



IBR Program Development

Joint Committee on Transportation

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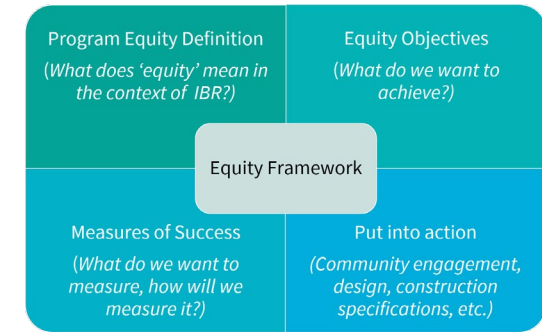
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Program timeline

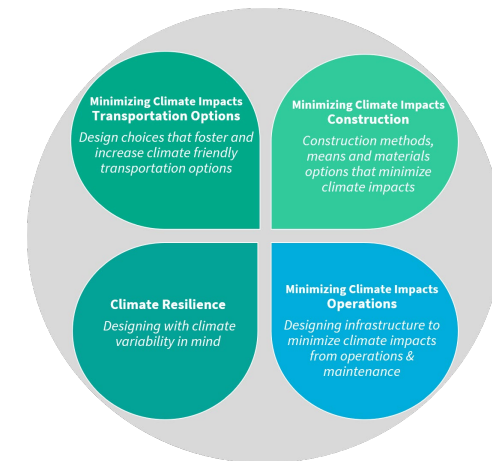


We are committed to embedding equity and climate into the program.

- 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

Changes in the Program Area

In the years since the previous planning efforts, the baseline conditions, regulatory and policy context, and community priorities have changed.

Examples of these changes include:

- ▶ Regional, state, and local climate and equity priorities
- ▶ Demographics along the I-5 corridor and nearby neighborhoods
- ▶ Environmental regulations
- ▶ Expanded transit service in the corridor (i.e., VINE BRT and bus-on-shoulder on I-5 in Vancouver)
- ▶ Current Regional Transportation Plans and City Comprehensive Plans
- ▶ Updates to USACE, USCG and FAA requirements
- ▶ Land use policies, planned development, and zoning changes
- ▶ Freight/industrial activity

IBR Design Options

- ▶ Transit Mode
 - Reviewing 4 LRT, 3 BRT, 1 BRT to LRT, and Bus on Shoulder options
- ▶ Hayden Island / Marine Drive Interchange
 - Full, partial and none
- ▶ Vancouver Interchanges
 - Downtown Vancouver connections
- ▶ Bridge Crossing and Alignment
 - Curved alignment (2013 LPA), Straight alignment, Stacked alignment
 - Downtown Vancouver connections
- ▶ Number of Auxiliary Lanes

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

Active transportation improvements are integrated into design options for all areas, with additional detail to be added as they are further developed

Community Engagement + Outreach

- ▶ Program advisory groups meet monthly
 - Community Advisory Group, Equity Advisory Group, Executive Steering Group
- ▶ Engaged with upwards of 28,000 people to date
 - Advisory groups, working groups, listening sessions, surveys, freight leadership engagement, multilingual outreach, community briefings, newsletters, online open houses, social media, and more
- ▶ Confirmed transportation problems and community priorities
 - 9,100+ survey respondents
- ▶ Community Based Organization Mini-Grants
 - Small awards to CBOs that serve or represent equity priority communities to supplement program community outreach
- ▶ Gathered feedback around design options
 - 9,600+ survey respondents

Next Steps

► Near term timeline

- Identify initial recommendations on program components by spring 2022
- Programming boards, councils, and commissions between spring and summer
- ESG endorsement and Bi-State Legislative Committee review 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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Thank you.