



Shilpa Mallem, IBR Design
Manager

Katie Mangle, IBR Active
Transportation Co-Lead



Interstate Bridge Replacement Program

September 26, 2023



Initiating IBR Efforts

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies:
 - Oregon Metro
 - SW WA Regional Transportation Council
 - TriMet
 - C-TRAN
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown



Purpose and Need



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

Program Milestones

2004-2014

- ▶ Previous planning efforts

2019

- ▶ At the direction of Oregon and Washington Governors, both Departments of Transportation reinitiated planning work, building on previous efforts

2020

- ▶ Community Advisory Group, Equity Advisory Group & Executive Steering Group launched
- ▶ Initial Conceptual Finance Plan

2021

- ▶ Reconfirmed Purpose & Need, Vision & Values through community engagement
 - Equity and Climate identified as community priorities
- ▶ Design options and screening criteria developed; community input solicited

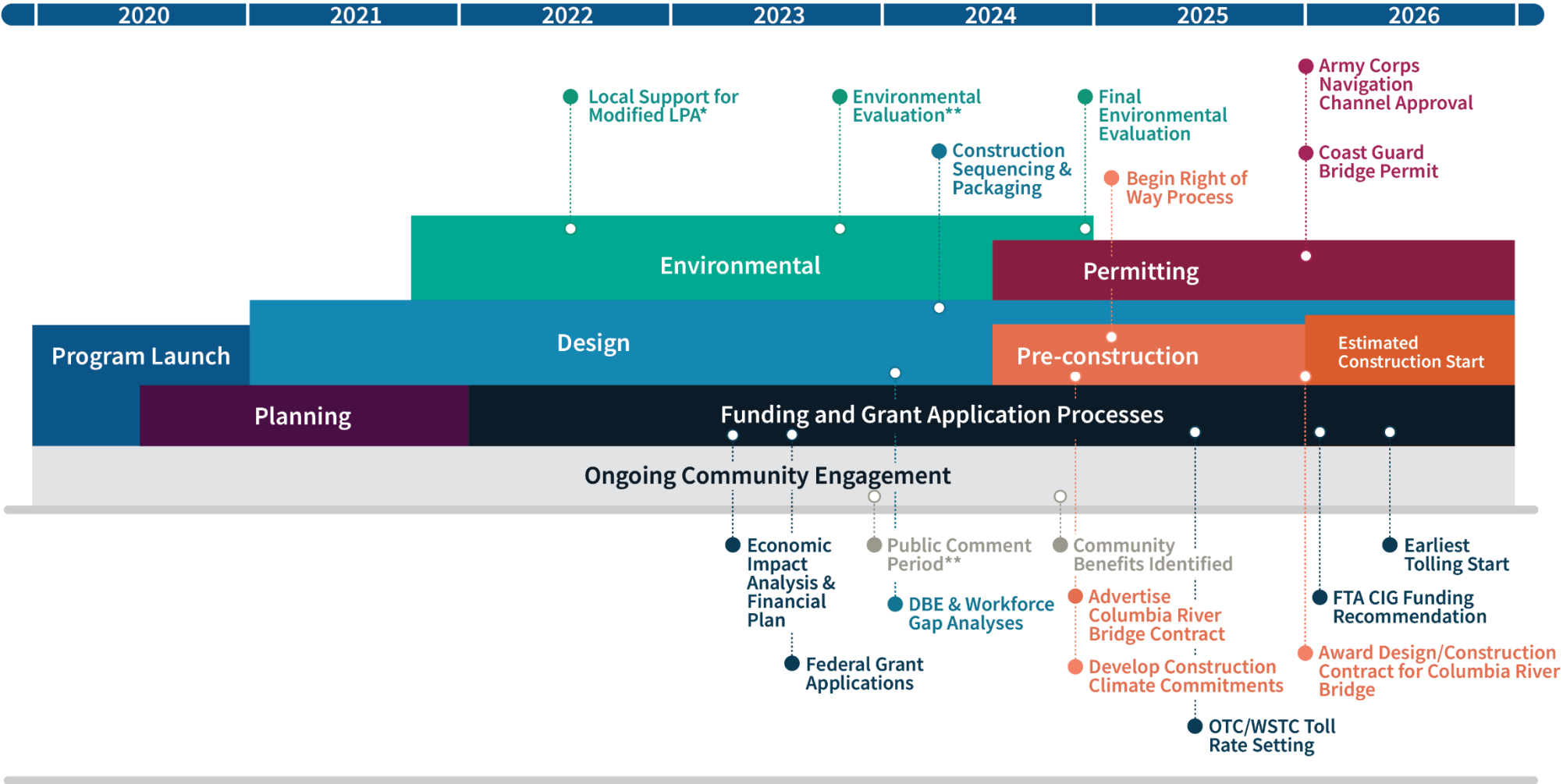
2022

- ▶ IBR recognized by President Biden as “one of the most economically significant bridge projects in the nation”
- ▶ Commitment of \$1 billion for Washington’s share of funding through the Move Ahead Washington revenue package
- ▶ Modified Locally Preferred Alternative (LPA) endorsed by local agency partners and Executive Steering Group
- ▶ Supplemental environmental review process begins as required by NEPA
- ▶ Risk-based cost estimate for the Modified LPA completed

2023

- ▶ Financial Plan released
- ▶ Washington state tolling authorization secured
- ▶ Commitment of \$1 billion for Oregon’s share of funding through Oregon HB 5005

Program Schedule



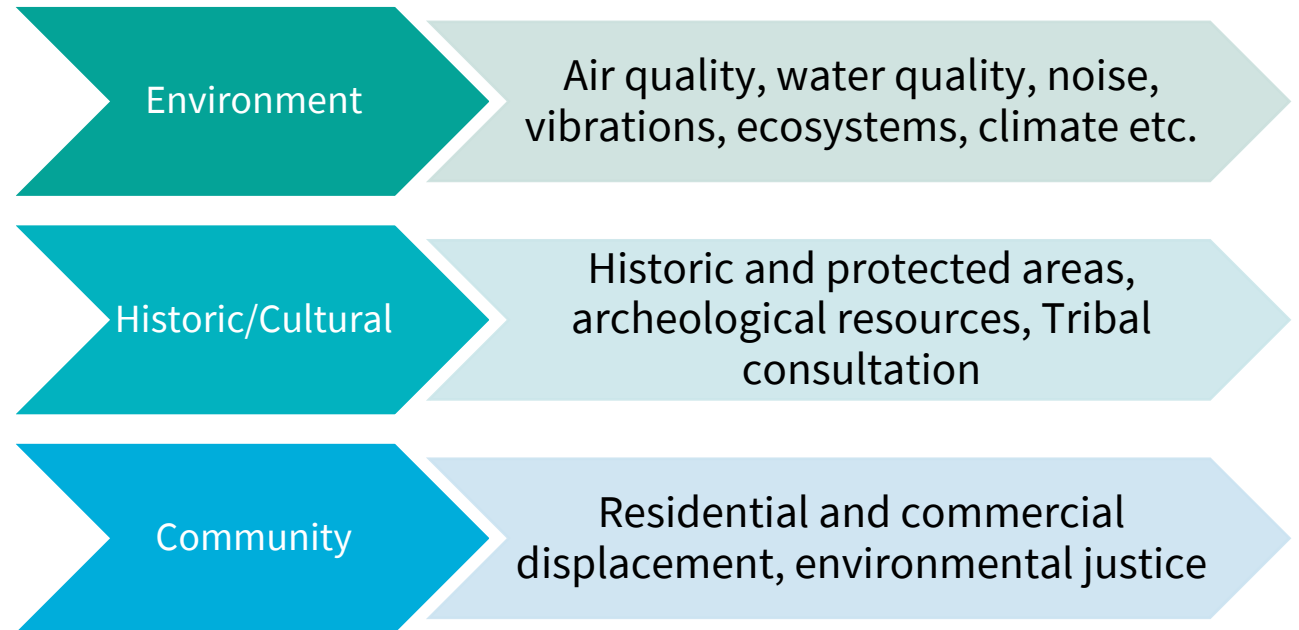
Working Draft as of 7/21/2023. Schedule will be updated as needed to reflect changes to program work and timeline.

*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).
** The public comment period will extend for 60 days. Following public review of the Draft SEIS, refinements will be made to address comments and a corridor-wide alternative for analysis in the Final SEIS will be confirmed.

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.



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:

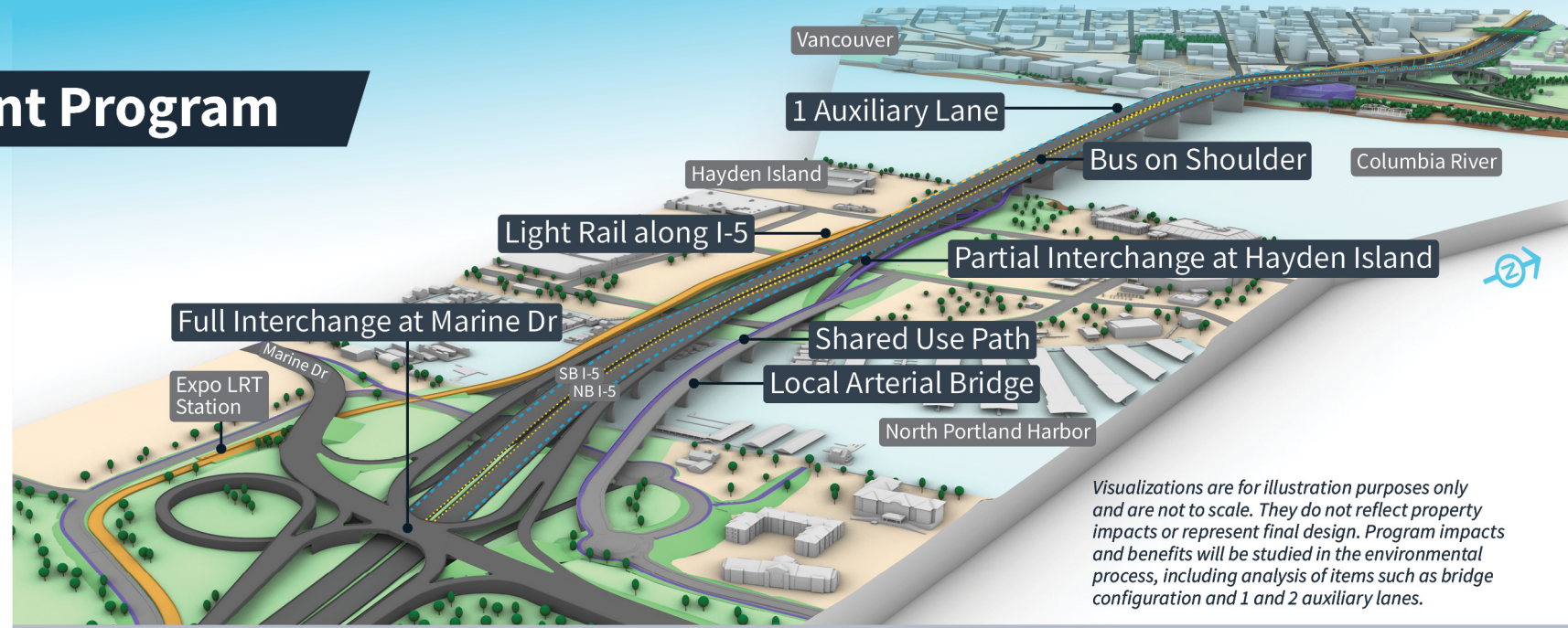
Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

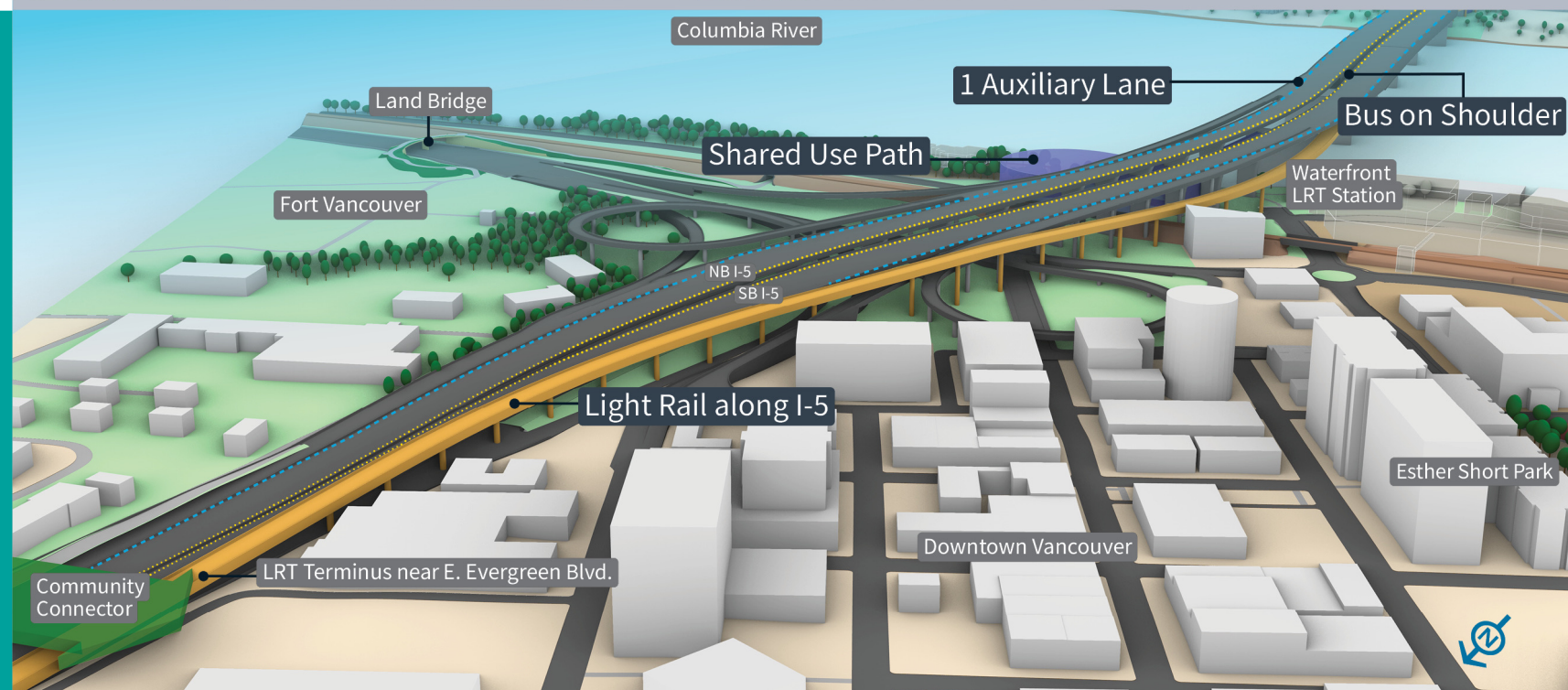
Maximizes benefits and minimizes burdens for equity-priority communities

Improves freight movement and connections

Expands transit options and accessible alternatives to single-occupancy vehicles

Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



Alternatives and Options Being Studied in the Draft Supplemental Environmental Impact Statement

► Modified Locally Preferred Alternative

- Modified LPA will be compared to the No-Build Alternative
 - *Full program alternative that includes the corridor-wide multimodal improvements*
- Design Options
 - *Options considered for specific locations or components*
 - *Options can represent “bookends” that will be evaluated in the Draft SEIS*
 - *After the public comments are reviewed, many options will be narrowed to a single solution, which may be a specific option evaluated or a solution that is between the “bookends”*

► No-Build Alternative

- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR program would proceed

Modified LPA and Design Options

► Modified LPA

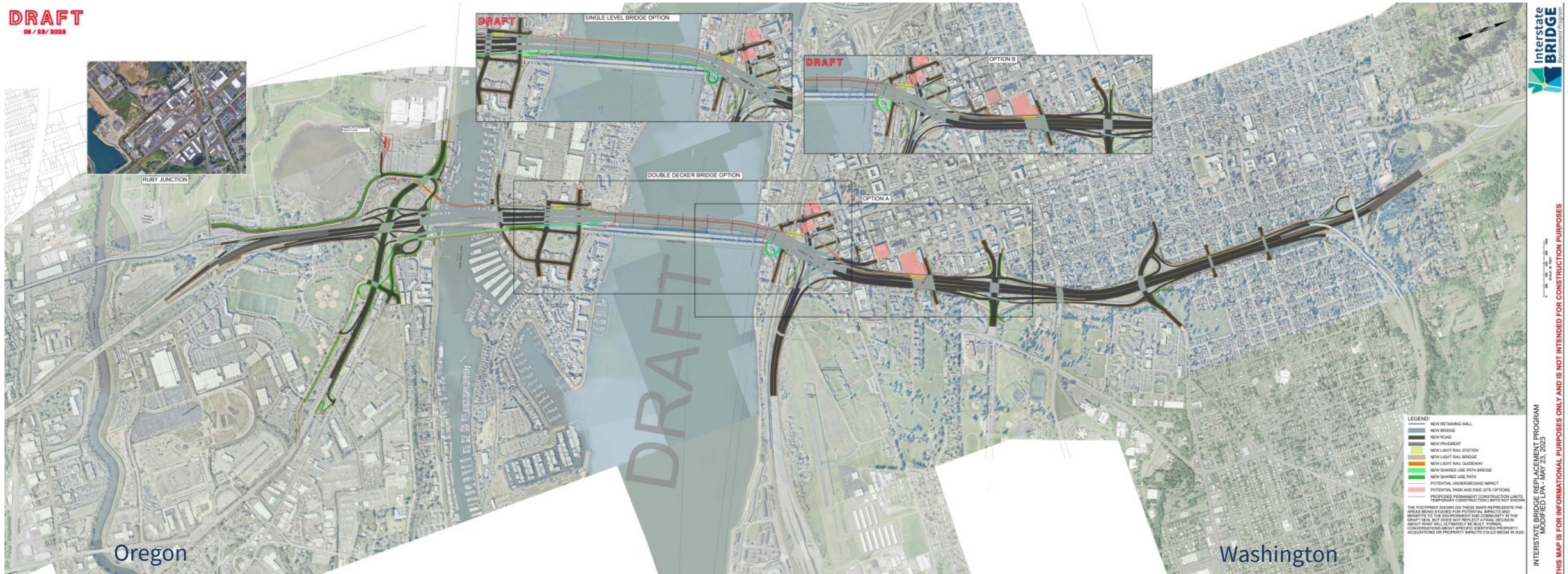
- Improve active transportation facilities and connections
- Extend LRT from Expo to Evergreen Blvd and provide bus on shoulder
- Add three new LRT stations and up to two Park & Rides
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven I-5 interchanges
- Three through lanes and one auxiliary lane in each direction

► Design Options Being Studied

- Configurations of the Columbia River bridges
 - *Movable Span; Single Level; Double Deck/Stacked*
- C Street ramps to/from I-5
- Operations and safety
 - *One auxiliary lane*
 - *Two auxiliary lanes*
- Possible Park & Ride locations at Waterfront and Evergreen Transit Stations
- I-5 alignment shift between SR14 and Mill Plain
 - *Maintain existing alignment; Westerly shift toward downtown*

Program Area Map

- Investments shown represent the areas being studied for potential impacts and benefits, but do not reflect a final decision about what will be built



Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

September 26, 2023

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Active Transportation

Active Transportation

- ▶ IBR will feature the following:
 - An active transportation corridor connecting Portland and Vancouver
 - Comfortable and direct connections across the highway to expand and improve walking and biking access between neighborhoods and to transit and the bridge crossing over the Columbia
 - Ramps and accessways that meet or exceed ADA requirements
 - A combination of low stress biking facilities (such as dedicated shared use paths, separated bike lanes, and buffered bike lanes)
 - Signage

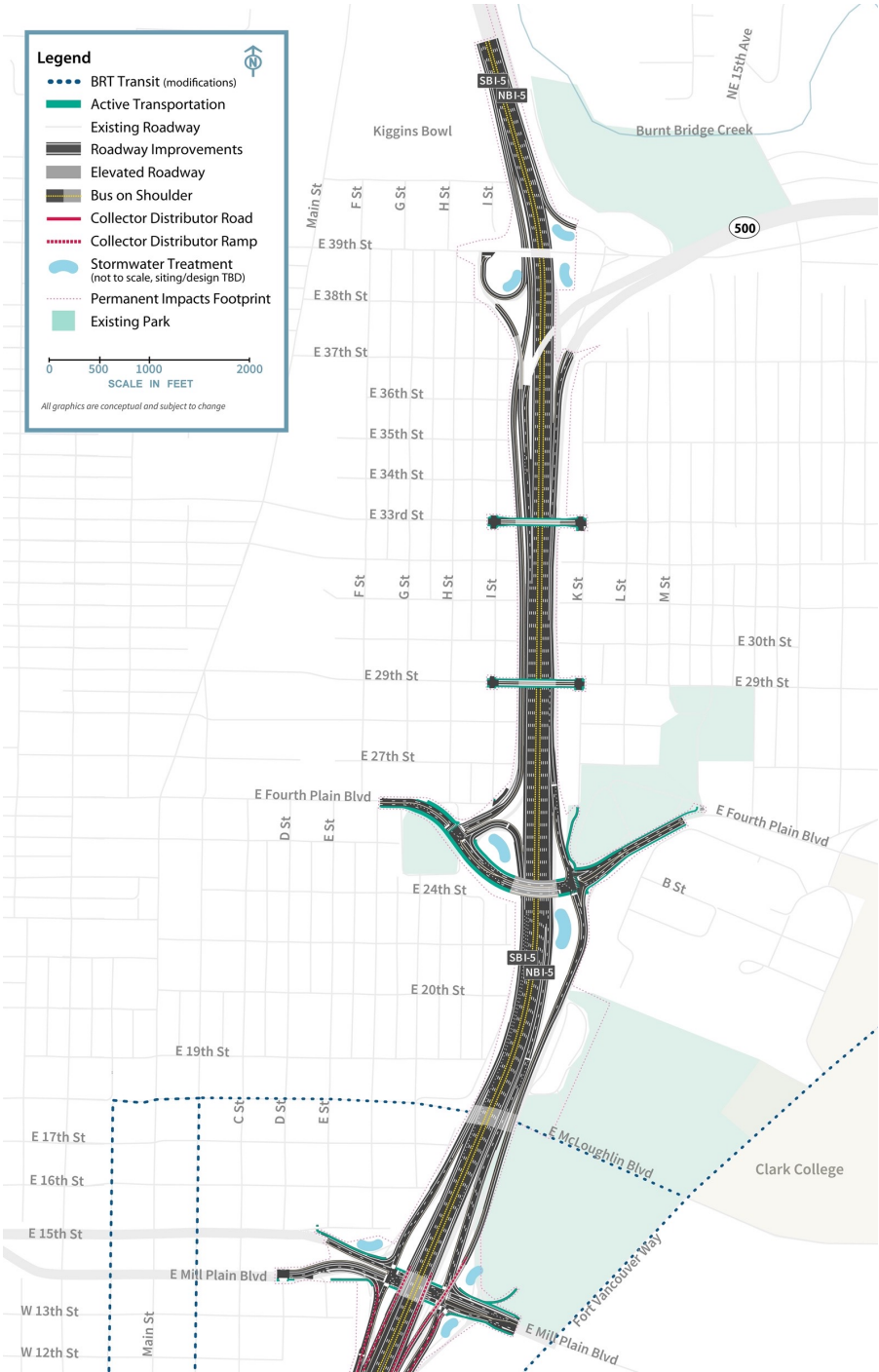
New or Improved Active Transportation Connections



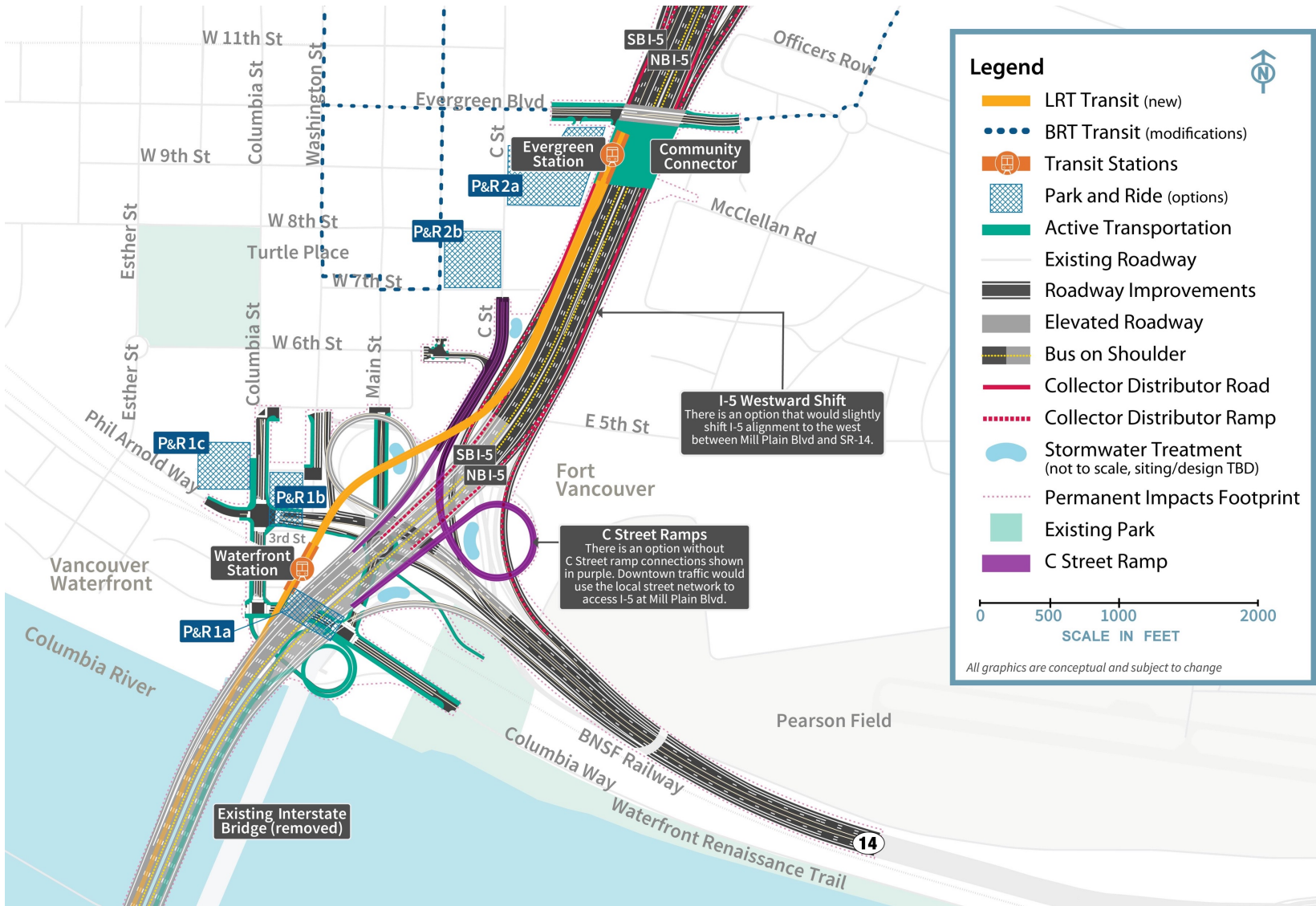
Active Transportation

- ▶ **Creating a safer and more direct active transportation network in the IBR program area is included in the modified LPA including:**
 - upgrading pedestrian and bicycle facilities by filling gaps in the sidewalk, bikeway, and shared-use path network;
 - widening and buffering sidewalks and bike lanes where they are replaced; and
 - designing crossings and intersections for pedestrian and bicycle safety.
 - providing new all ages and abilities bicycle facilities on the Columbia River and North Portland Harbor Bridges.

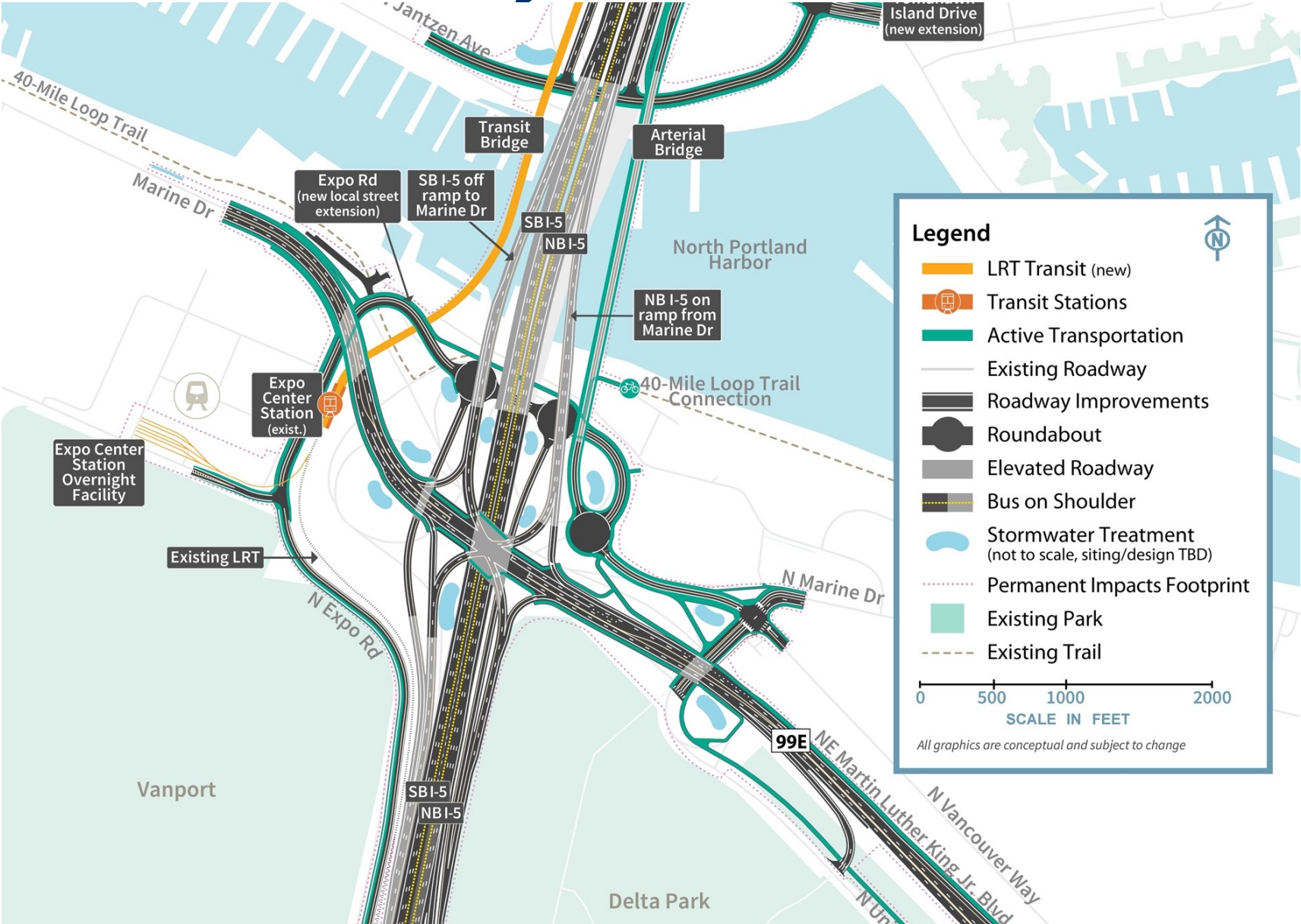
Vancouver Neighborhoods



Downtown Vancouver



Marine Drive and Hayden Island





Cost, Funding, and Next Steps

Building Blocks of the IBR Cost Estimate



Updated Cost Estimate

- + Base Cost
- + Range of Identified Project-Specific Risks
- + Inflation (Year of Expenditure)



Updated Cost Estimate

- ▶ The base estimate range is from \$5 B - \$7.5 B
 - The most likely cost is approximately \$6 billion, with actively managed risks

Proposed Funding Sources / Needs

► Cost Estimate: \$5 – 7.5 B

– Most likely \$6 B, assuming actively mitigated risks

	Status	Funding Range	Expected Value
Existing State Funding	Committed	\$100 M	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed ¹	\$117 M	\$117 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Committed	\$1,000 M	\$1,000 M
Toll Funding	Committed ²	\$1,100 – 1,600 M	\$1,240 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Prospective ³	\$860 – 1,800 M	\$1,500 M
IBR Funding Totals		\$5,077 – 6,717 M	\$5,957 M

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

² 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.

³ \$1.0 M in the Federal Grants funding range is committed via FFY 2022 BIP Planning Grant award.

Community Engagement Update

- ▶ **Recent and Current Community Engagement**
 - In-person neighborhood forums in Vancouver and Portland
 - DBE Meet & Greet
 - Mini-grant partnerships with CBOs
 - IBR staff office hours
 - Summer fairs and festivals in Vancouver and Portland
 - Presentations to Neighborhood Associations in program area



Next Steps

- ▶ **Draft SEIS: This Winter**
 - 60-day Public Comment Period
 - *Hold public hearing(s) and other community engagement activities*
- ▶ **Federal Grant Applications**
 - Mega Grant and Bridge Investment Program Grant
 - Federal Transit Administration approved entry into project development for the Capital Investment Grant process
- ▶ **Final SEIS and Amended Record of Decision: Late 2024/Early 2025**
- ▶ **Begin construction: Late 2025 / Early 2026**

Stay Connected & Get Involved

- ▶ 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





For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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Thank you!

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