

- NHPP (Y001) in PE are changed from 100% federal to 80/20% with the match from Local funds in PE.
- HIP-BIP reflect federal Bridge Investment Program funds which are tied/allocated from the larger Highway Infrastructure Program. Match is from local funds.
- BIP are federal Bridge Investment Program - Planning category awarded funds with the match split between State and Local Funds.
- 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



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, 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.

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, 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.

STIP Description:

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.

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



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