



Interstate
BRIDGE
Replacement Program



Interstate Bridge Replacement Program

November 3, 2023

Meeting Topics

Program Updates

- Overview of program milestones
- Federal grant update
- Recent activities
- Community Benefits Advisory Group
- Questions/feedback and member discussion

Addressing Previous Questions

- Questions/feedback and member discussion

Design Process Update

- Overview of design process and investments being studied
- What we are hearing from the community
- Questions/feedback and member discussion

Next Steps

- Schedule overview of future milestones
- Questions/feedback and member discussion on ongoing priorities

Public Comment

Program Update

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Program Milestones

- **2004-2014**
 - ▶ Previous planning efforts
- **2019**
 - ▶ Planning work reinitiated by OR and WA Departments of Transportation at the direction of Governors, building on previous efforts
- **2020**
 - ▶ Community Advisory Group, Equity Advisory Group & Executive Steering Group launched
 - ▶ Initial Conceptual Finance Plan
- **2021**
 - ▶ Reconfirmed Purpose & Need and Vision & Values through community engagement, with equity and climate as key priorities
 - ▶ Design options and screening criteria developed; community input solicited
- **2022**
 - ▶ IBR recognized by President Biden as “one of the most economically significant bridge projects in the nation”
 - ▶ Commitment of \$1 billion for Washington’s share of funding through the Move Ahead Washington revenue package
 - ▶ Modified Locally Preferred Alternative (LPA) endorsed by local agency partners and Executive Steering Group
 - ▶ Supplemental environmental review process begins as required by NEPA
 - ▶ Risk-based cost estimate for the Modified LPA completed
- **2023**
 - ▶ Financial Plan released
 - ▶ Washington state tolling authorization secured
 - ▶ Commitment of \$1 billion for Oregon’s share of funding through Oregon HB 5005
 - ▶ Federal Transit Administration approval to enter into Project Development for Capital Investment Grant process
 - ▶ Community Benefits Advisory Group launched

Proposed Funding Sources / Needs

► Cost Estimate: \$5 – 7.5 B

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

	Status	Funding Range	Expected Value
Existing State Funding	Committed	\$100 M	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed ¹	\$117 M	\$117 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Committed	\$1,000 M	\$1,000 M
Toll Funding	Committed ²	\$1,100 – 1,600 M	\$1,240 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Prospective ³	\$860 – 1,800 M	\$1,500 M
IBR Funding Totals		\$5,077 – 6,717 M	\$5,957 M

¹ These funds were deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

² Legislative authorization to toll has been secured in both states and toll funding of \$1.24 B has been confirmed by both states at toll rates assumed in the 2023 Financial Plan under a base case financing scenario. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.

³ \$1.0 M in the Federal Grants funding range is committed via FFY 2022 BIP Planning Grant award.

Federal Grants Update

	National Infrastructure Project Assistance (Mega) Grant	Bridge Investment Program Grant	FTA Capital Investment Grant
Purpose:	Large, complex projects that are difficult to fund.	Solely for bridges and crossings. Strong equity and climate component.	Funds transit capital investments. The major source of funding for IBR transit.
Flexible Funding:	Yes – can be used for multimodal	No – can only be used for bridge and approaches	No – can only be used for transit
Amount Requested:	\$600 million	\$1.2 billion	\$1 billion
Status:	Submitted August 2023	Due November 2023	Entered Project Development Phase September 2023
Letters of Support:	Over 130 Letters of Support	Over 130 Letters of Support	N/A
Award Announcement:	Anticipated late 2023 / early 2024	Anticipated early/mid 2024	Each phase increases confidence of successfully receiving funding

State and Federal Outreach Highlights

► Meetings and tours

- Washington Joint Transportation Committee briefing and tour
- Congressional engagement
 - Infrastructure Roundtable
 - Congressional staff tours
- Washington State Transportation Commission tour
- OR and WA State Public Transportation Conference tour
- State and Federal agency tours



Recent Activities

▶ IBR Office Hours

- Opportunities for the public to connect with program staff to ask questions and provide comments

▶ Fairs & Festivals

- Connected with more than 1,250 people at 18 community events and heard feedback on the Modified LPA, transit investments, active transportation and more

▶ CBO Mini Grants

- Partnering with eight community-based organizations to conduct outreach to equity priority communities leading up the Draft SEIS public comment period



Community Benefits Advisory Group (CBAG)

- ▶ CBAG's purpose is to identify opportunities to mitigate the impacts of construction on neighborhoods and businesses in a way that aligns infrastructure investments with the community's future vision.
- ▶ Community Benefits discussions are rooted in the historical treatment of equity priority communities and ensure efforts are aligned with the IBR program's equity principles.
- ▶ Within the scope of the IBR program the CBAG will:
 - Apply the Community Values & Priorities developed by CAG to the CBAG recommendation development process
 - Advise IBR on how to leverage the program's work and partnerships to achieve the greatest positive benefit to the communities in the program area and broader region from the program's work.
 - Explore community benefits that align with the program's equity objectives.
 - Advise IBR on the establishment of accountability mechanisms for commitments made in the CBAG process.

Defining Community Benefits on IBR

- ▶ **Expectation that IBR Community Benefits WILL Be:**
 - Developed with extensive community involvement
 - Establishes a range of recommended potential benefits for the local community that reflect:
 - *IBR Equity Framework principles*
 - *Diverse needs and perspectives of community*
 - A key cornerstone of how the program is implementing its commitment to equity
 - Captured in contract specifications, environmental documents, or referred to in future Project Labor (PLA) and/or Community Workforce Agreements (CWA)
 - A cooperative commitment between program partners and other parties

Components of Community Benefits

IBR Community Benefits may include the following categories:

Plans and mitigations already included in the program

Examples: local street improvements, construction mitigations, community connectors, etc.

Program partner conditions

Examples: climate goals and tracking, mitigations for pedestrians and bicycles, etc.

Partner agency contributions

Example: housing development dollars from City of Portland, City of Vancouver, and/or Metro.

Additional benefits identified by Community Benefits Advisory Group and the community

Examples: support for workforce (e.g., childcare) and DBEs, community centers, etc.



Feedback and Discussion

- ▶ What questions or feedback do you have?

Addressing Previous Questions

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Questions from Previous Meeting:

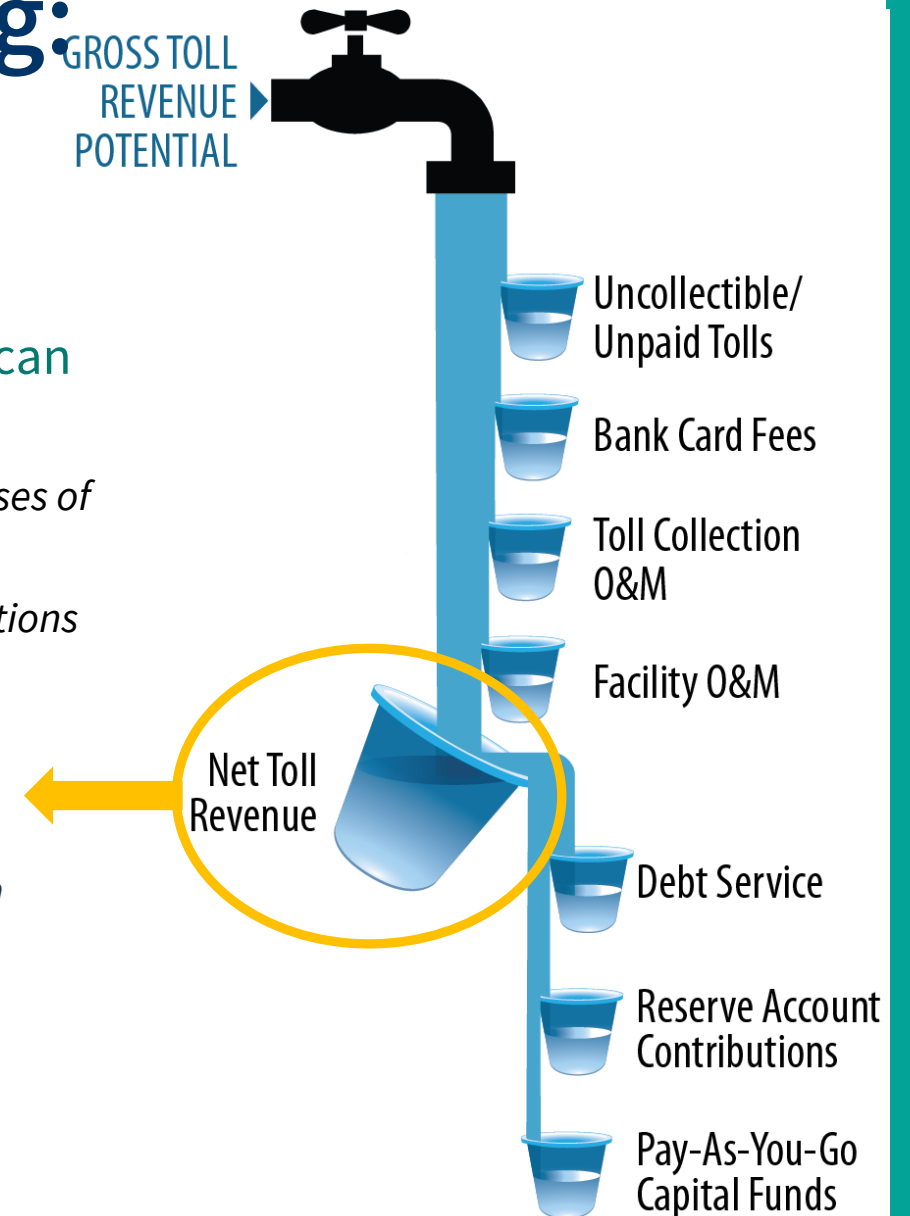
- ▶ What transit options will be available once tolling is implemented and prior to the completion of the project?
 - Transit service levels in 2026 — during tolling and construction — are expected to remain the same.
 - Both TriMet and C-TRAN will be involved in continued discussions regarding future transit service in the area during construction to provide additional capacity across the river.



Questions from Previous Meeting:

► What is accounted for in toll revenue estimates?

- Typically, projected net toll revenues determine how much can be borrowed for upfront capital funding
 - *The contract with bondholders stipulates the order for and allowable uses of toll revenues*
 - *Tolls collected typically go to pay for roadway and toll collection operations and maintenance (O&M) costs first*
 - *Net toll revenues are what remains after various deductions*
- Uses of net toll revenues may include:
 - *Debt service—principal and interest on funds borrowed for construction*
 - *Deposits to required reserve accounts*
 - *Pay-as-you-go construction expenditures*

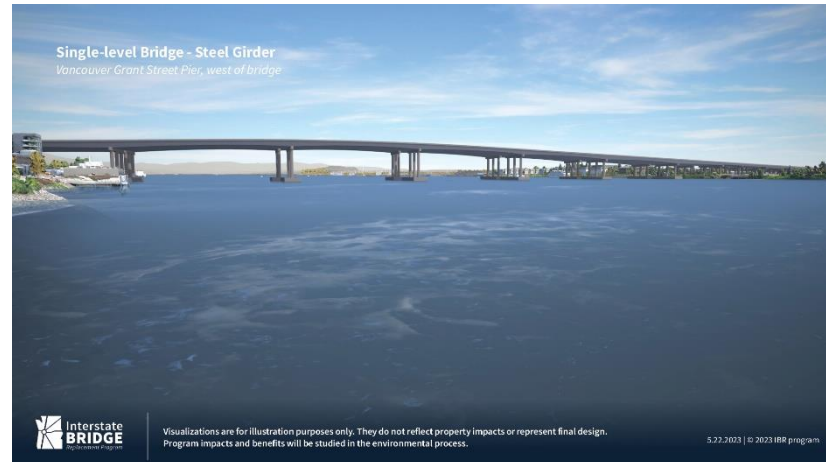
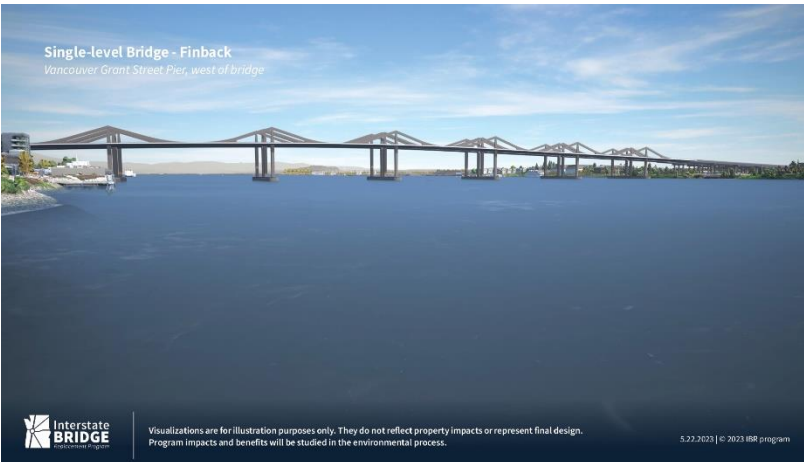


Questions from Previous Meeting:

- ▶ **What is being done to ensure that jobs created by the program are kept locally?**
 - The program is engaging the local workforce, disadvantaged business enterprises and small businesses in the region about opportunities with the IBR program.
 - The program is developing a webpage for job seekers and contractors to learn information about the program and about opportunities for work, resources for certification, technical support, job training and more.

River Crossing Visualizations

- ▶ Conceptual visualizations shared in May show a variety of bridge types applied to the three different configurations being analyzed in the Draft SEIS (single-level, double-level, movable span).
 - Bridge type is not being analyzed in the Draft SEIS.



Questions from Previous Meeting:

► What are people saying about the visualizations?

- The conceptual visualizations are intended to give the community an early idea of some potential options for what a proposed replacement bridge could look like.
 - *The program is not asking for direct feedback on bridge type preferences at this time, as there are other decisions that need to be made before a bridge type is identified.*
 - *General comments on the configuration and potential bridge types have varied.*
- Common themes we have heard through social media comments, public conversations, and feedback sent to the program's info box:
 - *Aesthetics – excitement for additional details on what a replacement bridge could look like.*
 - *User perspective – desire to see more detail on how users will experience the bridge from a variety of locations.*
 - *Movable span bridge – concern expressed with the possibility of a lift span.*

Questions from Previous Meeting:

- ▶ **What are the next steps in updating visualizations and determining bridge configuration and type?**
 - The Draft SEIS will analyze the benefits and impacts of the three bridge configurations being studied.
 - *The community will have an opportunity to review the analysis and provide input during the 60-day public comment period.*
 - A decision regarding bridge configuration is currently expected to be made in 2024 before the start of the Final SEIS and Amended Record of Decision.
 - *Bridge type will be decided after that.*
 - We will continue to provide additional graphics and visuals reflecting where we are in the design process as we get closer to publishing the Draft SEIS in early 2024.



Feedback and Discussion

- ▶ What questions or feedback do you have?

Design Process Update

Casey Liles, Delivery Manager

Alternatives and Options Being Studied in the Draft Supplemental Environmental Impact Statement

▶ Modified Locally Preferred Alternative

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

- 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*
- Possible Park & Ride locations at Waterfront and Evergreen Transit Stations
- I-5 alignment shift between SR14 and Mill Plain
 - *Maintain existing alignment; Westerly shift toward downtown*

Program Area Map

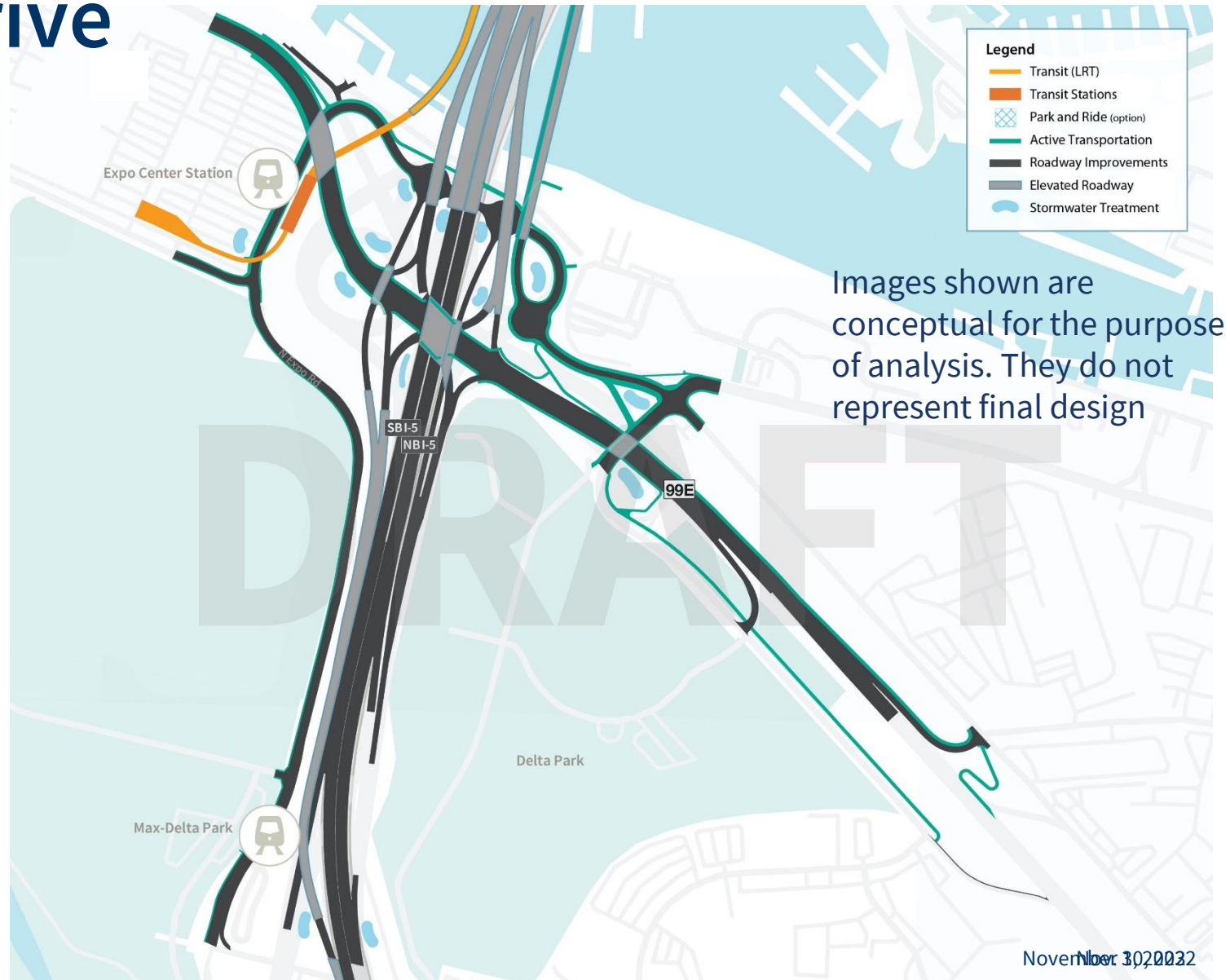
- ▶ Investments shown represent the areas being studied for potential impacts and benefits, but do not reflect a final decision about what will be built



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

Design Considerations for Environmental Review: Marine Drive

- ▶ Marine Drive interchange configuration
- ▶ Shared use path connections between Hayden Island and North Portland
- ▶ Active transportation improvements in North Portland
- ▶ Local street connections and improvements



Improvements for Study in SDEIS

▶ River Crossing

- West of existing bridge
- 1 Aux lane in each direction
- Active transportation pathway on northbound bridge
- Light rail on southbound bridge

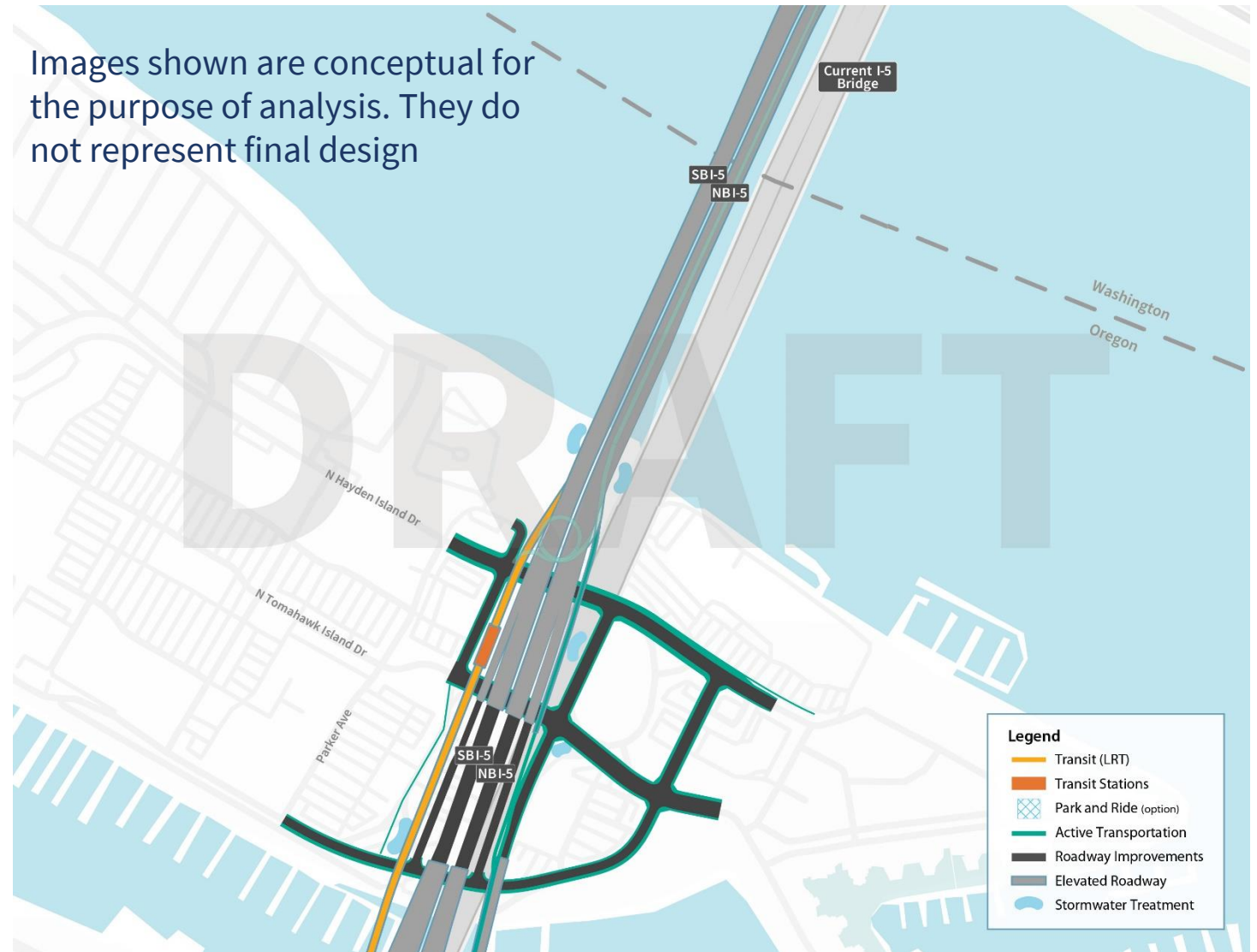
▶ Hayden Island Interchange

- Partial interchange configuration
- Active transportation improvements
- Light rail station

▶ Arterial bridge

- East of I-5
- Local connection between Hayden Island and North Portland

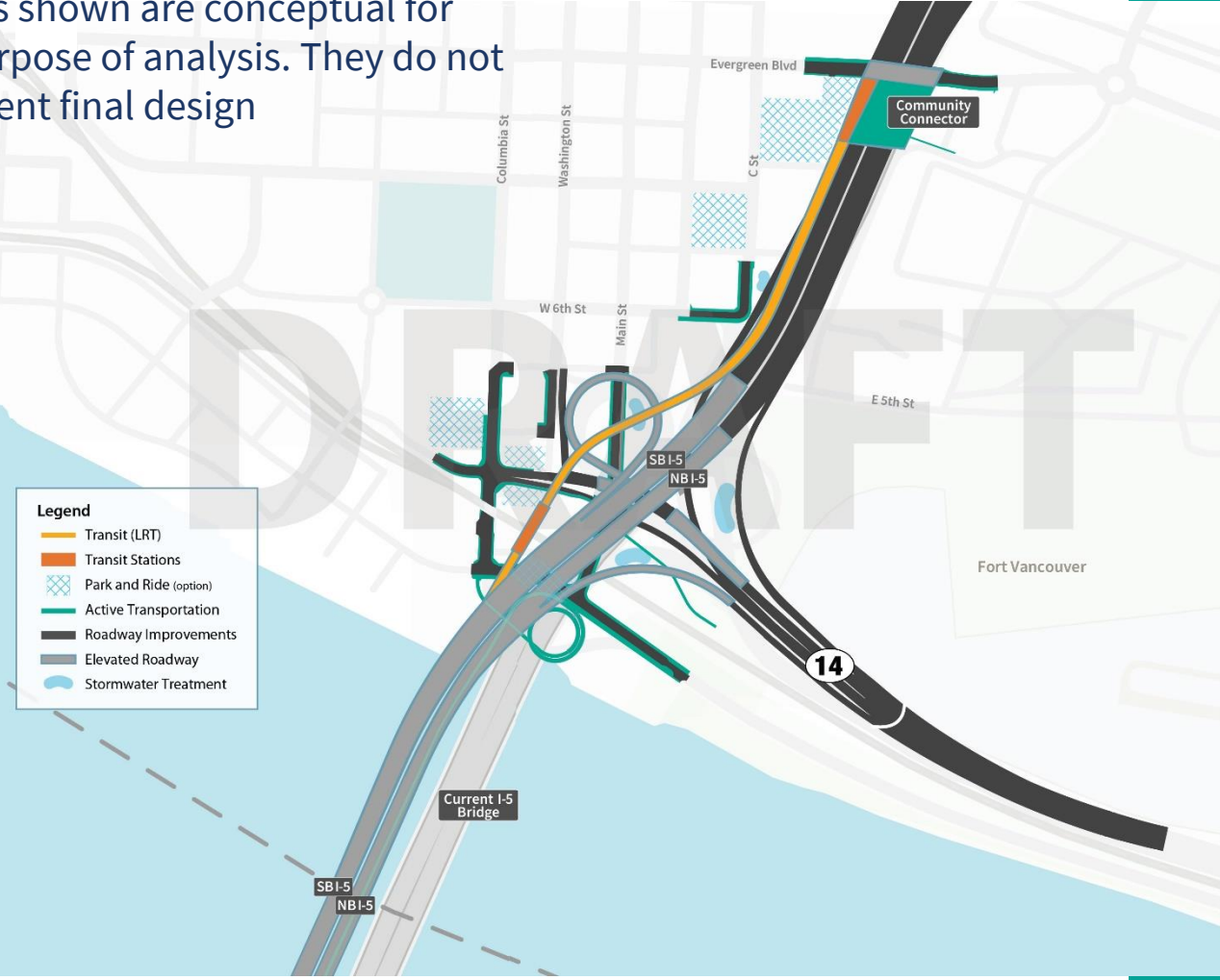
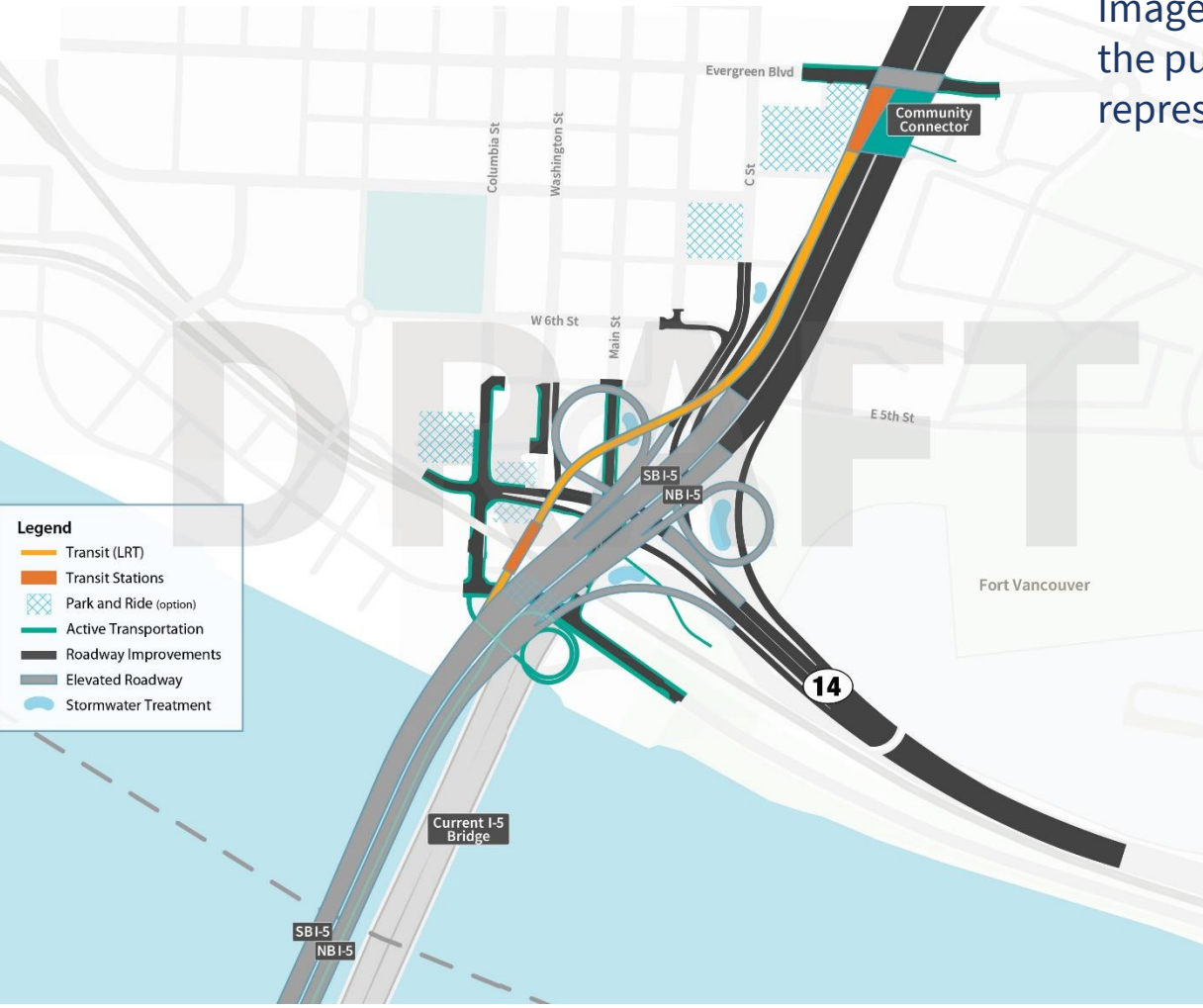
Images shown are conceptual for the purpose of analysis. They do not represent final design



Legend	
	Transit (LRT)
	Transit Stations
	Park and Ride (option)
	Active Transportation
	Roadway Improvements
	Elevated Roadway
	Stormwater Treatment

Improvements for Study in SDEIS : Downtown Vancouver

Images shown are conceptual for the purpose of analysis. They do not represent final design

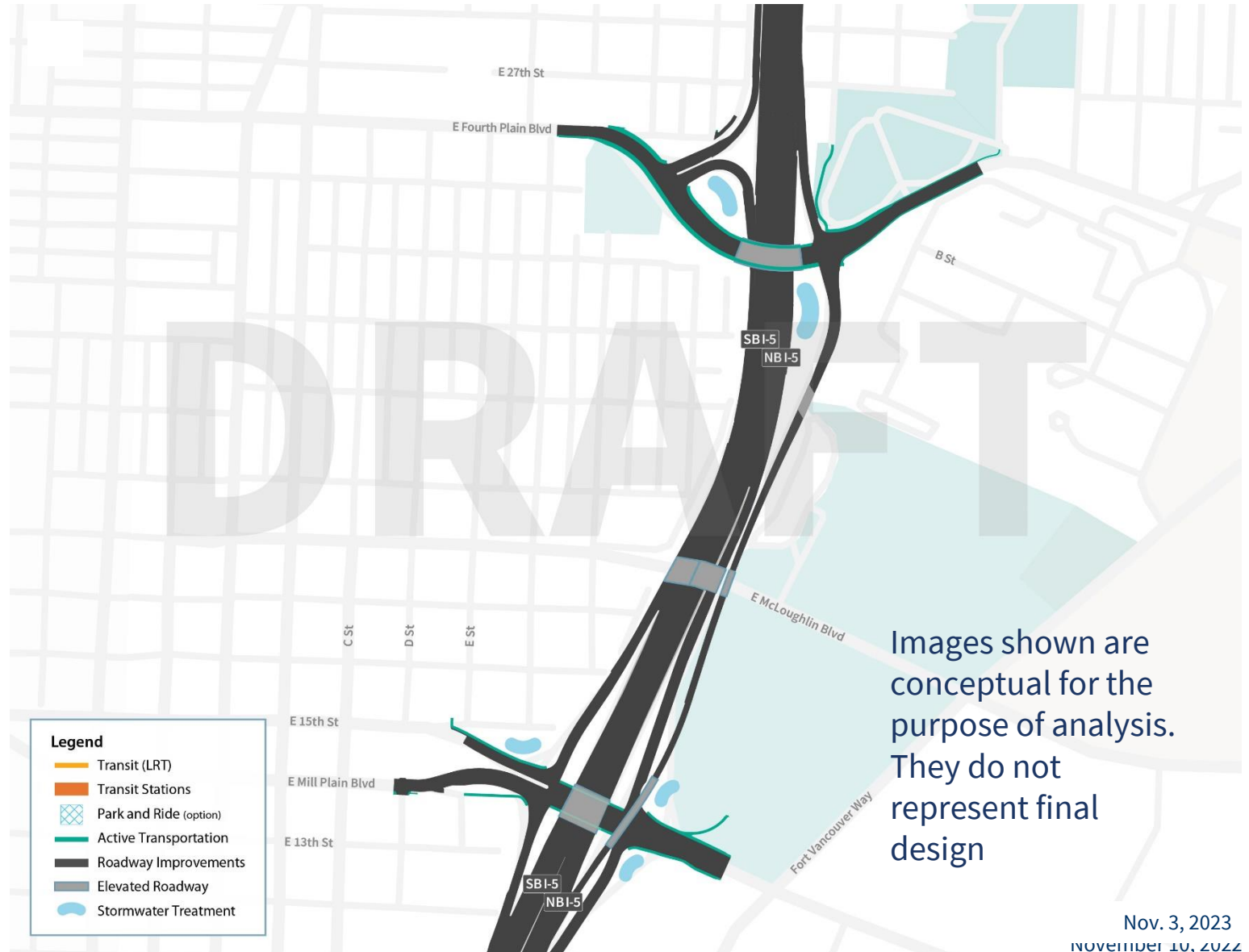


Improvements for Study in SDEIS : Downtown Vancouver

- ▶ Two variations of roadway alignment
 - A range of alignment options is being studied to better understand the range of impacts in the constrained area of downtown Vancouver
- ▶ Transit: (LRT)
 - I-5 alignment
 - Terminus near Evergreen Blvd.
- ▶ Potential transit park and ride locations
 - Park and Ride locations are being studied to understand the impacts and benefits
 - A decision to include Park and Rides in Vancouver has not been decided and will include input from program partners and the community
- ▶ Proposed community connector
- ▶ Active transportation connections and improvements
- ▶ Connections to SR 14 and Downtown Vancouver

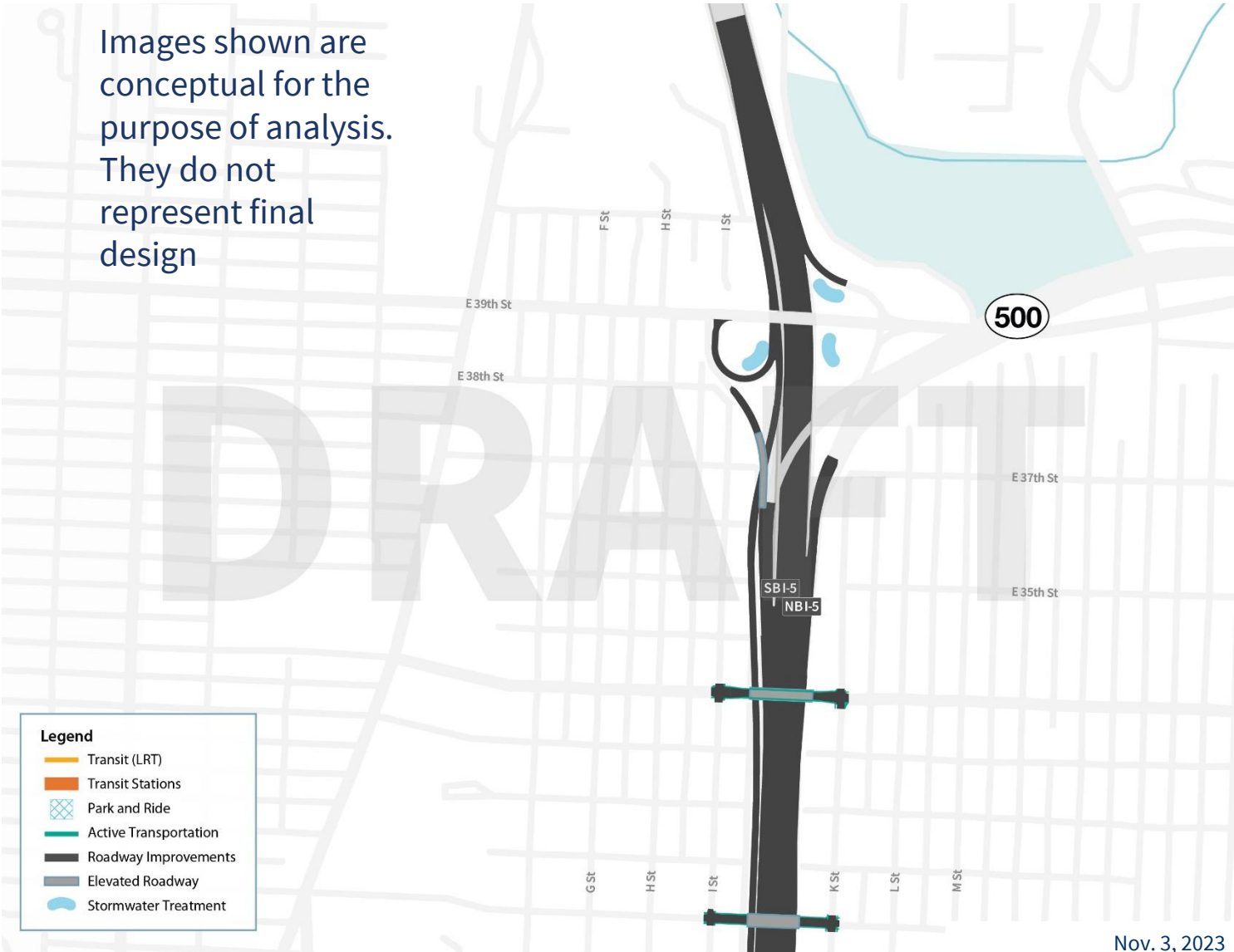
Improvements for study in SDEIS : Fourth Plain & Mill Plain

- ▶ Interchange improvements to Mill Plain and Fourth Plain
- ▶ Interchange to Interchange connections
- ▶ Active Transportation improvements



Improvements for study in SDEIS : North Vancouver program area

- ▶ Interchange to Interchange connections
- ▶ Active Transportation improvements



What We are Hearing from the Community and Advisory Groups:

- ▶ How can I get from here to there?
- ▶ What will the interchange at Hayden Island look like?
- ▶ How many lanes will there be after construction?
- ▶ Do I have to pay a toll to use local streets?

What We are Hearing from the Community and Advisory Groups:

- ▶ When will we know what property impacts will be and if my property will be purchased?
- ▶ How much will tolling be?
- ▶ What will the height of the bridge be?
- ▶ Will travel times be improved?



Feedback and Discussion

- ▶ What questions or feedback do you have?

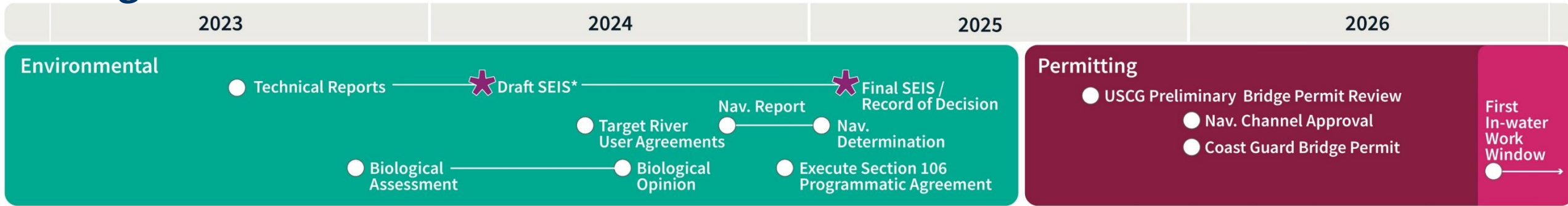
Next Steps

Greg Johnson, Program Administrator

Program Timeline

Working draft as of 10/31/23

○ = Anticipated Completion ★ = Key Milestone



Program Timeline

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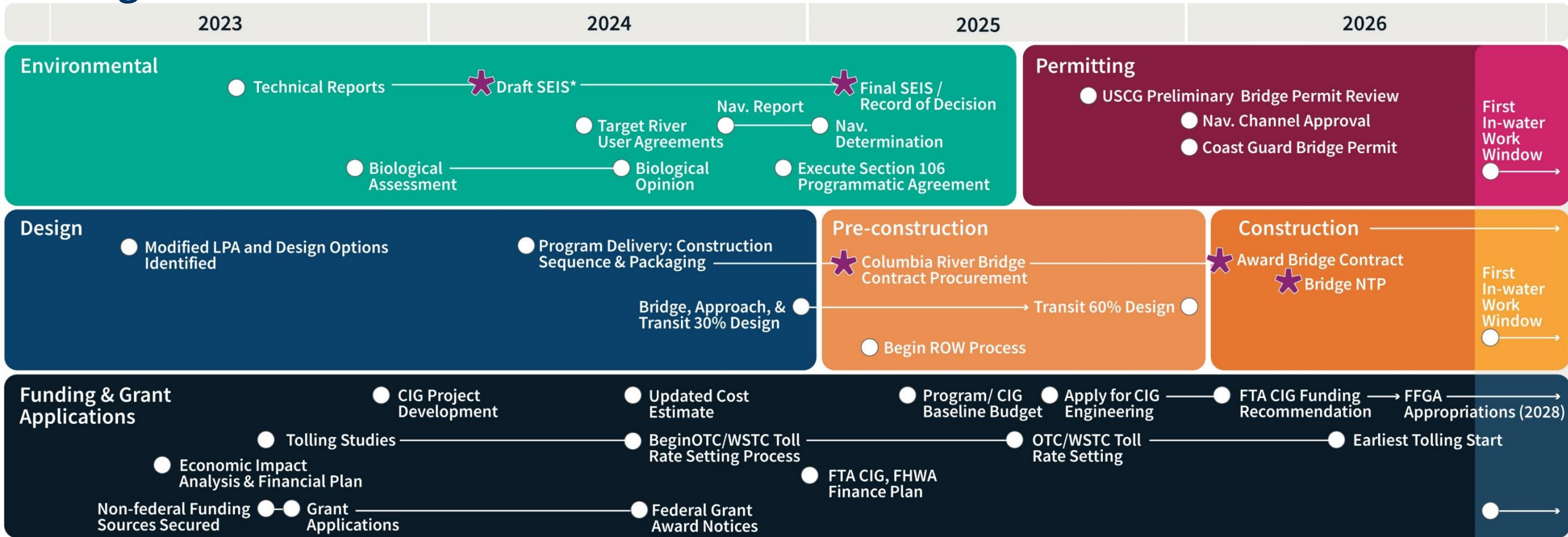
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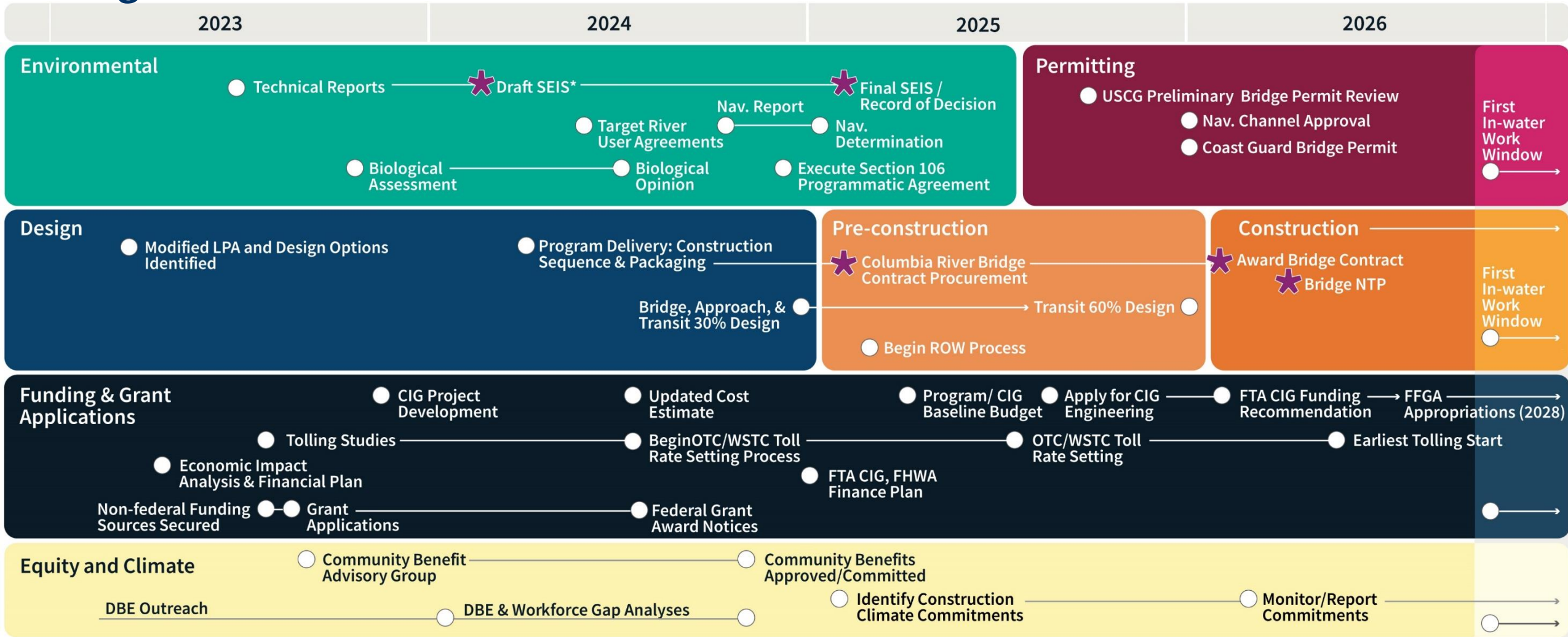
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Program Timeline

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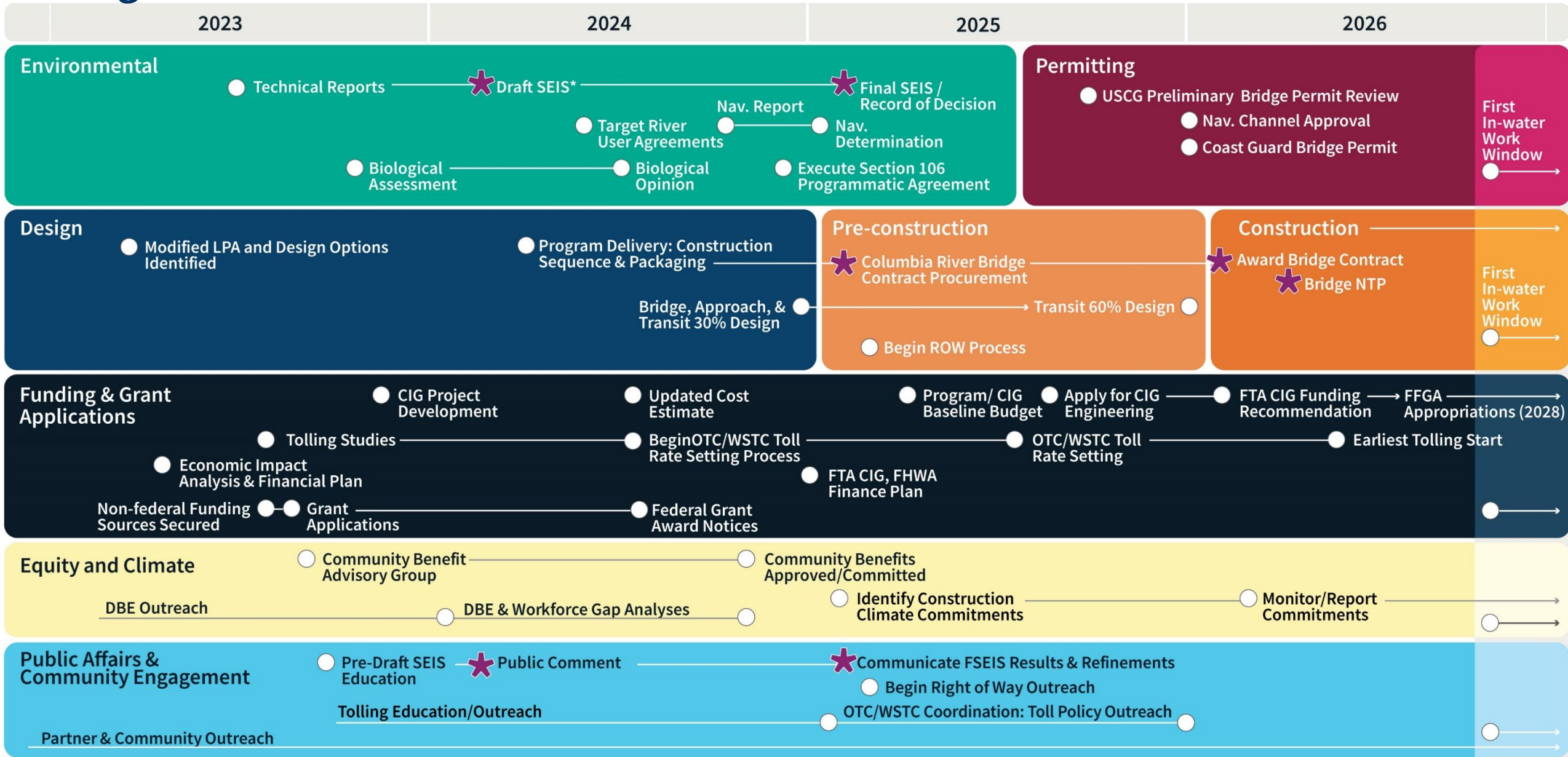
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Program Timeline

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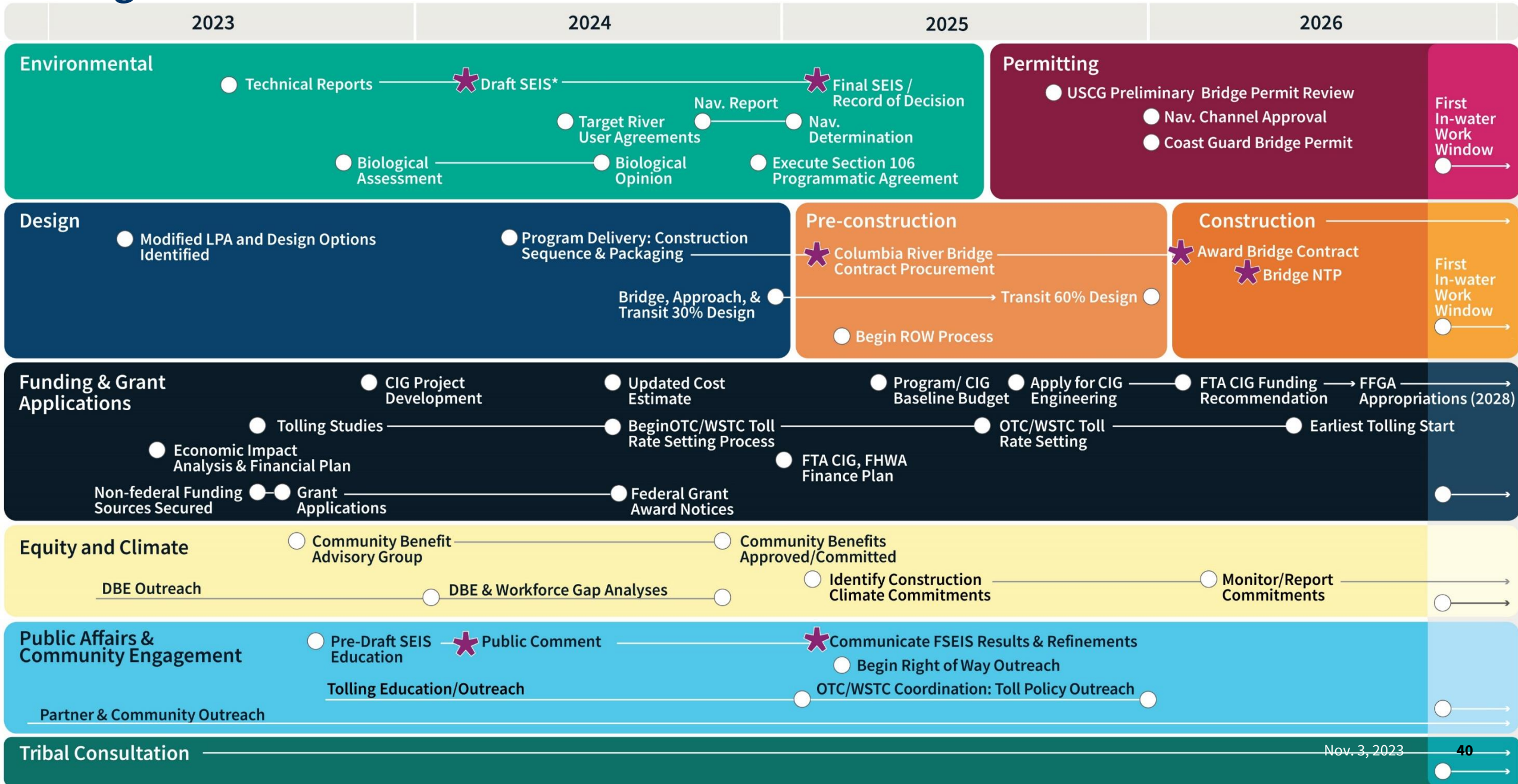
○ = Anticipated Completion ✳ = Key Milestone



Program Timeline

Working draft as of 10/31/23

○ = Anticipated Completion ✳ = Key Milestone



IBR Construction Delivery

- ▶ The program is developing a construction delivery plan that will identify construction contracting information for delivery of the 5-mile corridor.
- ▶ Construction is expected to be sequenced, starting with the river crossing and its approaches.
 - Construction of the river crossing is expected to occur between the end of 2025 – 2032.
- ▶ Early next year, we anticipate providing preliminary information on packaging including sequencing, schedule, delivery methods, and number and value of contracts.

IBR Workforce Opportunities

- ▶ **ODOT and WSDOT are committed to supporting labor and providing opportunities for a diverse workforce to grow and thrive, leveraging the significant economic investment opportunity for the advancement of the region.**
 - The IBR program will work in partnership with the state building trades, workforce, and contracting organizations as details of construction contracts are developed.
- ▶ **We have partnered with regional workforce development agencies to conduct a comprehensive workforce study.**
 - This will identify gaps and opportunities to foster readiness and access to family sustaining jobs for the local workforce.
- ▶ **Contractor Meet & Greets**
 - Opportunity for Disadvantaged Business Enterprises & Small Business Enterprises to learn about potential future contracting work, discover resources for technical support and network with other contractors.

Future Work

- ▶ **Complete BIP application and continue project development work to address requirements of FTA CIG process**
- ▶ **Draft SEIS: Early 2024**
 - Ongoing community engagement to support Draft SEIS and 60-day public comment period
 - Tribal consultation
 - Following public comment, refinements to design will be made to address feedback, identify mitigation, and confirm a corridor-wide alternative
- ▶ **Discussions on design elements such as bridge design, transit station design/access, bridge aesthetics, and active transportation design**
- ▶ **OTC/WSTC tolling coordination**
 - Commission toll rate-setting anticipated to occur in 2025
- ▶ **Final SEIS and Amended Record of Decision: Late 2024 / Early 2025**
- ▶ **Begin construction: Late 2025 / Early 2026**



Feedback and Discussion

- ▶ What questions or feedback do you have?
- ▶ Are there other ongoing priorities you have feedback on?



Public Comment



For more information contact:

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Thank you!

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