



**Interstate
BRIDGE**
Replacement Program



Interstate Bridge Replacement Program

July 28, 2023

Meeting Topics

Topic

Program Updates

- Recent activities and updates
- Conceptual visualizations

Update on Estimated Funding Sources

- Overview of cost estimate and funding
- Current and upcoming work

Draft Supplemental Environmental Impact Statement Process and Next Steps

- Overview of design options being studied
- Timeline of upcoming work

Next Steps

Public Comment

Program Update

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

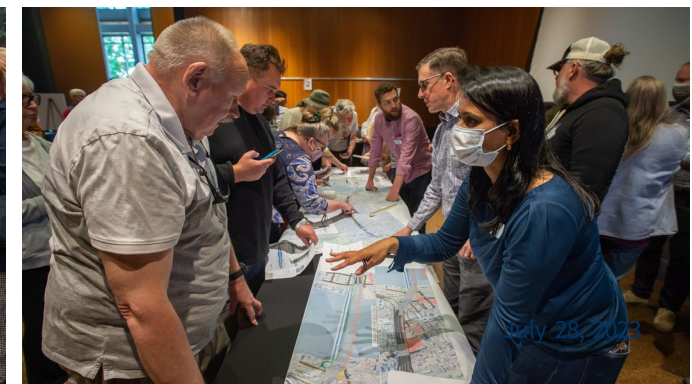
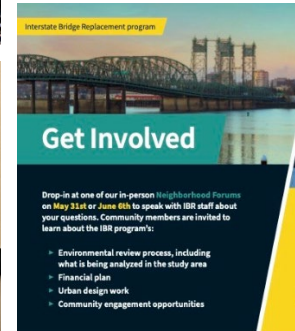
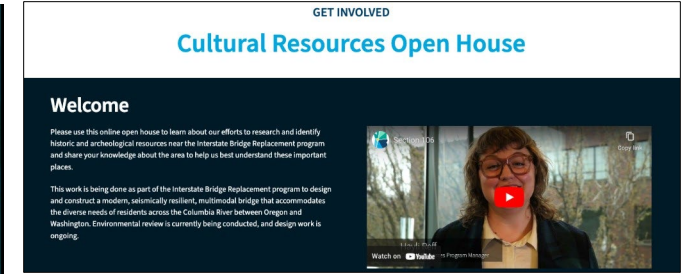
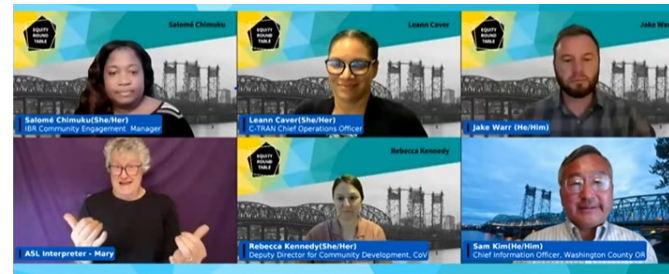
2023 Legislative Actions

- ▶ **Legislative actions in both states have committed the remaining non-federal funding sources needed for the program**
 - This makes the program much more competitive for federal grant funding
- ▶ **WA Legislature**
 - Authorized tolling on the I-5 bridge
 - *Proviso: DOT shall provide regular updates regarding coordination with the state of Oregon on bistrate agreements regarding sharing of revenues, use of revenues, and fiscal responsibilities of each state*
 - Allocated first installment of \$1 billion state share previously committed in Move Ahead Washington transportation package
- ▶ **OR Legislature**
 - Committed \$1 billion state share
 - *Bonding was approved for \$250 million in the 23-25 biennium, and the same amount for each of the subsequent 3 biennia*

Program Outreach

► YTD 2023 Engagement

- Advisory Group Meetings: 15
- Presentations/Briefings: 40+
- Neighborhood Forums: 2
- DBE Meet & Greet: 37 Attendees
- Tabling at Community Events: 7
- Conferences: 8
- Tours: 12+
- Cultural Resources Open House
- Equity Roundtables: 2
- Social Media Engagements: 20,000
- Newsletter Subscribers: 6,700+
- Website Page Views: 54,000



Conceptual River Crossing Visualizations

- ▶ **Five different bridge types based upon the three configurations being studied (single-level, double-level, movable span)**
 - Intended to give the community an early idea of what a proposed replacement bridge could look like
 - Not meant for decision-making or narrowing of options at this stage
- ▶ **Technical analysis will compare the trade-offs between the three bridge configurations**
 - A decision regarding bridge configuration will be made in 2024 before the start of the Final SEIS and Amended Record of Decision
 - Considerations to determine bridge type will occur once a decision on bridge configuration is made

Single-level Bridge - Extradosed

Vancouver Grant Street Pier, west of bridge



Single-level Bridge - Finback

Vancouver Grant Street Pier, west of bridge



Single-level Bridge - Concrete

Vancouver Grant Street Pier, west of bridge



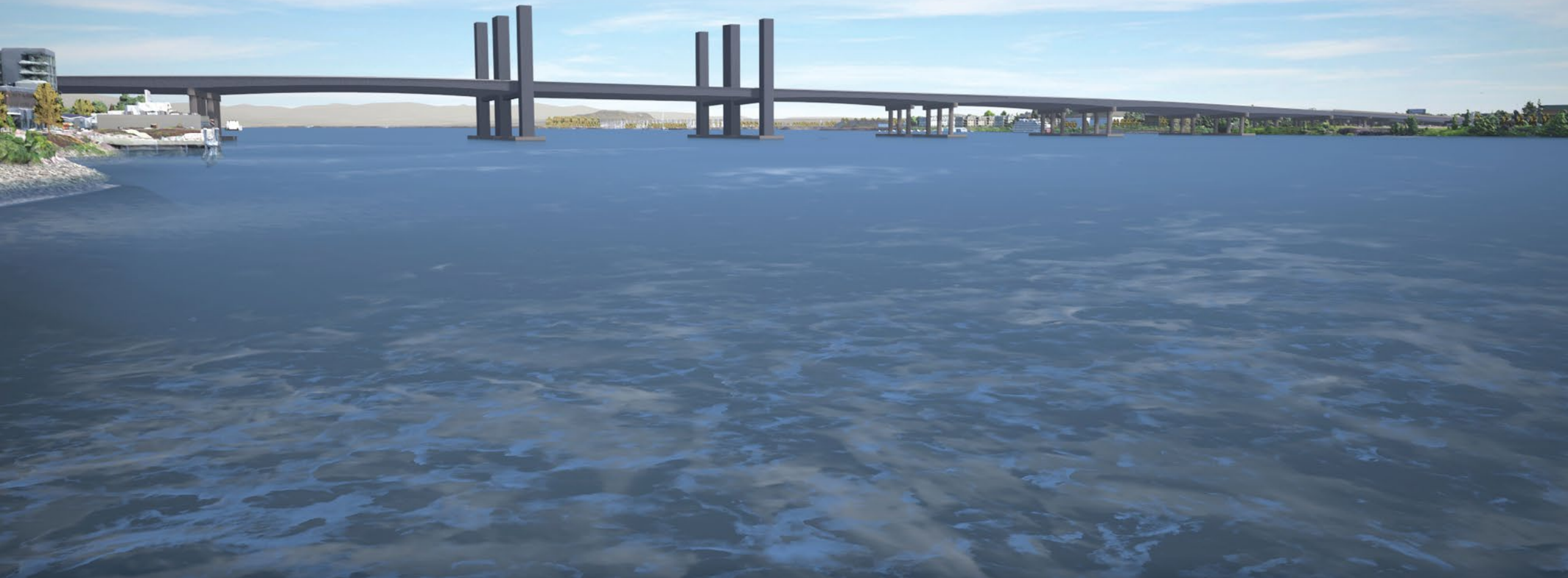
Single-level Bridge - Steel Girder

Vancouver Grant Street Pier, west of bridge



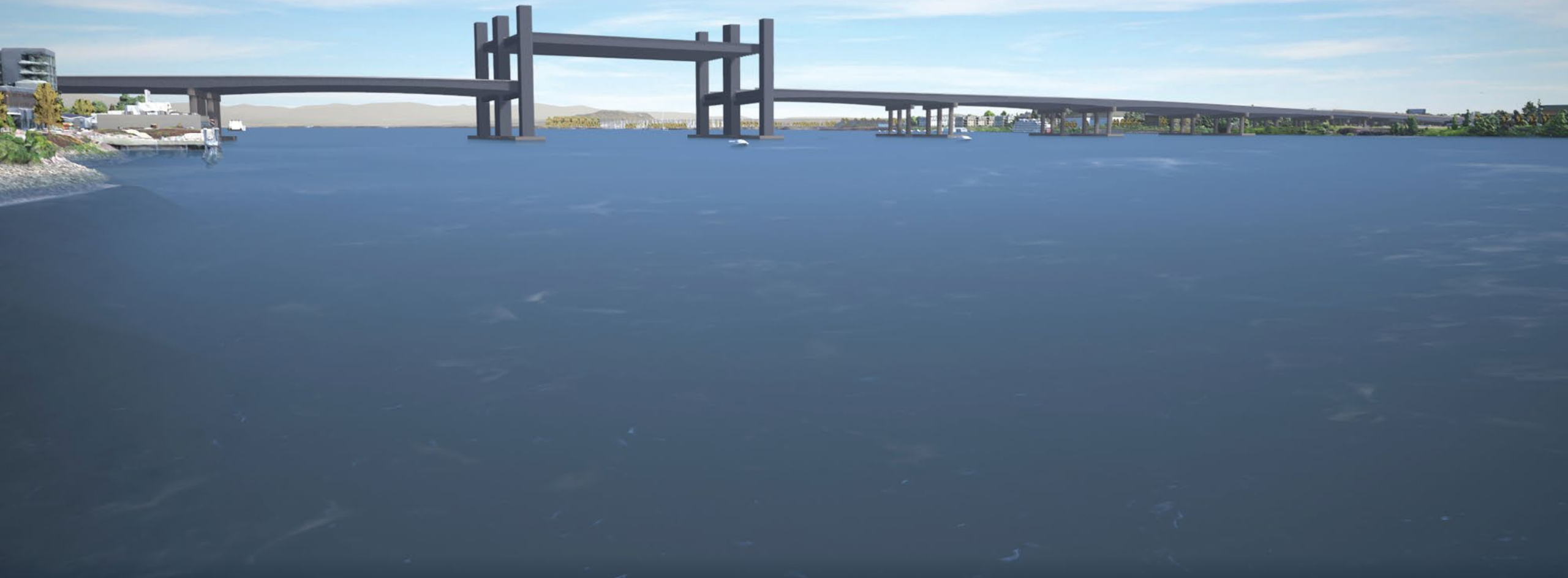
Movable Bridge - Steel Girder - Closed

Vancouver Grant Street Pier, west of bridge



Movable Bridge - Steel Girder - Open

Vancouver Grant Street Pier, west of bridge



Double-level Bridge - Truss

Vancouver Grant Street Pier, west of bridge



Reaction to Conceptual Visualizations

- ▶ Substantial increase in social media activity, website activity, and media coverage in the week following release of visualizations (May 25-31) compared to previous week

Social Media 23,840 total impressions = ↑ **152%**

6,776 engagements = ↑ **1,100%**

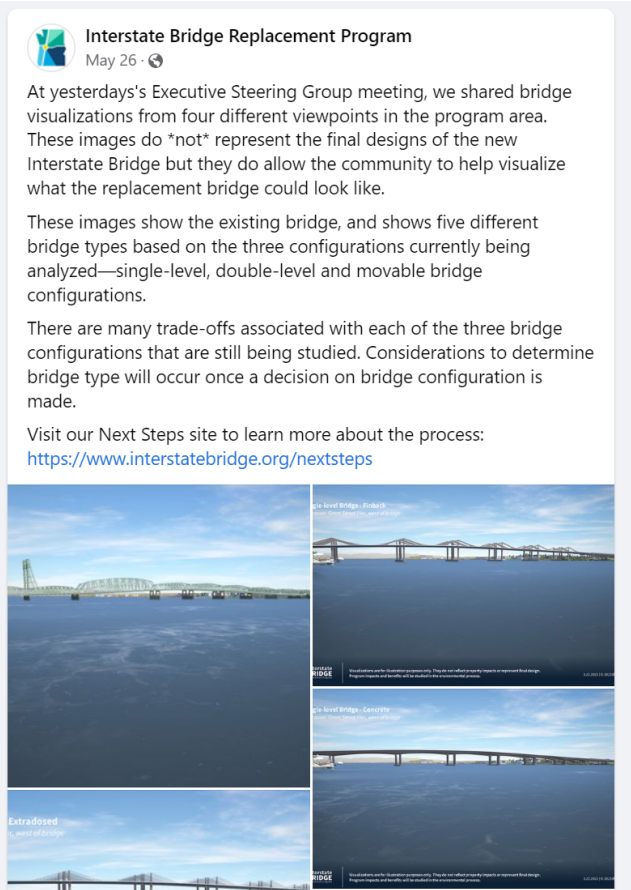
96 followers gained = ↑ **123%**

Program Website

Page views [interstatebridge.org](https://www.interstatebridge.org): 1,700 to 3,800 = ↑ 124%

Media

Five interviews, **13 stories** in Oregon and Washington media outlets



Permitting & River User Considerations

- ▶ **The IBR program is analyzing a fixed span replacement bridge with a vertical clearance of 116 feet, which would eliminate bridge lifts**
 - This was the option selected for the previous project that best balanced the needs of air, land, and water travel while minimizing environmental impacts
- ▶ **A movable span is also being analyzed as a design option to meet the U.S. Coast Guard request to study an option that could provide 178 feet of vertical clearance**
 - The program is continuing conversations with potentially impacted river users
- ▶ **The program is coordinating with regulatory agencies to ensure we're considering the safety and needs of all users including river navigation**



Feedback and Discussion

- ▶ What questions or feedback do you have?

Update on Estimated Funding Sources

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Proposed Funding Sources

► **Cost Estimate: \$5 B - \$7.5 B**

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

	Status	Funding Range	Financial Plan
Existing State Funding	Committed	\$198 M	\$198 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Anticipated	\$1,000 M	\$1,000 M
Toll Funding	Anticipated	\$1,100 – 1,600 M ¹	\$1,237 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Prospective ²	\$860 – 1,800 M	\$1,500 M
2023 IBR Financial Plan Total		\$5,058 – 6,698 M	\$5,935 M

¹ The preliminary financial capacity assessment by the OSTs confirms the viability of a \$1.24 B contribution under a base case financing scenario. Additional work will be done to assess the full financial capacity of net toll revenues.

² \$1.0 M in Federal Grants total is committed via FFY 2022 BIP Planning Grant award

IBR Cost Estimate Breakdown

- ▶ All elements of the program are needed to ensure a safe and effective multimodal corridor
- ▶ The cost breakdown does not indicate the anticipated sources of funds



Washington Interchanges, Roadway and Shared Use Path
Cost Range: \$0.99 - \$1.49 billion



Interstate Bridge Replacement and Approaches**
Cost Range: \$1.64 - \$2.45 billion



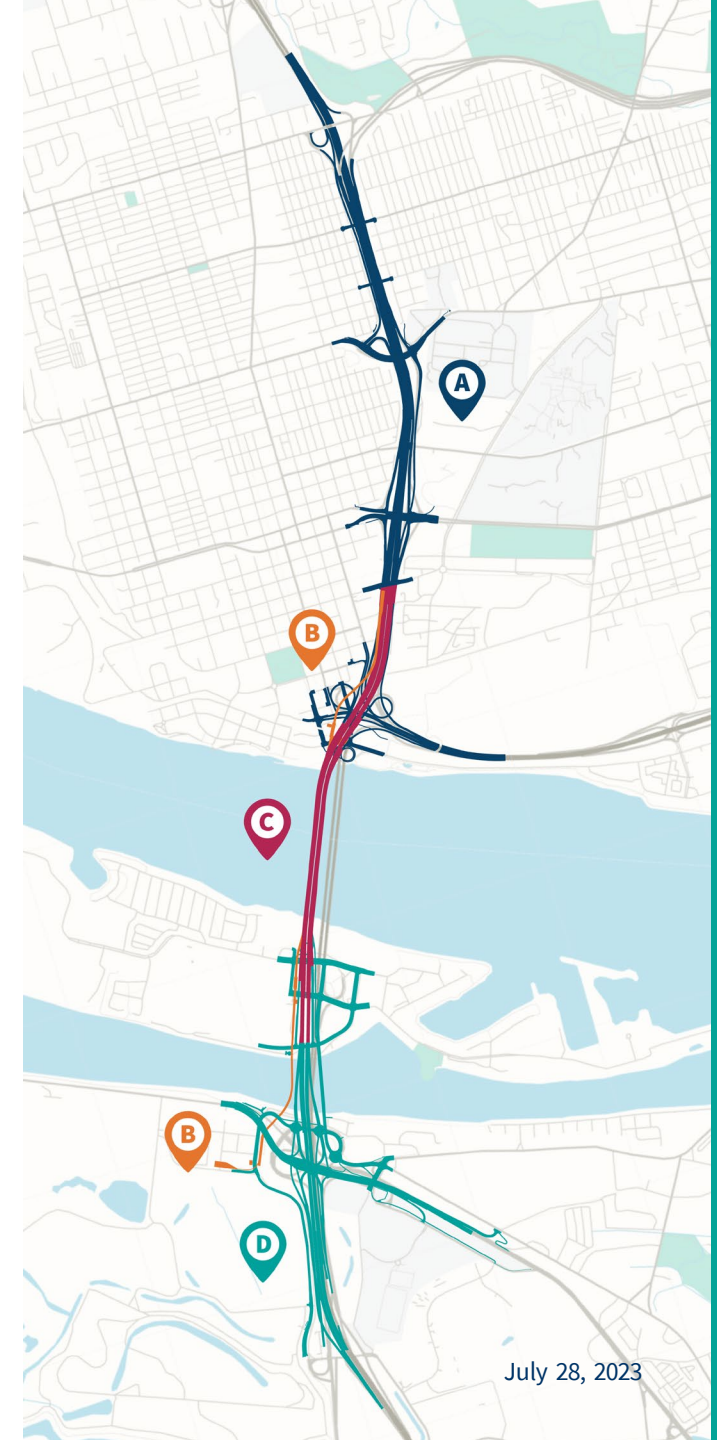
Transit Investments*
Cost Range: \$1.32 - \$1.99 billion



Oregon Interchanges, Roadway and Shared Use Path
Cost Range: \$1.05 - \$1.57 billion

* *Transit Investments cost estimate includes new stations, potential park and rides, and facilities to operate transit. This excludes a portion of the river bridge and approaches that will be included in transit costs when seeking federal grant funding.*

***The Replacement Bridge and Approaches cost estimate includes 100% of the cost of the bridge across the river (including shared use path and the transit share of the bridge structure), as well as bridge approaches and removal of the existing bridge.*



Federal Funding Updates

- ▶ **IBR will apply for the Mega and Bridge Investment Program grants this summer**
 - Grant awards for these two programs are anticipated to be announced in late 2023/early 2024
- ▶ **Funding committed by both states and tolling authorization provide the local match contributions necessary for all federal grant programs IBR will pursue**
- ▶ **If awarded, the DOTs and federal government will develop an agreement on the terms of funding**
 - For large projects this process typically takes 12-18 months
 - Once the grant agreement is reached, IBR can access the grant funds
 - Construction must begin within 18 months of the first funding obligation

Capital Investment Grant (CIG) Program

- ▶ US Department of Transportation's largest discretionary and competitive grant program
- ▶ The CIG program is administered by the Federal Transit Administration (FTA)
- ▶ IBR is seeking \$1 billion in CIG funding
- ▶ The CIG program has four phases with significant oversight for risk, cost estimating, financing, and project management throughout each phase
 - FTA approval is required for entry into each phase
- ▶ **Projects are given a rating based on how well they perform in CIG criteria**
 - Projects must rate well in order to successfully compete for funding, and a project's ability to receive congressional funding appropriations is based on that rating

CIG Program Phases

- ▶ **Project Development:** Beginning in August 2023 through August 2025
 - In mid-June, the IBR program submitted the request to FTA for entry into this phase
 - Within 2 years of entering this phase, the IBR program must complete the following:
 - *environmental work*
 - *30% transit design*
 - *cost estimates*
 - *risk assessment*
 - *detailed project management plan*
 - *finance plans*
 - *preparation of rating materials, which are necessary to successfully make it into the President's budget*
- ▶ **Engineering:** Early 2026 through early 2028
 - To enter this phase, IBR must have completed the following:
 - *have 30% of local funds committed*
 - *must be successfully rated based on competitive criteria in order to qualify to be in the President's budget*
 - During this phase IBR must complete the following:
 - *complete 30-90% transit design*
 - *update cost and risk assessments*
 - *finalize all agreements*
 - *complete oversight reviews*

CIG Program Phases Cont.

▶ Full Funding Grant Agreement (FFGA): Early 2028

- This is the phase where the CIG funding is allocated and available to the program
- To secure a FFGA:
 - *all local program funds must be committed*
 - *final readiness reviews must be complete*
 - *must have all other funding sources appropriated*
 - *the project must be in the President's budget, which requires congressional review of the program*

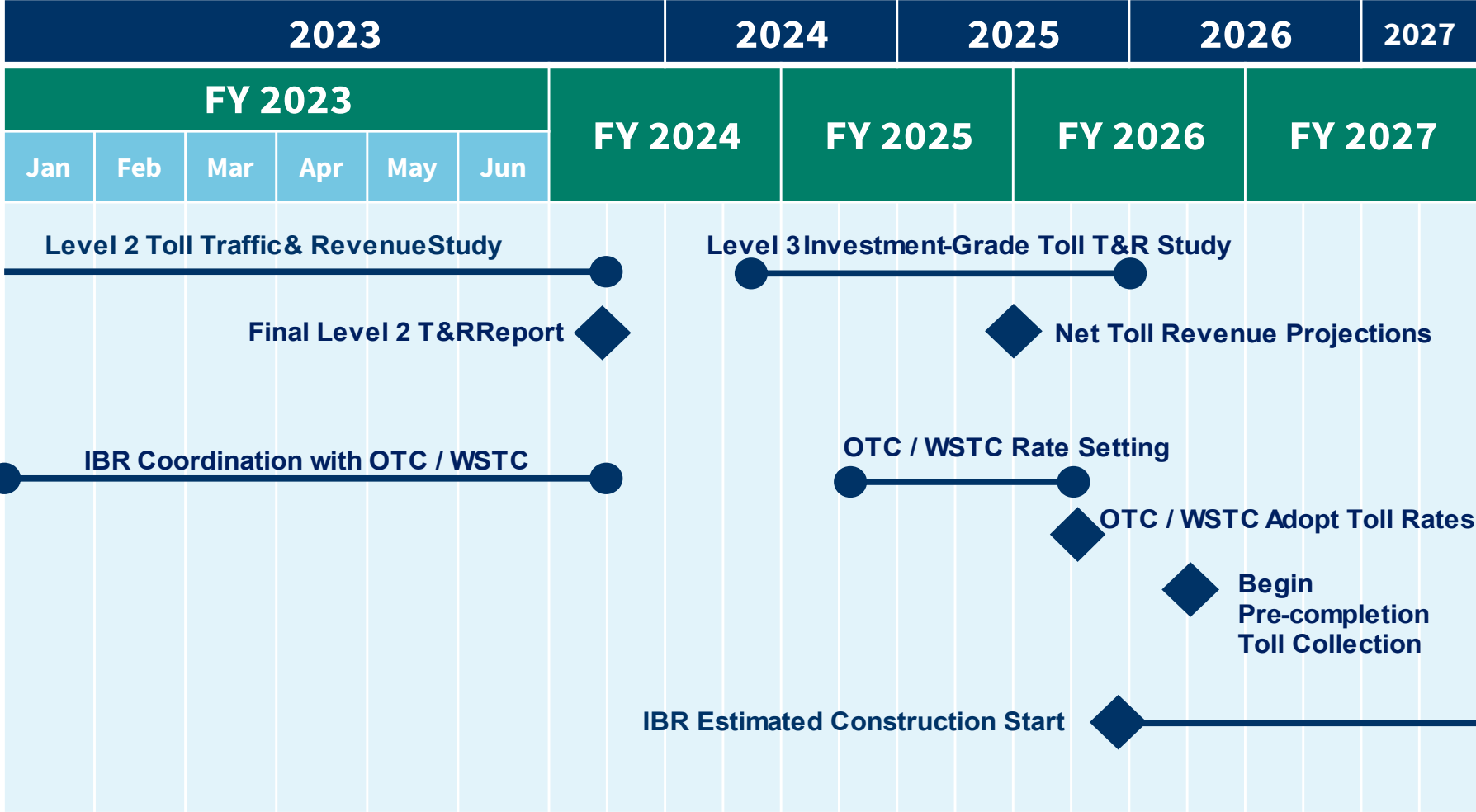
▶ Transit Construction Phase: Early 2028 through 2033

- This phase includes the start of transit specific construction projects through the opening of transit
 - *The main river bridge and approaches are scheduled to begin construction as early as late 2025 and will include some elements for the transit portion of the program*
- FTA oversight continues to monitor progress on scope, schedule, and budget throughout this phase

IBR Traffic Projections

- ▶ **There are two types of toll traffic forecasts:**
 - Traffic and revenue (T&R) forecasts for financial planning
 - *Focus on annual traffic and revenue projections in each year*
 - *For IBR, we are forecasting lower traffic volumes to ensure it is more conservative and does not overstate possible revenue*
 - Traffic forecasts for environmental analysis and design considerations
 - *Focus on typical weekday traffic impacts*
 - *For IBR, this will forecast higher traffic volumes to not understate the possible environmental impacts*

Draft IBR Toll Funding and Rate Setting Timeline



- ▶ **Level 2 Toll Traffic & Revenue Study** – Tests multiple toll rate scenarios and how they effect travel demand and revenue to support Commissions on toll / policy evaluation and financial planning
- ▶ **Level 3 (investment-grade) Toll Traffic & Revenue Study** - Supports formal rate setting prior to opening and eventual bond issuance
- ▶ Milestones are targets to meet NEPA and finance timelines and do not yet reflect coordination needs for OTC/WSTC policy work

Levels 1, 2 & 3 Toll Traffic & Revenue Studies

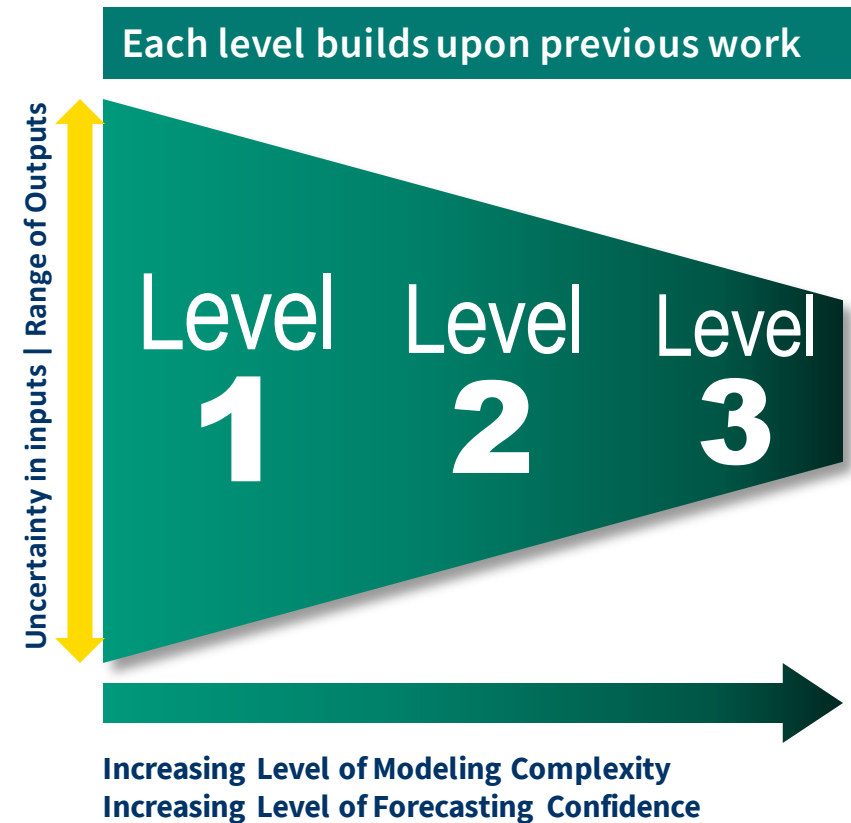
▶ Level 1 Toll T&R | Sketch - Completed during CRC

▶ Level 2 Toll T&R | Comprehensive

- **Purpose:** More detailed evaluation of alternatives, supports environmental analysis
- **Duration:** 6-8 months (may take longer if it requires iterations)
- **Timing:** Concurrent with NEPA analysis

▶ Level 3 Toll T&R | Investment Grade

- **Purpose:** Refined for preferred alternative with accuracy and rigor to support decision-making by lenders and receive credit rating
- **Duration:** 12 months, usually completed about 6 months before start of tolling due to limited shelf-life
- **Timing:** End of NEPA analysis and prior to initial financing; may be refreshed periodically over life of debt



IBR Level 2 Toll Traffic and Revenue Study

- ▶ **Testing seven variable rate toll scenarios to understand the impact on revenue**
 - The initial toll scenarios under study include rates ranging from \$1.50 to \$3.55 in year of toll commencement, depending on time of day
 - Some scenarios consider a 2.15% annual escalation
 - Some scenarios consider other proposed regional toll projects
 - A low-income toll program is considered in some scenarios
- ▶ **Initial analysis of toll scenarios determined that revenue generated from tolling could fund the amount identified in the financial plan**
- ▶ **Toll rates for the IBR program are anticipated to be set in 2025 by the Oregon and Washington Transportation Commissions**
 - The level 2 Toll T&R does not determine toll rates but supports future joint rate setting work by the Commissions

IBR Construction Economic Impacts

▶ Total Economic Activity:

- Direct Project Expenditures (Project Cost): **\$5.9 B**
- Total Gross Economic Activity: **\$11.6 B**
- Minimum Net New Economic Activity: **\$3.6 B***

▶ Total Employment (person-year jobs):

- Direct Project Construction Employment: **18,700**
- Total Gross Employment: **43,300**
- Minimum Net New Employment: **13,460***

▶ As the IBR scope and cost estimates are refined, we will continue to update the EIA analysis



**Minimum net values capture the effects attributed to anticipated federal discretionary grants that without IBR would not be received and expended locally*



Feedback and Discussion

- ▶ What questions or feedback do you have?

Draft Supplemental Environmental Impact Statement Process and Next Steps

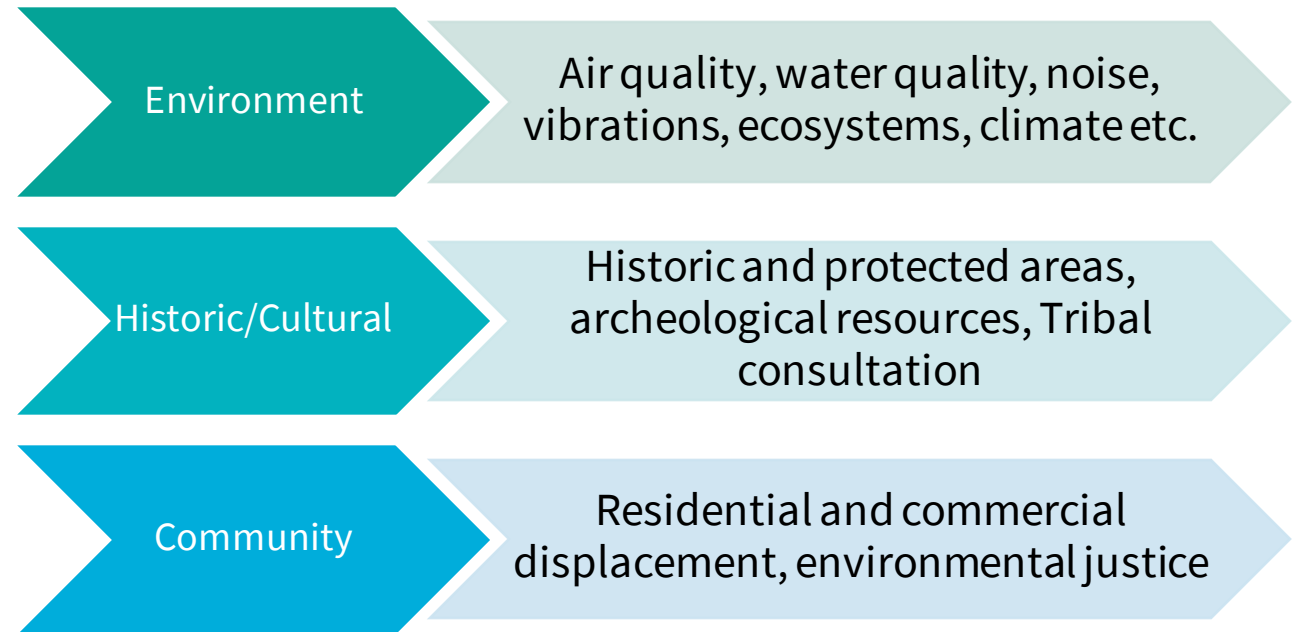
Chris Regan, Environmental Manager

Casey Liles, Design Manager

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



Building Upon Past Work

- ▶ **Supplemental Environmental Impact Statement builds on prior NEPA analysis and focuses on components that have changed**
- ▶ **Multiple alternatives were thoroughly analyzed during prior planning**
 - 2008 Draft EIS evaluated four build alternatives and a no build alternative
 - IBR reviewed changes in the program area and confirmed solutions like a third bridge or a tunnel do not meet program needs
 - *Conducted new analysis on Immersed Tube Tunnel concept*
- ▶ **Modified LPA identifies key elements to study but is not final design**
 - Draft SEIS evaluates the benefits and impacts of the Modified LPA for public review and comment

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:

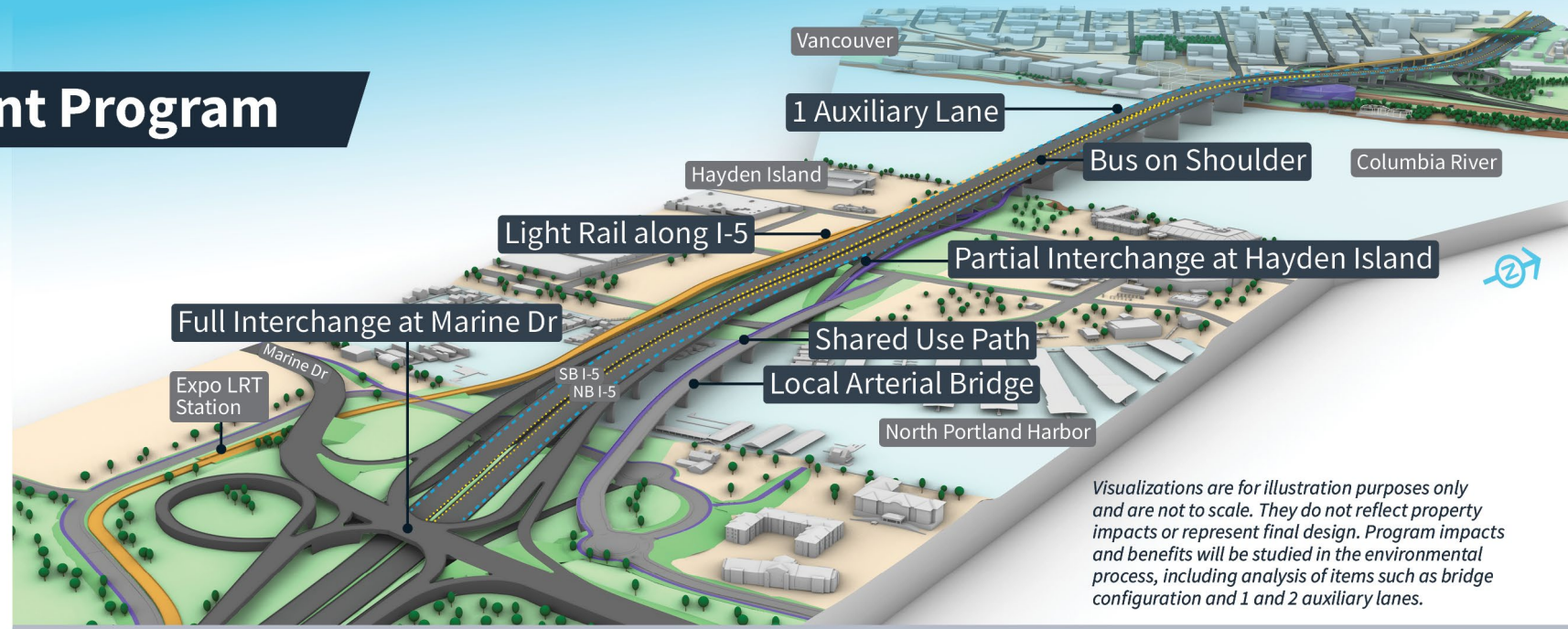
Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

Benefits:

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

Maximizes benefits and minimizes burdens for equity-priority communities



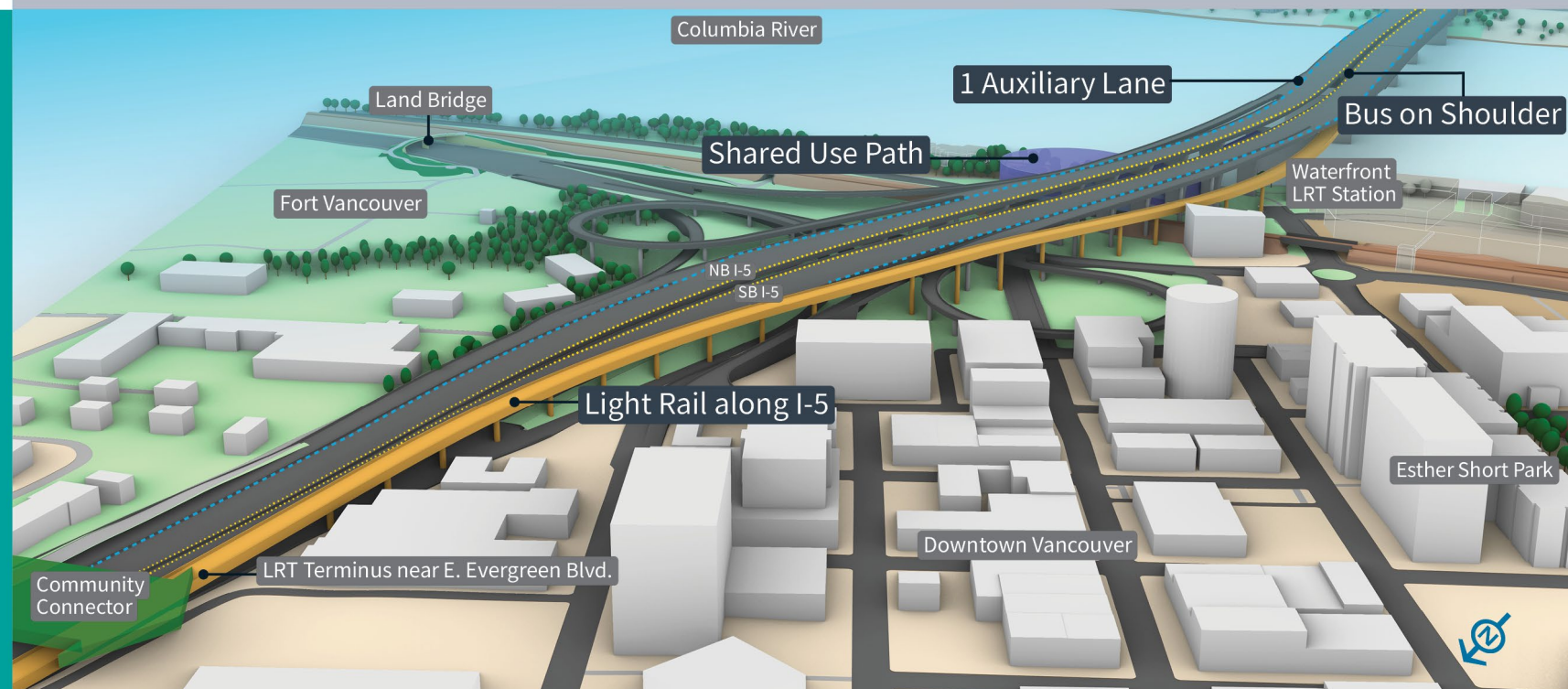
Improves freight movement and connections

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



Draft SEIS Analysis

- ▶ **Two alternatives are being studied in the Draft SEIS:**
 1. Updated No Build Alternative
 2. Modified LPA
- ▶ **Design is conceptual**
- ▶ **Draft SEIS will study the impacts, benefits, and proposed mitigation**
- ▶ **Public comment period**

Ch 1	Purpose and Need
Ch 2	Description of Alternatives
Ch 3	Existing Conditions and Environmental Consequences
Ch 4	Financial Analysis
Ch 5	Revised Draft Section 4(f) Evaluation
Ch 6	Public Involvement and Tribal Consultation

NEPA and Regulatory Milestones

► Supplemental EIS:

- Draft SEIS: **Late 2023**
 - *60-day Public Comment*
- Final SEIS: **2024**
 - *Address public comments*
 - *Identification of mitigation measures*
- Amended Record of Decision: **2024**
 - *Represents federal approval to move to construction*

► Other Regulatory Milestones:

- National Historic Preservation Act: **Early 2024**
 - *Section 106 Programmatic Agreement and Mitigation Plan*
- Endangered Species Act: **Mid 2024**
 - *Section 7 Biological Opinion*
- U.S. Army Corps of Engineers: **Late 2025/Early 2026**
 - *Clean Water Act Section 404 Permit*
 - *Section 408 Navigation Channel/Levee Alterations*
- U.S. Coast Guard: **Late 2025/Early 2026**
 - *Rivers and Harbors Act Section 9 Bridge Permit*

What is Being Studied in the Draft SEIS

▶ Modified LPA

- 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 represent “bookends” that will be evaluated in the Draft SEIS*
 - *After the public comments are reviewed, 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

- 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*
- Park & Ride locations at Waterfront and Evergreen Transit Stations

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

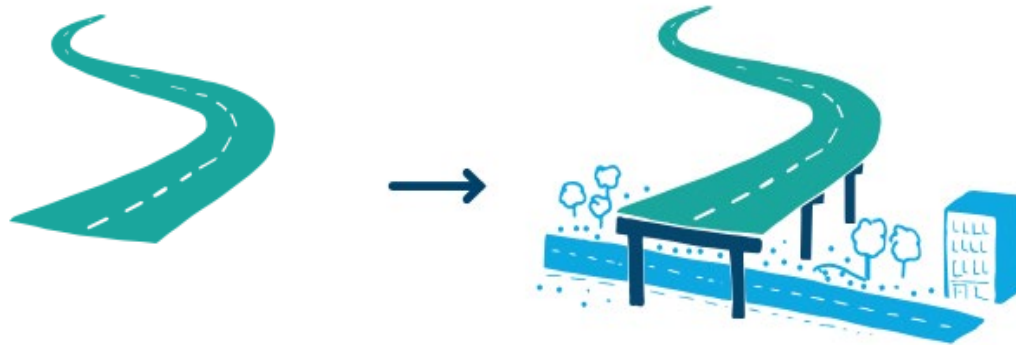


Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

Design Discussions

- ▶ Ongoing conversations with advisory groups and the community to inform future design considerations

Considering all users in all parts of design



Upcoming Engagement

2023

▶ Prior to release of the Draft SEIS

- Briefings to Community-Based Organizations (CBOs) and Neighborhoods
- Mini-Grant Partnerships with CBOs
- Affinity Listening Sessions
- Equity Roundtables
- IBR Staff Office Hours
- Open House
- Community Briefings
- Neighborhood Forums
- Youth Press Conferences
- Tabling at Fairs & Festivals
- Program Area Tours

2023

-
2026

▶ Future engagement

- Design elements such as bridge design, transit station design/access, bridge aesthetics, and active transportation design
- Community benefits and workforce opportunities



Feedback and Discussion

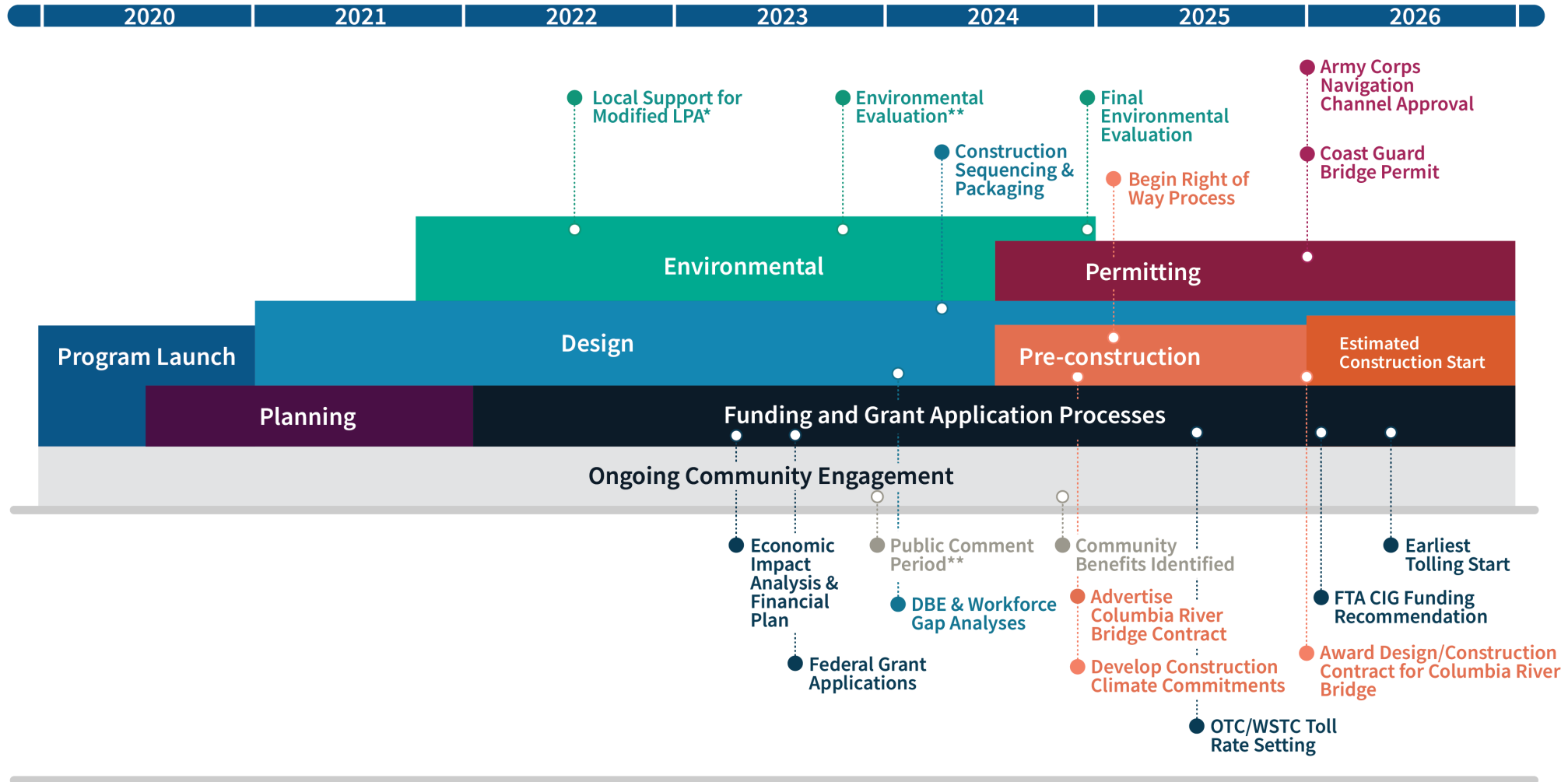
- ▶ What questions or feedback do you have?



Next Steps

Greg Johnson, Program Administrator

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.

Upcoming Work

- ▶ **Draft SEIS: Late 2023**
 - Ongoing community engagement to support Draft SEIS process
 - Tribal consultation
 - 60-day Public Comment Period
 - *Additional community engagement activities including public hearing(s)*
- ▶ **Federal Grant Applications: Summer 2023**
 - Mega and Bridge Investment Program federal grants
 - Application for entry into project development for the multiyear FTA Capital Investment Grant process
- ▶ **Community Benefits Discussions**
- ▶ **OTC/WSTC Tolling coordination**
 - Support of a bi-state toll subcommittee made of commission members from each state
- ▶ **Final SEIS and Amended Record of Decision: 2024**
- ▶ **Begin construction: Late 2025 / Early 2026**



Feedback and Discussion

- ▶ What questions or feedback do you have?



For more information contact:

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Thank you!

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