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Administrator

Interstate Bridge Replacement Program

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Initiating IBR Efforts

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$1.1 B in combined funding dedicated by OR and WA as of August 2022
- ▶ 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



Reconfirming Purpose and Need

- ▶ Previously identified transportation problems still exist:
 - Growing travel demand and congestion
 - Impaired freight movement
 - Limited public transportation operation, connectivity, and reliability
 - Safety and vulnerability to incidents
 - Inadequate bicycle and pedestrian facilities
 - Seismic vulnerability of the I-5 bridge
- ▶ Substantive changes to previous Purpose and Need would likely require a significantly longer environmental process
 - ESG partners wanted to **update and improve upon past work** without restarting planning efforts
 - Desire to utilize existing Purpose and Need while embedding **equity and climate** throughout the program
 - The program reviewed and confirmed solutions like a third bridge or a tunnel do not meet Purpose and Need

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.

Partial Interchange Summary


Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity



Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space



Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges



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.

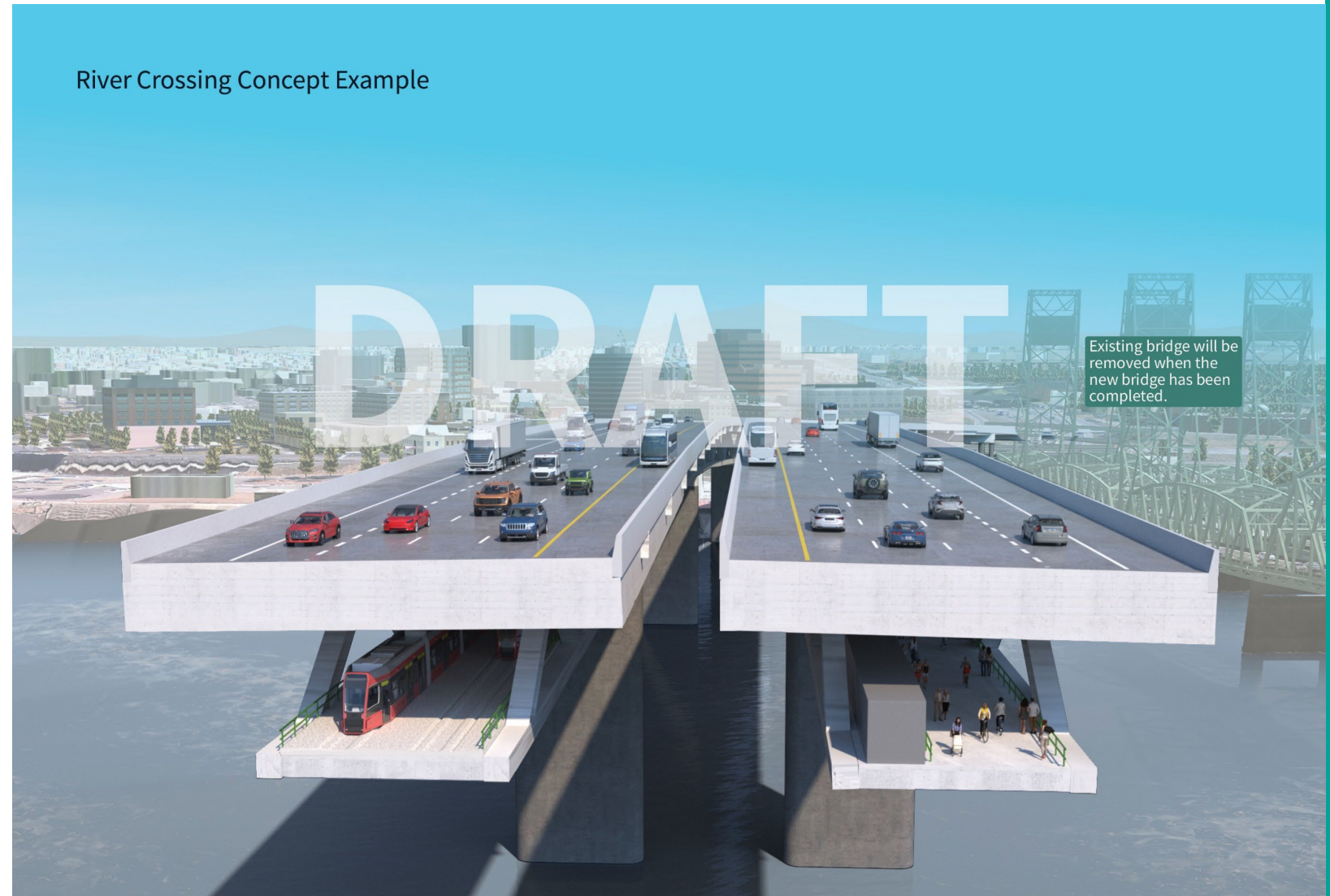
Strategies to Combat Climate Change



- 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

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



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

Modified LPA Endorsement Process

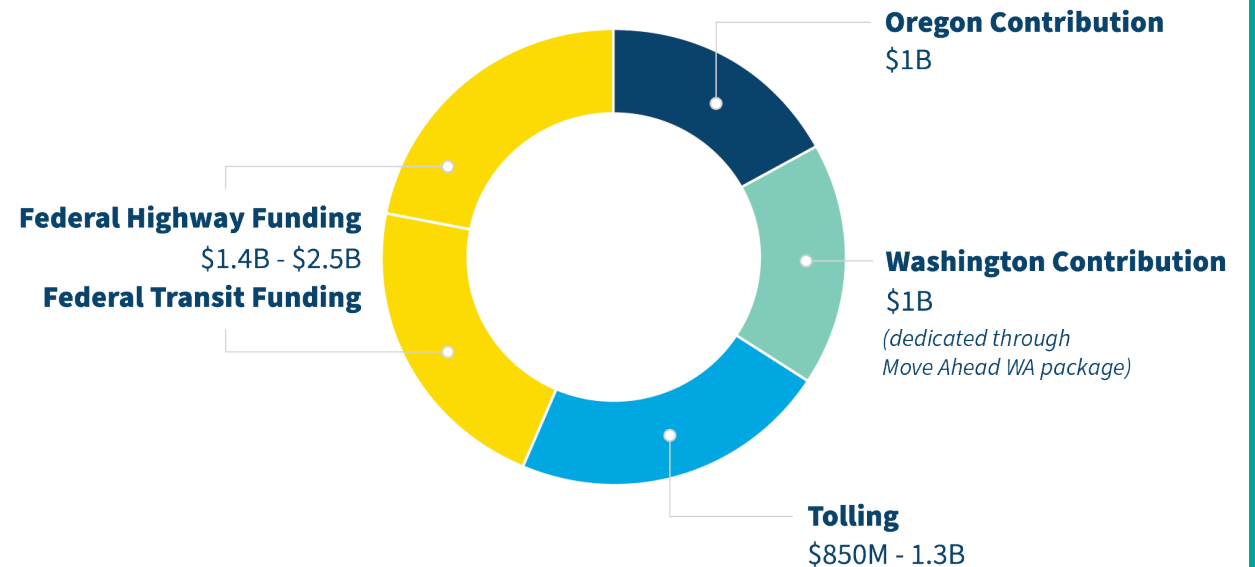
- ▶ June – July 2022
 - All eight program partners endorsed the Modified LPA
 - Executive Steering Group unanimously endorsed the Modified LPA
 - Bi-State Legislative Committee acknowledged moving into the environmental review process
- ▶ The Modified LPA is not the final design, it identifies key elements to study in the Supplemental Draft Environmental Impact Statement
 - The SDEIS evaluates the benefits and impacts of the Modified LPA with public review and comment

Program Update: U.S. Coast Guard Navigation Clearance Permit Process

- ▶ A preliminary navigation clearance determination is one of many steps in the process to identify the final bridge height
 - The IBR program is proposing a maximum height of 116 feet, the existing bridge has a maximum clearance of 178 feet
- ▶ 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

Cost + Finance Plan Assumptions

- ▶ An initial update to cost and funding estimates is expected in late 2022
 - 2020 Conceptual Finance Plan identified a possible cost estimate range of \$3.2-\$4.8B
- ▶ Equal state share/contribution
- ▶ Toll revenues
 - IBR tolling will be implemented in a bi-state environment
 - Toll revenue collected on the facility will be dedicated to the Interstate Bridge
- ▶ The IBR program has already begun applying for federal grants and will continue to explore opportunities to maximize federal funding



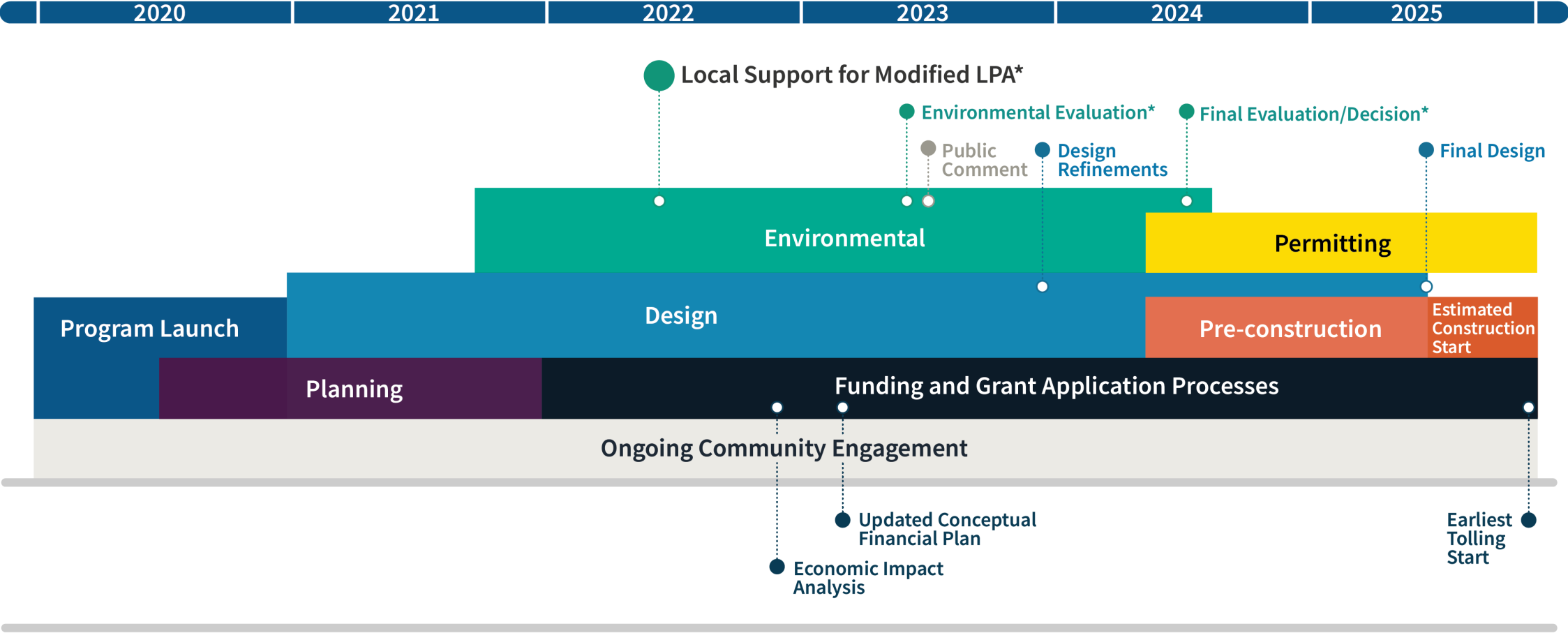
Cost Estimating

- ▶ Current cost estimates are preliminary since the program is at approximately 2% design
 - Cost estimates and finance plan will be refined as details are determined
- ▶ Controlling costs for mega projects is a dynamic and ongoing process
- ▶ Best practices that help identify and address cost risks, opportunities, and other financial considerations include:
 - Risk workshops
 - Value engineering
 - Constructability reviews

Federal Grant Opportunities

- ▶ The IBR program has already begun applying for federal grants and will continue to explore opportunities to maximize federal funding
- ▶ Primary federal grant opportunities:
 - **Bridge Investment Program:** Submitted joint ODOT/WSDOT applications for \$1 million planning grant and \$750 million construction grant
 - **Mega Program:** Submitted joint ODOT/WSDOT letter of intent to apply in future round
 - **FTA Capital Investment Grants Program:** Anticipate submitting request for transit construction funding through the New Starts program
- ▶ Other potential federal grant opportunities:
 - USDOT Reconnecting Communities
 - USDOT Infrastructure for Rebuilding America (INFRA)
 - USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - FHWA Advanced Transportation and Congestion Management Technology Development
 - FHWA Accelerating Innovative Deployment Demonstration Program

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.

Next Steps

- ▶ Late 2022 through 2023:
 - Update cost and funding estimates to reflect the Modified LPA
 - Additional tolling and funding discussions
 - Start the federal environmental review and evaluation process for the Modified LPA
 - Applying for federal grant funding opportunities
- ▶ 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 by late 2025



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Thank you!

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