



**Interstate
BRIDGE**
Replacement Program



Interstate Bridge Replacement Program

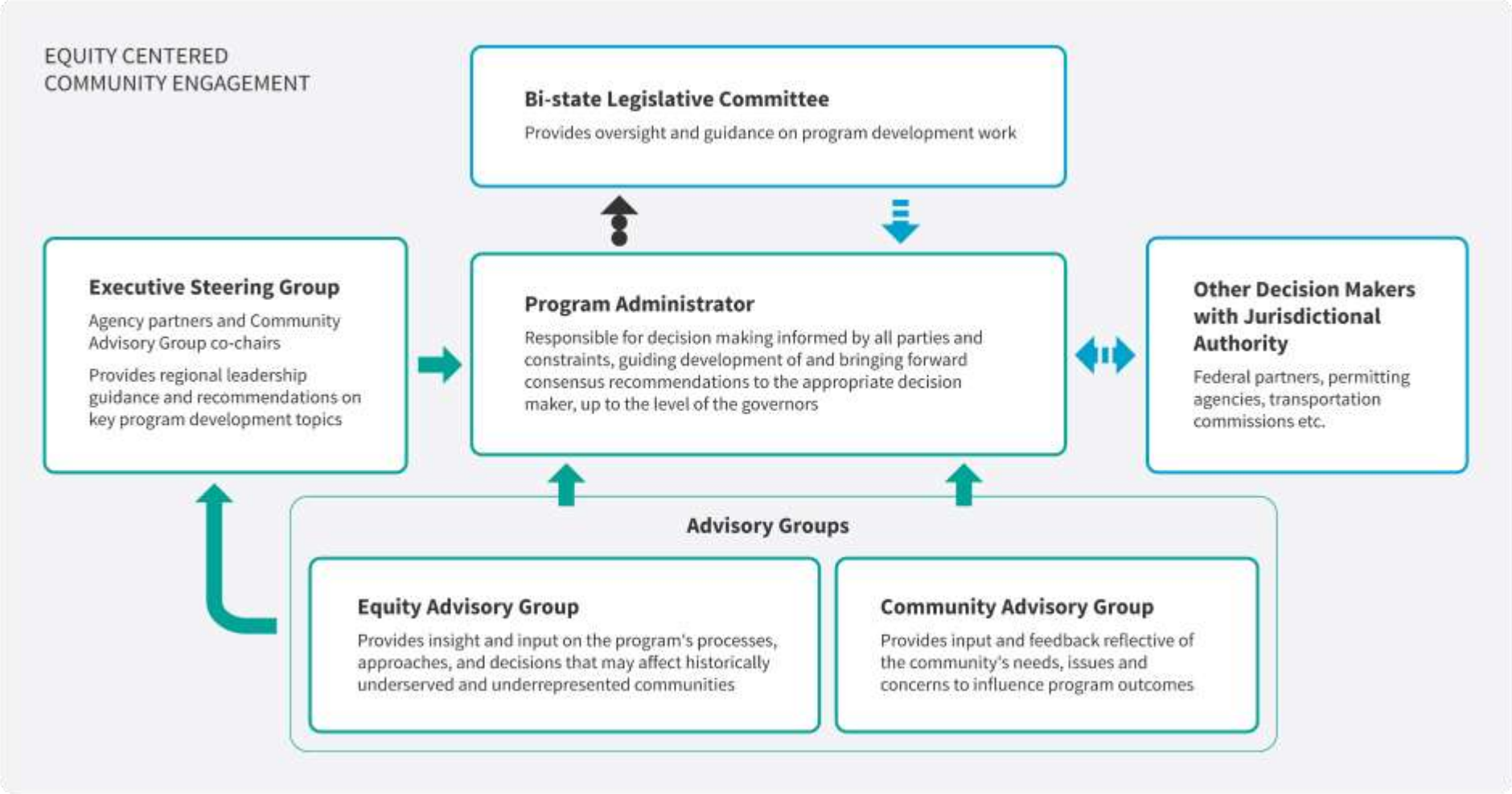
Greg Johnson,

Program Administrator

Program Background

- ▶ Interstate Bridge replacement efforts restarted in 2019
- ▶ Oregon and Washington have dedicated \$80 million towards the effort
- ▶ Previous planning efforts (CRC) received a Record of Decision that approved:
 - A replacement bridge
 - Improvements to 7 interchanges in a 5-mile corridor and enhancements to the local street network
 - Bicycle and pedestrian improvements
 - Extension of light rail from the Expo Center to Clark College
- ▶ IBR program is working with the community and agency partners to identify an updated solution that addresses changes that have occurred since previous planning and incorporate equity and climate considerations

Recommendation and Decision-Making Framework

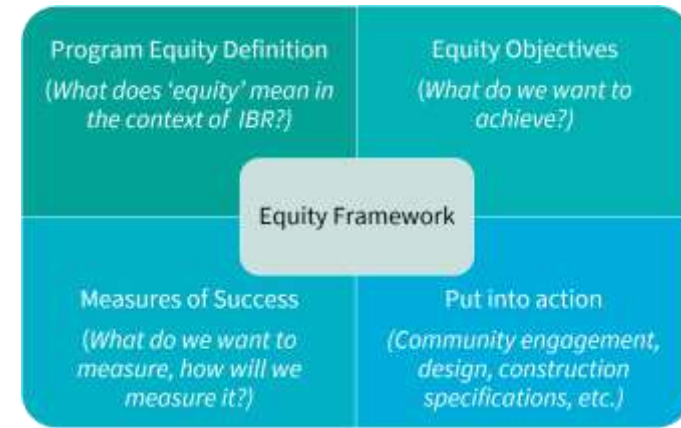


KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

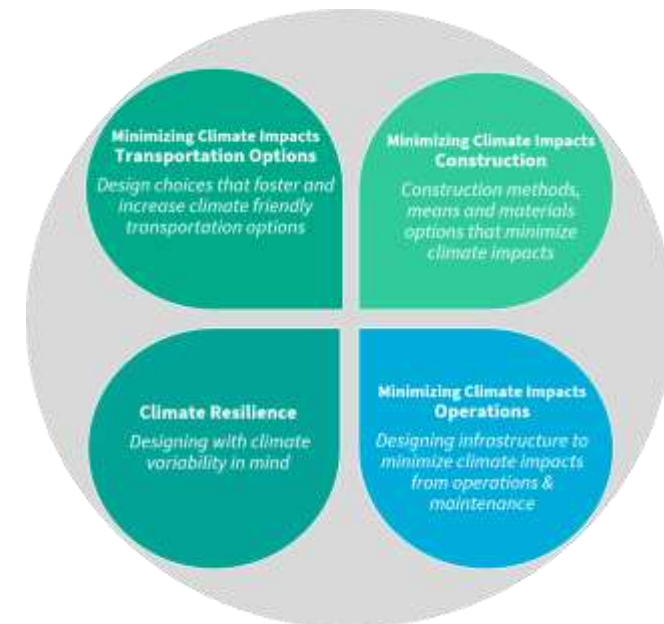
NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

We are committed to embedding equity and climate into the program

- ▶ The program is embedding equity and climate considerations throughout the program in actionable and measurable ways
- ▶ Work with advisory groups and partner agencies is shaping these critical components
- ▶ Using **equity and climate frameworks**, these considerations will be addressed **throughout design and construction** in:
 - Screening criteria to evaluate design
 - Performance measures
 - Design and construction specifications
 - Letters of agreement
 - Program commitments, community enhancements, and mitigation



Equity Framework



Climate Framework

Six Problems:

Through recent community engagement and data analysis, we know all problems identified in previous planning work remain current issues that have not been addressed.



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



Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the west coast.



Congestion: Over 138,000 vehicles crossed the Interstate Bridge each week day in 2018, resulting in 7 to 10 hours of congestions during peak travel times.



Seismic resiliency: In a major earthquake, the bridge would likely be substantially damaged, potentially beyond repair.



Inadequate bike & pedestrian paths: Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



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

Program Timeline



2021 Year in Review

Community Engagement By the Numbers

29,000

Engagements!

Via online meetings, community briefings, listening sessions, surveys, newsletters, social media, and direct email comments.

Advisory Groups

Three advisory groups and working groups, reflective of our community, inform, shape the program, and build consensus.

Community Values

Established community values and priorities with the Community Advisory Group and community feedback.

Equity Framework

Developed with the Equity Advisory Group to outline the program's approach and the resources it will use to advance equity.

79 Virtual public meetings and events.

18,700 Responses collected from two community surveys.



- ▶ **Year in Review Video:**
– [Youtube.com/IBRprogram](https://www.youtube.com/IBRprogram)

NEPA Re-Evaluation Determination

- ▶ **As part of ongoing work with federal partners, the program submitted a NEPA re-evaluation to the Federal Highway Administration and Federal Transit Administration in late 2021**
 - The re-evaluation was needed to determine whether any design revisions in response to physical and contextual changes could result in potential adverse impacts that were not previously identified in the 2011 CRC Final EIS and ROD.
 - A NEPA re-evaluation does not require the program to have made decisions on the details of the future project, it is merely a process of determining whether the original document or decision is sufficient or if supplemental or new analysis is needed.
- ▶ **In late December 2021, FHWA and FTA provided their determination that a Supplemental EIS is necessary to identify and disclose potential new adverse impacts and mitigation associated with the IBR Program.**
 - New impacts not previously evaluated could result from design changes and/or refinements to the formerly selected alternative, changes in the physical environment, the implementation of community priorities, and/or new policies/regulations.

Moving Toward the Draft Modified Locally Preferred Alternative

July – Sept 2021

Oct 2021

Nov – Dec 2021

Jan - June 2022

Link Desired Outcomes to Program-Level Performance Measures and Design Option Screening Criteria

Develop Preliminary Design Options that Respond to Changes since Prior Work

Reached ESG Concurrence to move forward on Desired Outcomes, Screening Criteria Process, and Preliminary List of Design Options

Begin to Screen Developed Design Options

Identify/Refine Draft Modified LPA:

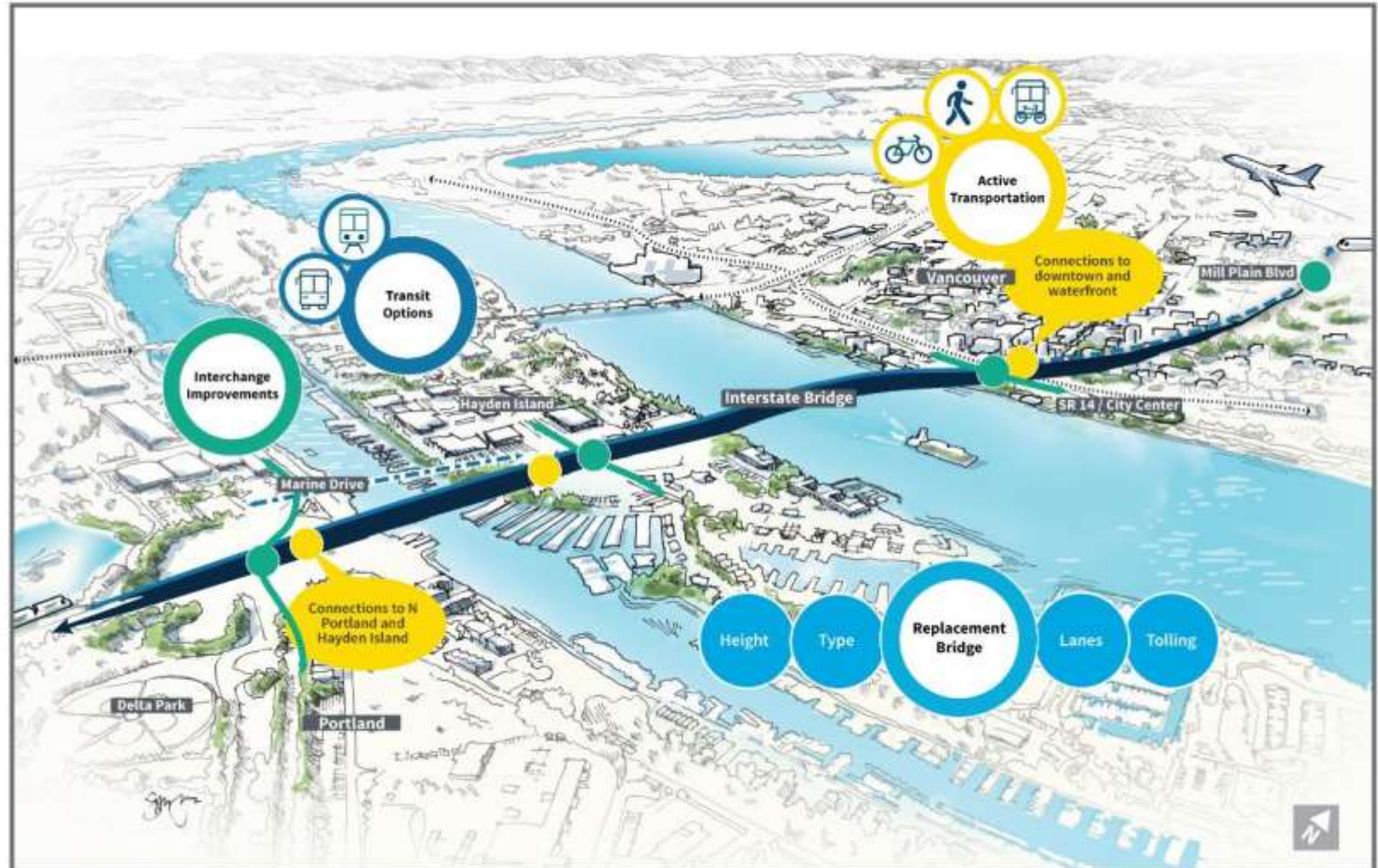
- ▶ **Technical Recommendations**
- ▶ **Additional Modeling/Data Analysis**
- ▶ **Partner Agency Alignment**
- ▶ **Community Engagement**

Identifying the Modified Locally Preferred Alternative

- ▶ **Transit Investments**
 - Evaluating options for LRT and BRT. Assumption that Bus on Shoulder would be incorporated as part of transit investments.
- ▶ **Hayden Island/Marine Dr. Interchange**
 - Full, partial, none
- ▶ **Vancouver Interchanges**
 - Downtown Vancouver connections
- ▶ **Bridge Crossing and Alignment**
 - Evaluating one-bridge (stacked) and two-bridge (side-by-side) options
- ▶ **Number of Auxiliary Lanes**

All options assume replacement of North Portland Harbor Bridge. More work be will done to identify benefits and impacts.

Active transportation improvements are integrated into design options for all areas.



Transit Representative Investments- Overview

- ▶ **The IBR program is analyzing twelve representative transit investments:**
 - (1) No-Build Option:
 - *Assumes no transit improvements from the IBR program but does include other planned transit improvements in the next 25 years. This option is used as a tool for measuring the effects of other options.*
 - (1) Bus on Shoulder option
 - (3) Bus Rapid Transit (BRT) options
 - (6) Light Rail Transit (LRT) options
 - (1) BRT/LRT option
- ▶ **High-Capacity Transit (HCT) options include:**
 - Dedicated space for HCT between the Expo Center and Hayden Island
 - Dedicated space for HCT on the replacement bridge
 - Express buses operating on the shoulder of the freeway, where possible in the program area
- ▶ **Future design work, informed by data, partners, and community engagement, will inform:**
 - Specific transit terminus locations
 - *Transit termini shown in preliminary list of design options are indicative of general locations being studied for current analysis*
 - Transit station details and specific locations
 - Park & Ride size and specific locations

Transit Equity Analysis

- ▶ **Analysis is underway to support equitable outcomes**
 - Comparing station locations in terms of total population and equity priority communities within ½ mile walk
 - Identifying how different transit investments could improve access to jobs and services for equity priority communities
 - Analysis for specific neighborhoods identified by the IBR Equity Index
 - Potential property impacts of transit investments

This feeds into design options screening and performance metrics to help shape the transit component of the modified LPA



Hearing from Program Partners

- ▶ We are committed to a data-driven process that includes current modeling and analysis, along with stakeholder and community input, to identify a Draft Modified LPA that supports regional needs and priorities
 - The program continues to work with partners to address their concerns and demonstrate how shared priorities such as equity and climate considerations are incorporated.
 - The program will be responsive to partner requests for data and information while maintaining the overall program schedule.
- ▶ We've invited C-TRAN to join us today so you can hear directly from them on our process:
 - Shawn Donaghy, CEO of C-TRAN

Federal Discretionary Grant Funding

- ▶ **The program is well positioned to be competitive for federal grant opportunities from the Infrastructure Investment and Jobs Act.**
 - On Jan. 14, President Biden referred to the Interstate Bridge as “one of the most significant bridges in the country”
 - The FTA Capital Investment Grants (CIG) Program, along with the FHWA Competitive Bridge Investment Program and/or the USDOT National Infrastructure Project Assistance Program appear to be the best fit for IBR to apply
- ▶ **IBR anticipates applying for federal grant funding in 2023**
 - The program’s cost estimate and finance plan will be refined as additional detail on grant programs is known, and as program details are determined as part of the modified Locally Preferred Alternative
 - Securing the local match (including state funding) is an important step to successfully secure federal grants, given the preference to be the “last dollar in”

Next Steps

▶ Near term timeline

- Identify initial recommendations on Modified LPA components - spring 2022
- Review and endorsement by boards, councils, and commissions – spring/summer 2022
- Bi-State Legislative Committee consideration of Modified LPA - summer 2022

▶ Beyond summer 2022

- Additional analysis will occur as part of the NEPA process beginning in 2022, with the Final Supplemental EIS estimated to be published by late 2023
- Additional development of design details such as bridge type, active transportation facilities, transit details, etc. —mid-2022 through mid-2024
- Updates to the conceptual finance plan will occur in fall 2022 in preparation for the 2023 OR and WA legislative sessions
 - *We know transportation projects of this size require multiple funding sources including federal, state, and tolling revenue*



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Questions?

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