



Katherine Kelly,
Senior Policy Advisor



Casey Liles, Design
Manager

Shilpa Mallem, Deputy
Design Manager



Interstate Bridge Replacement Program

Presentation to City of Vancouver Transportation &
Mobility Commission

December 6, 2022

IBR Program Location

Port of Portland 

39th St  

Fourth Plain Blvd

Mill Plain Blvd

Vancouver, Washington

Port of Vancouver 

Downtown Vancouver

I-5 Bridge

Hayden Island

Marine Drive

N Interstate/
N Victory

Portland, Oregon

 = Interchanges less than 1 mile apart


Portland International
Airport



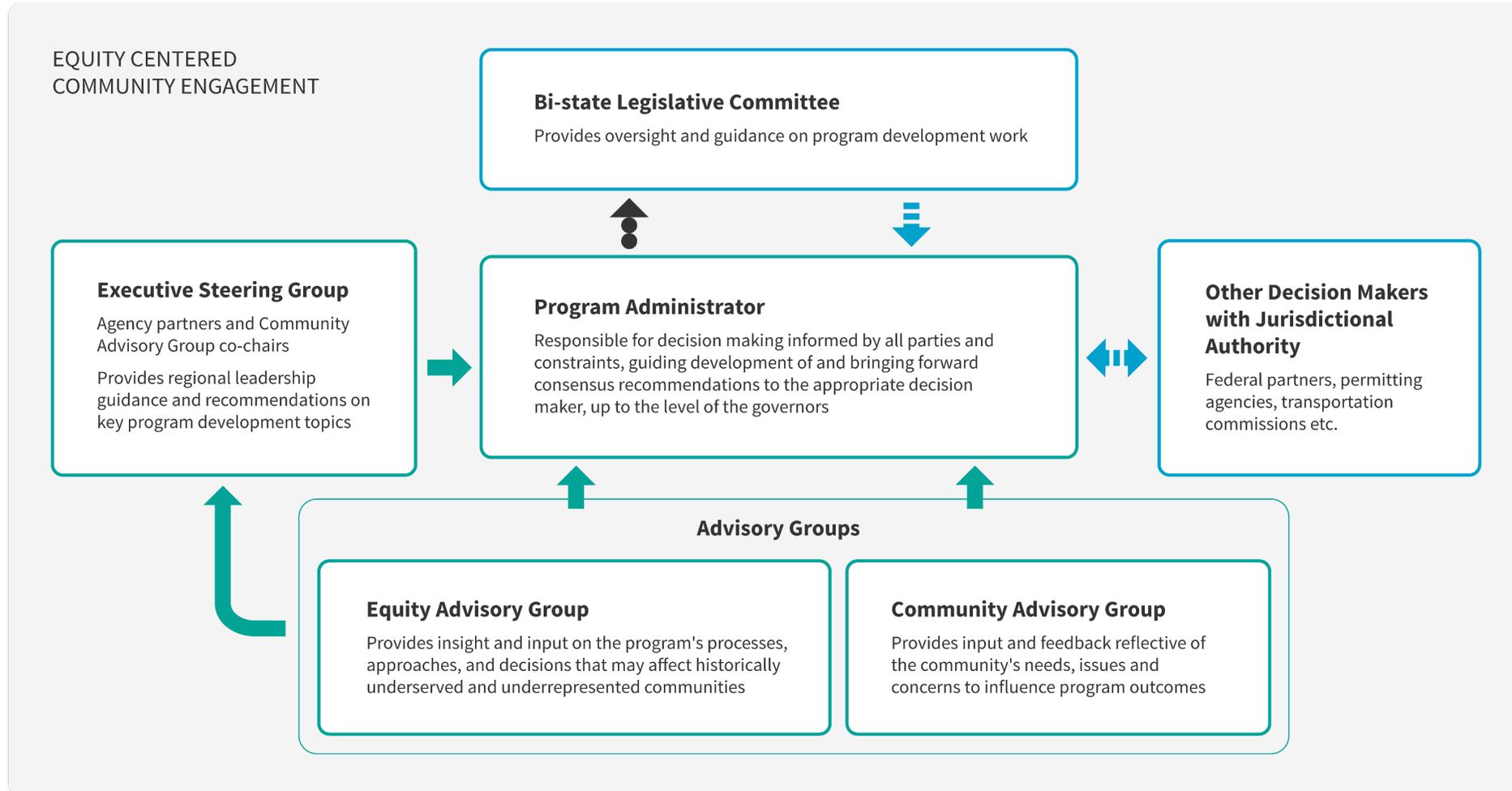
Initiating IBR Efforts

- ▶ **Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019**
- ▶ **\$1.1 billion in combined funding dedicated by OR and WA as of November 2022**
 - Oregon has given \$55 million and Washington has given \$45 million for planning
 - 2022 Move Ahead Washington revenue package allocates \$1 billion to fund WA's share of the anticipated cost needed to complete the program
- ▶ **Bi-state legislative committee oversight and guidance to shape program work**
- ▶ **ODOT and WSDOT are jointly leading the program work in collaboration with eight local partner agencies:**
 - Oregon Metro
 - TriMet
 - City of Portland
 - Port of Portland
 - SW WA Regional Transportation Council
 - C-TRAN
 - City of Vancouver
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown

Oversight and Advisory Groups



KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

Why Replace the Interstate Bridge?



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



Earthquake vulnerability:

In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.



Impaired freight movement:

Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.



Inadequate bike & pedestrian paths:

Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.

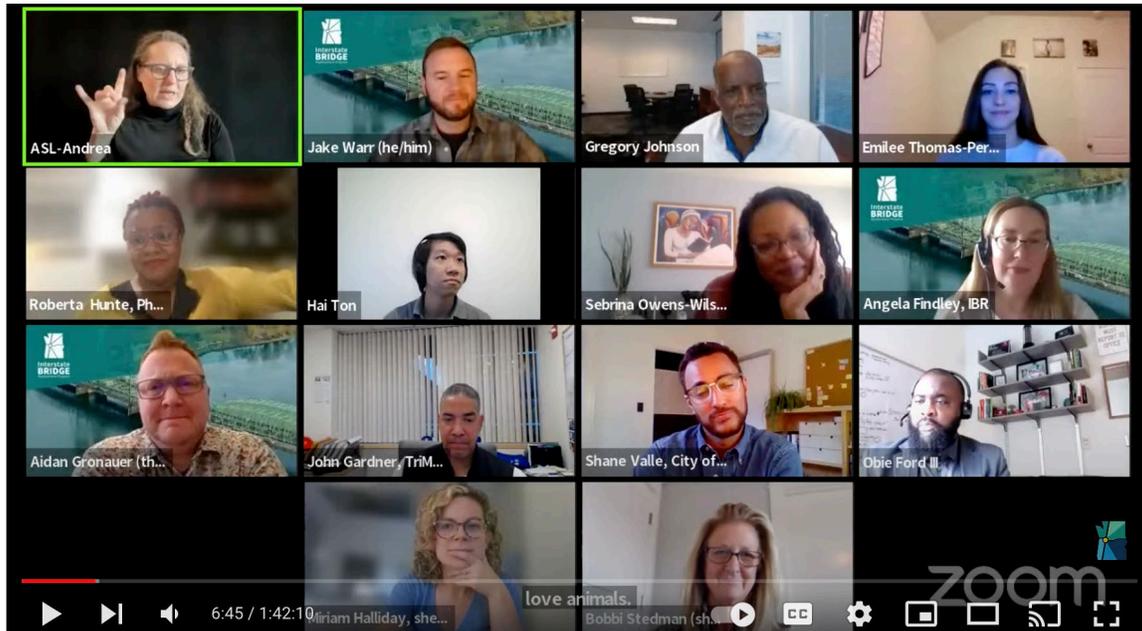


Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in 7 to 10 hours of congestion during peak travel times.



Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

Equity and Climate are Key Priorities



Equity Advisory Group

- ▶ Maximize benefits and minimize burdens for equity-priority communities
- ▶ Center equity-priority community engagement and feedback
- ▶ Support state climate goals of reduction in greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions

Community Engagement

▶ Engagement Methods

- Open houses + community briefings
- Virtual public meetings
- Fairs & Festivals
- Surveys
- Listening sessions
- Community working groups
- Ongoing community presentations

▶ Outreach + Notification

- 100,000 postcards mailed to zip codes within program area
- Monthly e-newsletter reaches 6,000+ subscribers
- Digital, print, and radio advertisements in multiple languages
- Media outreach
- Social media



Modified LPA Endorsement Process

▶ June – July 2022

- All eight program partners endorsed the Modified LPA
- Executive Steering Group unanimously endorsed the Modified LPA
- Bi-State Legislative Committee acknowledged moving into the environmental review process

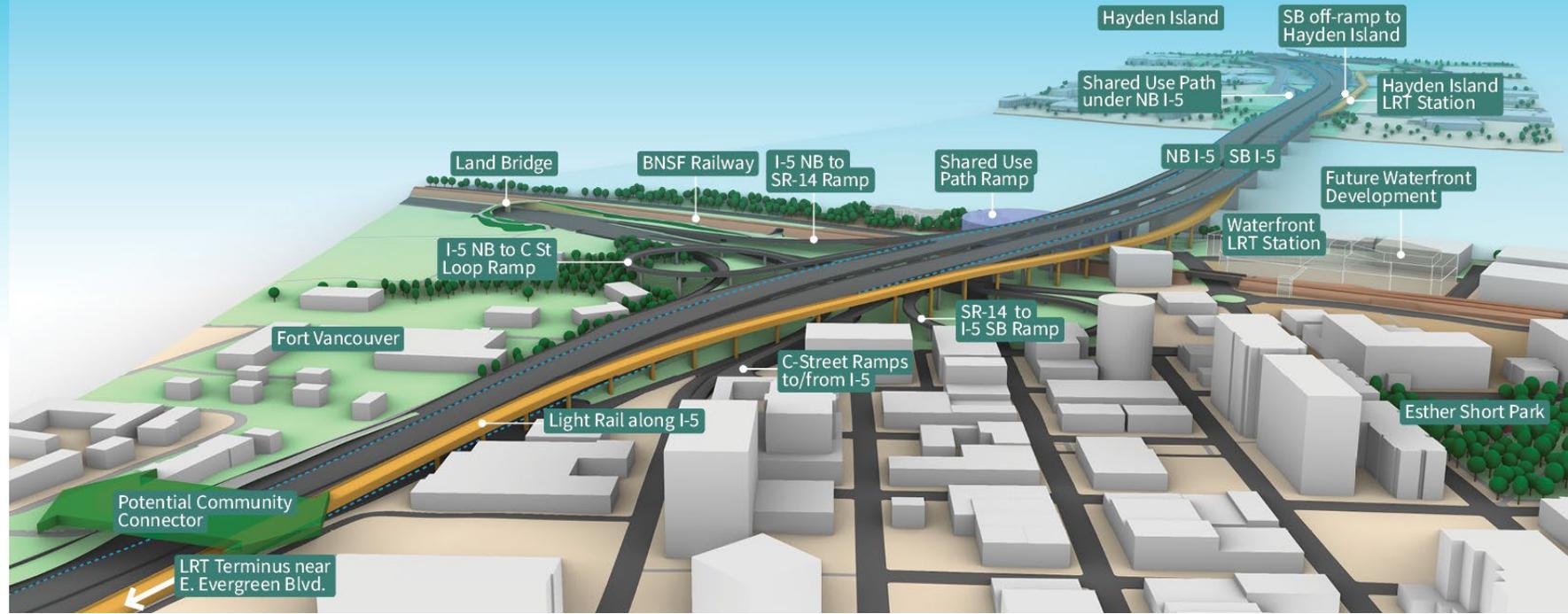
▶ **The Modified LPA is not the final design, it identifies key elements to study in the Supplemental Draft Environmental Impact Statement (SDEIS)**

- The SDEIS evaluates the benefits and impacts of the Modified LPA with public review and comment

IBR: Modified LPA

Hayden Island:
Partial Interchange
 Transit:
Light Rail to Evergreen near I-5

River Crossing
 Auxiliary Lanes: **1**
 Variable Rate Tolling:
Yes



Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.

Benefits of Expanding LRT from Expo to Evergreen

4 Stations* 

3,000+ Residents are within a half mile walk

26% BIPOC  **41%** Low-income

*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*

68% General **73%** BIPOC

59% Low-income **71%** People w/ disabilities

*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

Climate - GHG Reduction*

36,000 metric tons/year
 or the equivalent of

 **7,000** homes' electricity for one year
 OR  **89,400,000** miles driven by gas powered car

*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

Strategies to Combat Climate Change

- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

IBR Modified LPA: Downtown Vancouver



Example of One Possible River Crossing Concept

This graphic is for example purposes only to show one way that all modes of transportation could be accommodated

Decisions on bridge width, configuration, bridge type, and aesthetic design have not been determined

Work is in progress to explore the tradeoffs of different river crossing concepts

DRAFT

Existing bridge will be removed when the new bridge has been completed.

IBR Modified LPA: Hayden Island & Marine DR



Other Assumptions in the Modified LPA

- ▶ Seismically sound replacement bridge
- ▶ Three through lanes northbound and southbound
- ▶ Replacement of the North Portland Harbor Bridge
- ▶ Prioritize a comprehensive transit network
- ▶ Additional interchange improvements within the program corridor
- ▶ Safe and comfortable active transportation
- ▶ Assumption that Variable Rate Tolling will be used for funding and to help manage congestion

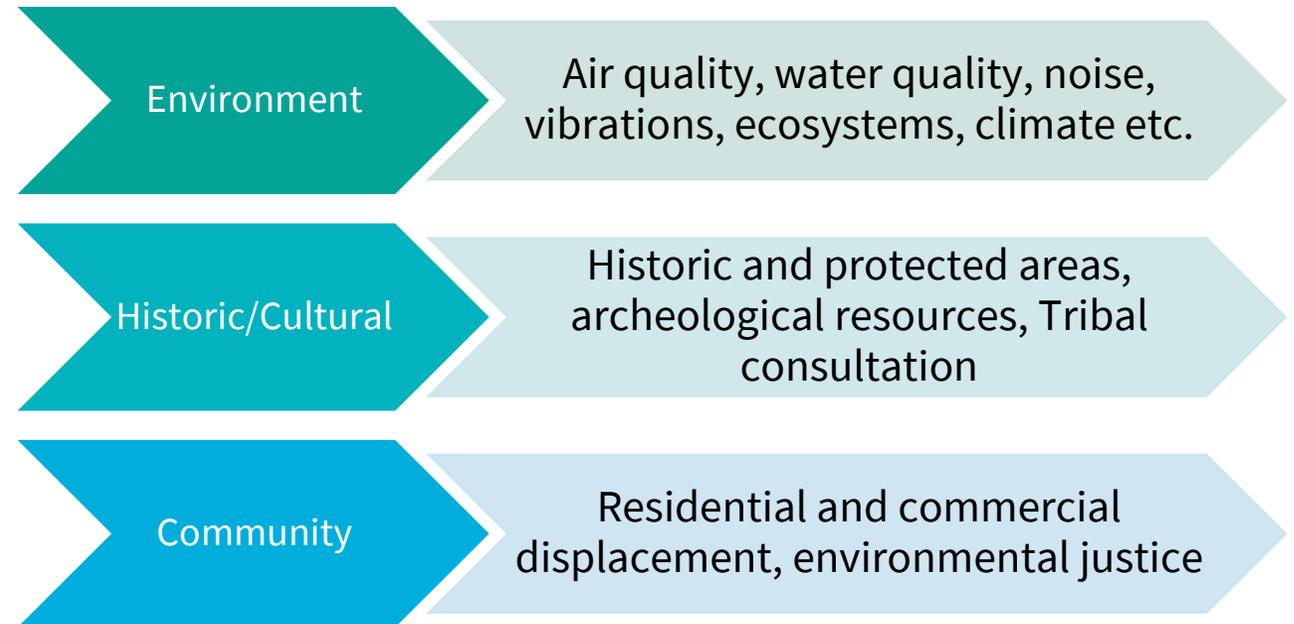


Environmental Analysis

What is NEPA?

National Environmental Policy Act of 1970

- ▶ Requires federal agencies to **assess and disclose environmental effects of proposed actions** prior to making decisions
- ▶ Ensures agencies consider public comments as part of their decision making.



Building Upon Past Work

- ▶ **IBR is preparing an SEIS that builds on prior NEPA analysis**
 - 2008 Draft EIS evaluated four build alternatives and a no build alternative
 - One alternative was identified as the Locally Preferred Alternative (LPA)
 - The LPA was refined and evaluated in the Final EIS and selected in the 2011 ROD
- ▶ **Multiple alternatives were thoroughly analyzed during prior planning**
 - Our 8 local partner agencies worked with IBR to review and refine how to address changes in the program area
 - IBR reviewed and confirmed solutions like a third bridge or a tunnel do not meet the needs of the program
- ▶ **The Modified LPA is not the final design but identifies key elements to study in the SEIS process**
 - Addresses how to respond to changes that occurred in the program area
 - Intent is to **update and improve upon past work** without restarting planning efforts

Supplemental Environmental Impact Statement

- ▶ **Supplements** (or builds on) past NEPA documents and decisions
- ▶ Focuses analysis on components that have changed since prior planning efforts

Supplemental **Draft** EIS

- ▶ **Evaluates two alternatives**
 - Updated No Build Alternative
 - Modified LPA
- ▶ **Design is conceptual**
 - General alignments and locations of transportation facilities
- ▶ **Impacts and benefits**
 - Mix of quantitative and qualitative analysis
- ▶ **Mitigation**
 - Proposed measures to address unavoidable adverse impacts where possible

Elements of the Environmental Analysis

- ▶ Acquisitions
- ▶ Air Quality
- ▶ Archaeology
- ▶ Aviation
- ▶ Climate
- ▶ Cumulative
- ▶ Economics
- ▶ Ecosystems
- ▶ Electromagnetic Fields (EMF)
- ▶ Energy
- ▶ Environmental Justice
- ▶ Equity
- ▶ Geology and Groundwater
- ▶ Hazardous Materials
- ▶ Historic Built Environment
- ▶ Land Use
- ▶ Neighborhoods and Populations
- ▶ Noise and Vibration
- ▶ Parks and Recreation
- ▶ Public Services
- ▶ Section 4(f)
- ▶ Transportation
- ▶ Utilities
- ▶ Visual and Aesthetics
- ▶ Water Quality and Hydrology
- ▶ Wetlands

Supplemental Draft EIS Comment Period

- ▶ Supplemental Draft EIS will be published, publicly noticed, and posted to the IBR program website
- ▶ Public comment period – **Summer 2023**
- ▶ Multiple forums to submit comments, including but not limited to:
 - Online comment forms
 - Emails and letters to IBR program
 - Comment forms and oral testimony at public hearing
- ▶ Comments must be submitted in writing or as oral testimony in order to be included in the public comment record

Supplemental Final EIS and Amended ROD

- ▶ **The Supplemental Final EIS includes the following:**
 - Consider all Supplemental DEIS public comments
 - Refine the Modified LPA in response to public comments and other design considerations
 - Update, correct, and augment the environmental impact and benefit analysis
 - Include additional regulatory compliance activities and findings
 - Commit to specific mitigation
- ▶ **Amended Record of Decision:**
 - Issued by the lead federal agencies
 - Documents the alternative selected for further design and permit applications
- ▶ **A Combined Supplemental Final EIS and Amended Record of Decision is planned – Summer 2024**

NEPA and Other Regulatory Milestones

- ▶ Supplemental Draft EIS: **Summer 2023**
- ▶ Public Comment Period: **Summer 2023**
- ▶ Combined Supplemental Final EIS and ROD: **Summer 2024**
- ▶ National Historic Preservation Act
 - Section 106 Programmatic Agreement and Mitigation Plan: **Early 2024**
- ▶ Endangered Species Act
 - Section 7 Biological Opinion: **Mid 2024**
- ▶ U.S. Army Corps of Engineers
 - Clean Water Act Section 404 Permit: **Late 2025/Early 2026**
 - Rivers and Harbors Act Section 408 Navigation Channel/Levee Alterations: **Late 2025/Early 2026**
- ▶ U.S. Coast Guard
 - Rivers and Harbors Act Section 9 Bridge Permits: **Late 2025/Early 2026**

U.S. Coast Guard Permit Process

- ▶ A preliminary navigation clearance determination is one of many steps in the process to identify the final bridge height
- ▶ IBR will continue coordinating with the Coast Guard to identify a solution that best accommodates river navigation while balancing the needs of other modes, including freight, automobile, bicyclists, pedestrians, transit, and aviation

Pursuit of Federal Funding

- ▶ **Primary federal funding opportunities**
 - **USDOT Bridge Investment Program:** Awarded \$1 million planning grant and submitted joint ODOT/WSDOT application for \$750 million construction grant
 - **USDOT Mega Program**
 - **FTA Capital Investment Grants Program**
- ▶ **The program will continue to explore opportunities for other grants to maximize federal funding**

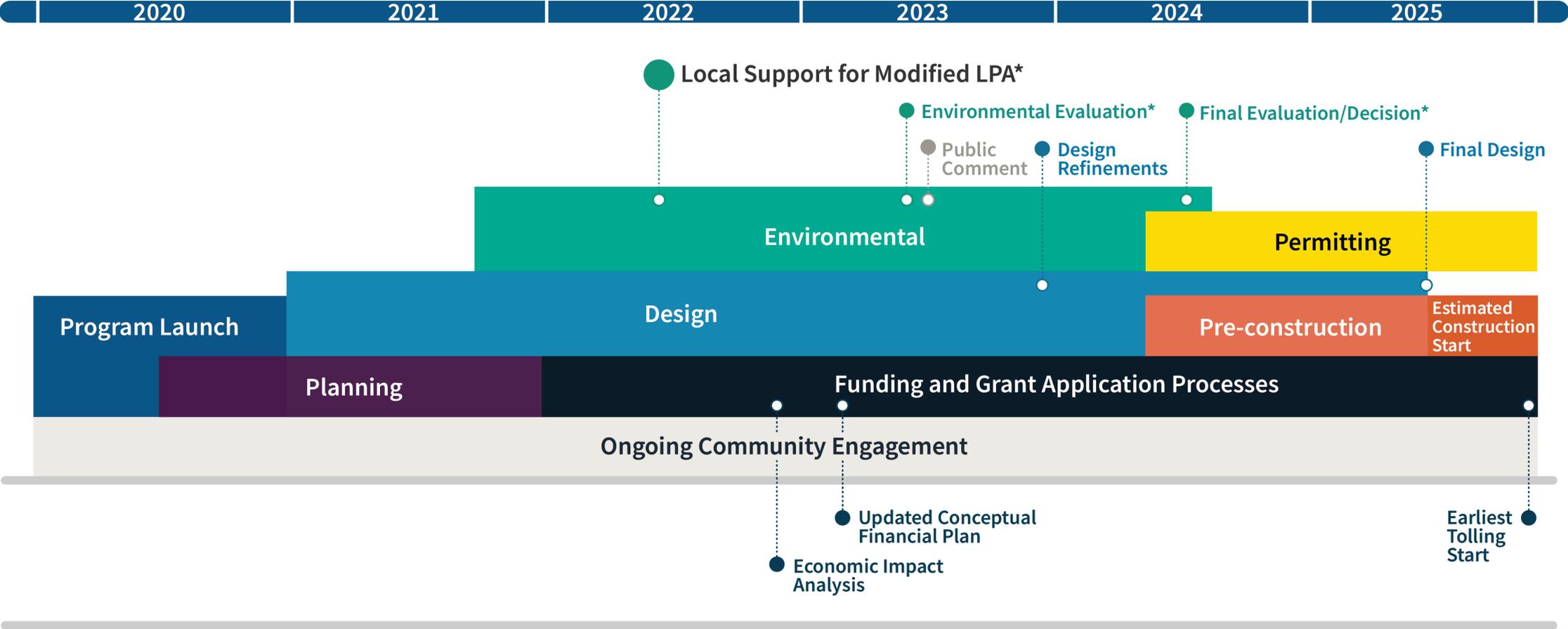
Cost + Financial Plan Assumptions

- ▶ Cost and funding estimates are being updated to reflect the Modified LPA
- ▶ Anticipated funding sources:
 - Equal state contributions
 - *Washington Contribution: \$1 billion (dedicated through Move Ahead WA package)*
 - *Oregon Contribution: \$1 billion*
 - Federal Grants and Discretionary Funding
 - *Non-federal match is needed to be competitive for federal grant opportunities*
 - Tolling
 - *IBR tolling will be implemented in a bi-state environment*
 - *Toll revenue collected on the facility will be dedicated to the Interstate Bridge*

Next Steps

- ▶ **Late 2022**
 - Updated cost estimate to reflect the Modified LPA
- ▶ **2023:**
 - Updated Financial Plan
 - Additional tolling and funding discussions
 - Federal environmental review and evaluation process for the Modified LPA
 - Continue applying for federal grant funding opportunities
 - SDEIS Public Comment Period
- ▶ **Ongoing through 2024:**
 - Additional analysis and development of design details
 - Continued community engagement as part of the federal environmental review process
 - Publish the Supplemental Final Environmental Impact Statement
- ▶ **Construction anticipated to begin late 2025**

Program Schedule



*Partner agencies confirmed their support for foundational components of the Modified LPA (Locally Preferred Alternative) to advance for further study in the environmental evaluation (Supplemental Draft Environmental Impact Statement or SDEIS). During the SDEIS, public comment will be taken for approximately 45 days and design refinements will be made the following months to respond to findings from the environmental review and public input. Full acceptance of a corridor-wide alternative will not be identified until after public comment and design refinement. At the conclusion of the review process, a Record of Decision (ROD) will be made and the program will enter into final design and pre-construction.

Upcoming Engagement

▶ Late 2022

- Neighborhood and community-based organization (CBO) briefings
- Determine improvements of Modified LPA for analysis in the SDEIS
- Visually describe the improvements being studied in the SDEIS

▶ 2023

- Mini-Grant partnerships with CBOs
- Affinity listening sessions
- Online and in-person open houses
- Community briefings
- Event tabling
- Public hearings for the SDEIS

▶ Future engagement (2023 -2026)

- Design elements such as bridge design, transit station design/access, bridge aesthetics, active transportation design
- Community benefits and workforce opportunities





For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



Thank you!

www.interstatebridge.org