

DRAFT Interstate Bridge Replacement Program Commitments

Number	Category	Commitment	Timing
1	Active Transportation	Undertake additional design to include robust active transportation facilities on the bridge, approaches and throughout the program area; meet or exceed standards; meet the active transportation demand considering tolls and other transportation demand measures.	After ROD
2	Active Transportation	Provide good active transportation connections to HCT stations including infill of missing sections.	During SDEIS
3	Active Transportation	Retain and enhance multimodal transportation especially in the vicinity of highway overcrossings.	During SDEIS
4	Climate	Provide a high level of sustainable design and construction practices including a stormwater strategy and minimal impact on fish, wildlife, and watershed health.	Ongoing
5	Climate	Prepare an in depth Greenhouse Gas Analysis including climate change, air quality, carbon emissions, and VMT.	During SDEIS
6	Community	Develop Community Benefits Program.	Before FDEIS
7	Community	Authentically engage with the programs advisory groups (ESG, CAG and EAG) in all major program decisions, timelines, and milestones	Ongoing
8	Community	Commit to a robust community engagement program to solicit and obtain public input for all stages of the program including establishing public priorities for design and evaluation of impacts to the built and natural environment, and input on design options.	Ongoing
9	Community	Commit to partner engagement to help shape communications strategy and execution, environmental process, and the development of the program design.	Ongoing
10	Construction	Develop a construction management approach that includes appropriate requirements to reduce GHGs and carbon footprint during construction	After ROD
11	Contracting	Set targets to achieve DBE utilization and employ innovative strategies to achieving workforce diversity goals	Ongoing
12	Design	Employ high quality architectural design for the North Portland Harbor Bridge and Columbia River main span.	After ROD
13	Design	Design a bridge that is aesthetically pleasing, cost efficient, and sustainable.	Ongoing

14	Desired Outcomes	Design and construct the program following principles of sustainability, cost efficiency, context sensitivity, and avoidance and minimization of impacts.	Ongoing
15	Equity	Prepare an Equity Report that assesses the impact of tolls on low-income people, including toll avoidance and limited access to technology for payment of tolls; the impact of the project on low-income and minority populations in regard to affordable housing and employment; and the impact of the project on populations at or below the poverty level. It entails an examination of access to jobs and services, physical accessibility, potential negative impacts related to construction and/or property acquisition, and other elements in alignment with our equity objectives.	During SDEIS
16	Equity	Implement an accountability tracking tool that will include regular staff reports to the program and the EAG regarding how the Equity Framework (and equity more broadly) has shaped decisions and activities	Ongoing
17	Equity	Prioritize access, influence and decision-making power for marginalized and underserved communities throughout the program in establishing objectives, design, implementation and evaluation of success	Ongoing
18	Financial Plan	Develop a financial plan including capital sources and uses of funds for presentation to the program partners and the public that indicates federal, state, and local funding.	Before/During SDEIS
19	Financial Plan	Prepare a Level 2 toll traffic and revenue study.	During SDEIS
20	Financial Plan	Prepare an investment grade (Level 3) toll traffic and revenue study.	After SDEIS
21	Freight	Confirm the configurations of the Marine Drive/Hayden Island and Mill Plain interchanges allow for unimpeded, safe and efficient movement of freight and workforce traffic and complement current and future operations at the region's Ports' Marine Terminals and key industrial districts.	During SFEIS and After ROD
22	Freight	Ensure the auxiliary lane design and configuration on the bridge allows for safe and efficient movement of freight and general purpose traffic. Develop the design of the bridge to consider adequate shoulder width and grade to allow for high, wide and heavy and general industrial freight and containers.	During SDEIS and SFEIS; By ROD completion
23	General	Right size and develop a transportation program that is responsive to community needs, environmentally responsible, resilient to future climate and social changes, and satisfies the Purpose and Need	Ongoing

24	NEPA	Prepare a Supplemental Environmental Impact Statement (SEIS) pursuant to the National Environmental Policy Act (NEPA) that assesses potential impacts to the built and natural environments including as assessment of climate change and greenhouse gas emissions; the SEIS will include mitigation measures to avoid or reduce potential impacts as feasible. The SDEIS will include opportunity for public input and comment during a public review period and at public hearing(s).	During SDEIS
25	Sustainability	Prepare a sustainability plan.	During SDEIS
26	TDM/Tolling	Develop a comprehensive TDM program that includes variable-price tolling.	Concurrent with ROD
27	TDM/Tolling	Use TDM to help manage peak period auto demand.	After ROD
28	Tolling	Implement tolling on I-5 as soon as legally and practically permissible.	After ROD
29	Tolling	Develop a plan to educate the public about tolls.	Ongoing
30	Tolling	Evaluate and seek authorization for pre-completion tolling of the existing bridge under Title 23 Section 129 while the replacement bridge is under construction.	After ROD
31	Transit	Develop the high-capacity transit terminus, station placement, alignment and design to allow for future extensions and connections.	During SDEIS
32	Transit	Develop options and define impacts and costs for the high-capacity transit alignment accounting for development opportunities, safety and efficiency, traffic movement, construction costs and impacts.	Ongoing
33	Transit	Conduct further analysis on the size and design of park and rides accounting for ridership and cost-effectiveness, impacts on the street network and integration with the surrounding land uses; document in the SFEIS.	During SDEIS
34	Transit	Develop stations, furnishings, roadwork and sidewalk elements in character appropriate to Vancouver and Hayden Island.	After ROD
35	Transit	Refine station locations accounting for safety, compatibility with surrounding uses, cost-effectiveness and efficiency of operations.	During SFEIS
36	Transit	Develop a plan for Transit Operations & Maintenance funding sources.	During SDEIS
37	Transit	Optimize the HCT option selected to maximize ridership potential and improve the transit network to meet the region's needs today and into the future; and that fits within the operating plans of the two partner transit agencies: C-TRAN and TriMet.	Before SDEIS
38	Process	The IBR program will develop a workplan to address partner requests and conditions of approval. The workplan will address any conflicts that arise between partner agencies independent conditions of approval and will provide a timeline for responding to partner agency requests.	Ongoing