



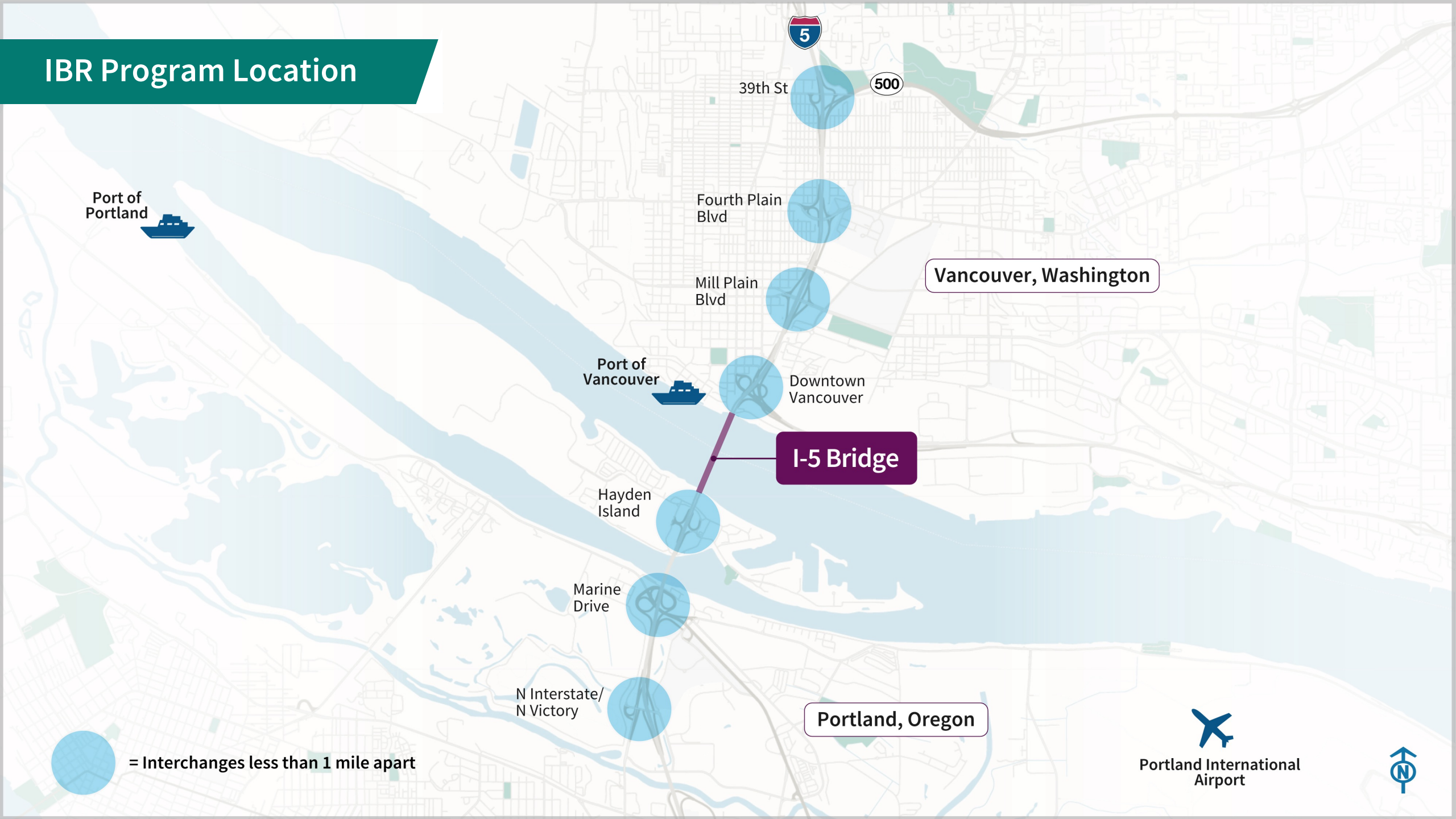
**Interstate
BRIDGE**
Replacement Program



Interstate Bridge Replacement Program

August 10, 2023

IBR Program Location



Port of
Portland

39th St
5
500

Fourth Plain
Blvd

Vancouver, Washington

Mill Plain
Blvd

Port of
Vancouver

Downtown
Vancouver

I-5 Bridge

Hayden
Island

Marine
Drive

N Interstate/
N Victory

Portland, Oregon

 = Interchanges less than 1 mile apart


Portland International
Airport



Program Milestones

2004-2014

- ▶ Previous planning efforts

2019

- ▶ At the direction of Oregon and Washington Governors, both Departments of Transportation reinitiated planning work, building on previous efforts

2020

- ▶ IBR program office established
- ▶ Community Advisory Group, Equity Advisory Group & Executive Steering Group launched
- ▶ Initial Conceptual Finance Plan

2021

- ▶ Reconfirmed Purpose & Need, Vision & Values through community engagement
 - Equity and Climate identified as community priorities
- ▶ Design options and screening criteria developed; community input solicited

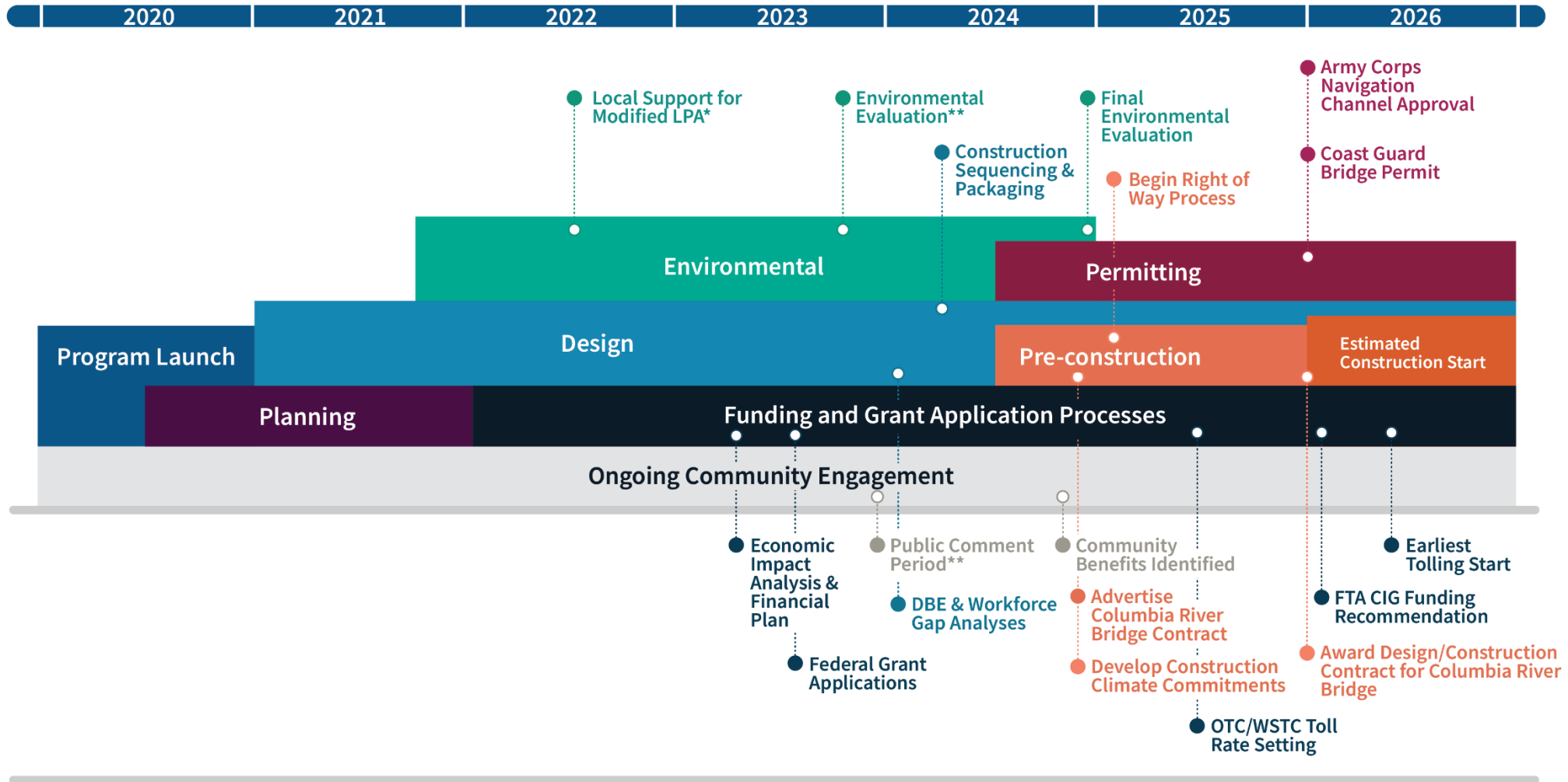
2022

- ▶ IBR recognized by President Biden as “one of the most economically significant bridge projects in the nation”
- ▶ Program recommends Modified Locally Preferred Alternative (LPA)
- ▶ Commitment of \$1 billion for construction from Washington through the Move Ahead Washington revenue package
- ▶ Modified 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 construction from Oregon through HB 5005

Program Schedule



Working Draft as of 7/21/2023. Schedule will be updated as needed to reflect changes to program work and timeline.

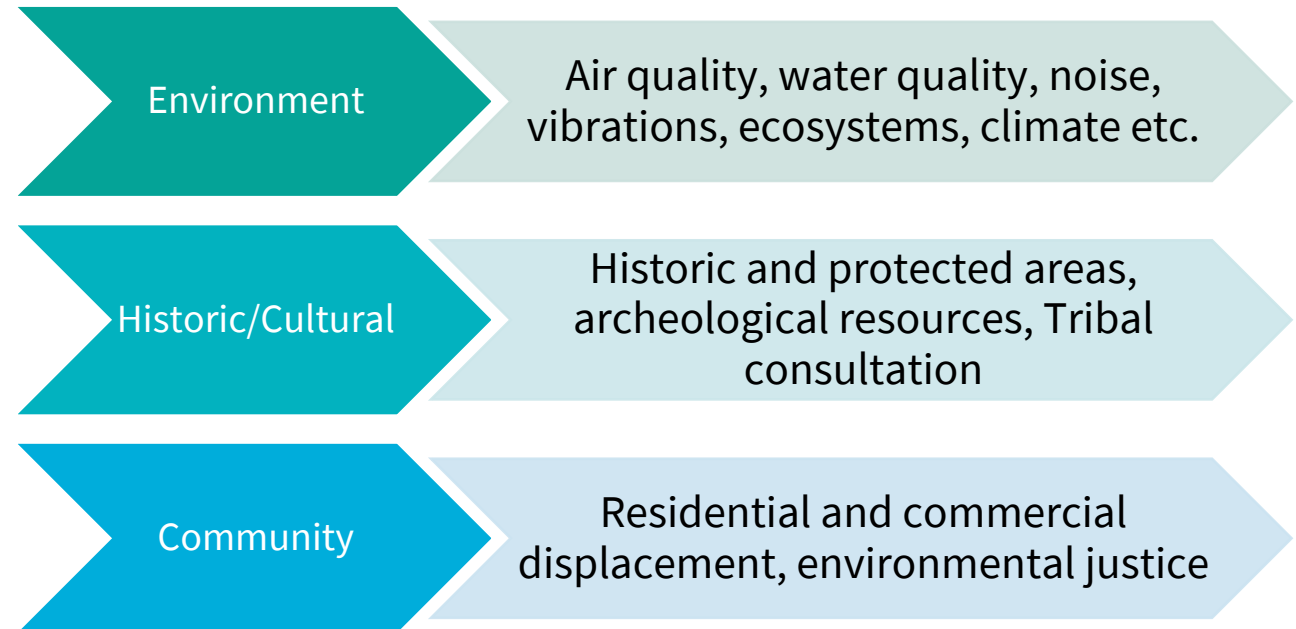
*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).

** 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.

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.



IBR Program: Purpose and Need

- ▶ Community engagement efforts confirmed widespread agreement that the previously identified transportation problems in the program corridor still exist
 - **Equity** and **Climate** were also identified as priorities and have been embedded throughout the program in actionable and measurable ways
- ▶ Federal guidance indicated substantive modifications to the previous Purpose and Need, including adding equity and climate considerations, would likely require a significantly longer environmental process
 - Executive Steering Group partners confirmed a shared desire to **update and improve upon past work** without restarting planning efforts

Supplemental Environmental Impact Statement

- ▶ **Supplements** (or builds on) past NEPA documents and decisions
 - Draft Environmental Impact Statement (2008)
 - Final Environmental Impact Statement & Record of Decision (2011)
 - Two re-evaluations (2012, 2013)
- ▶ SEIS focuses analysis on components that have changed since prior planning efforts

Draft SEIS

- ▶ **Evaluates two alternatives**
 - Updated No Build Alternative
 - Modified LPA
- ▶ **Design is conceptual**
 - General alignments and locations of transportation facilities
- ▶ **Impacts and benefits**
 - Mix of quantitative and qualitative analysis
- ▶ **Mitigation**
 - Proposed measures to address unavoidable adverse impacts where possible

Alternatives and Options 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 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

- 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

SEIS Process

- ▶ **The IBR program is studying the Modified LPA and a No-Build Alternative to understand the effects of each alternative on the natural and built environment**
 - The Modified LPA is not the final design but identifies key elements to study in the SEIS process
- ▶ **The results of the analysis will be published in the Draft SEIS in late 2023**
 - All of the findings will be published for public review and comment
 - No decisions or changes to elements of the Modified LPA will be made until after all information is disclosed publicly and there has been time for community and partner feedback
- ▶ **The program anticipates publishing the Final SEIS and Amended Record of Decision in 2024**
 - Additional analysis will be completed to confirm that the Modified LPA can adequately address Purpose and Need
 - Additional refinements and adjustments can be made to the Modified LPA in response to public comments and other design considerations to avoid, minimize, or mitigate impacts identified in the Draft SEIS
 - Include additional regulatory compliance activities and findings
 - Commit to specific mitigation

Proposed Funding Sources

► Cost Estimate: \$5 B - \$7.5 B

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

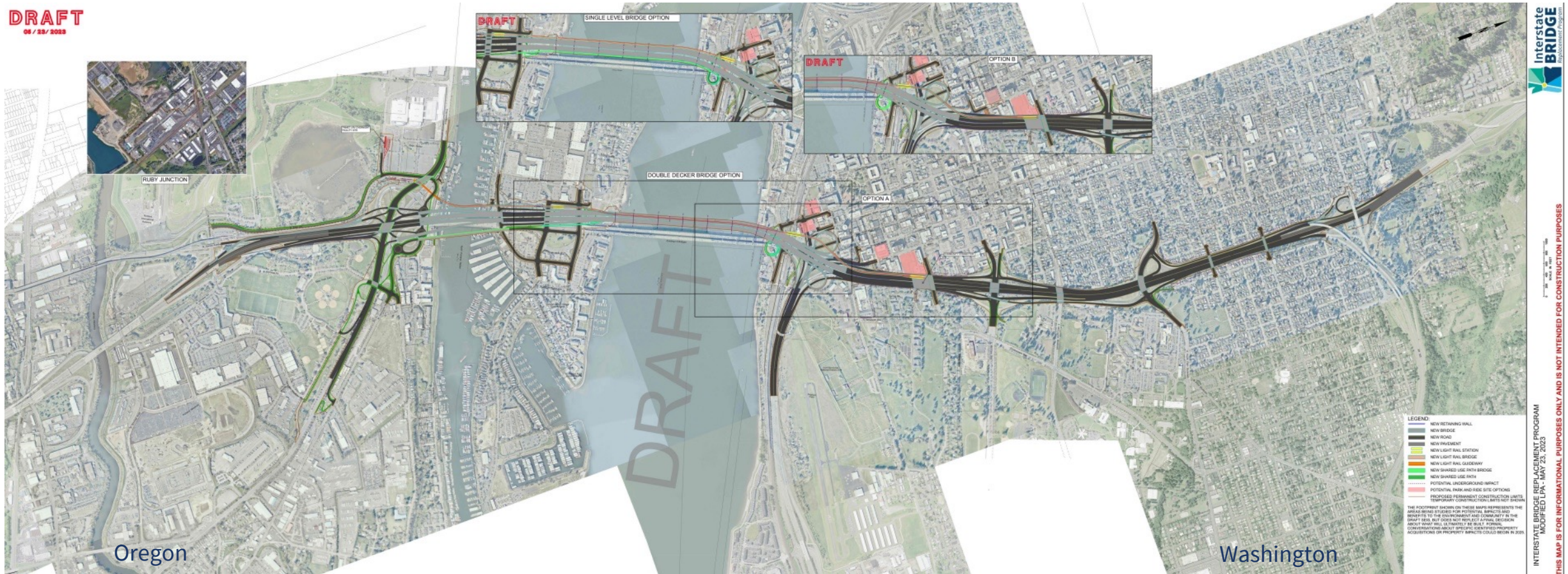
	Status	Funding Range	Financial Plan
Existing State Funding	Committed	\$198 M	\$198 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Anticipated	\$1,000 M	\$1,000 M
Toll Funding	Anticipated	\$1,100 – 1,600 M ¹	\$1,237 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 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

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

Urban Design Focus Areas



Victory Blvd

- Local Street Connectivity
- Active Transportation

Expo/Marine Dr:

- Station Area Planning
- Local Street Connectivity
- Active Transportation

Hayden Island:

- Station Area Planning
- Local Street Connectivity
- Under-structure / Waterfront Activation
- Landscape & Open Space

Main River Crossing & NPH Bridge Design:

- Light Rail Transit Alignment
- Shared Use Path Alignment
- Shared Use Path Bridgehead Access

Vancouver Waterfront/Downtown/Reserve:

- Station Area Planning
- Local Street Connectivity
- Under-structure / Waterfront Activation
- Park & Ride Structure
- Main Street Extension

Evergreen/Library Sq:

- Station Area Planning
- Local Street Connectivity
- Community Connector
- Park & Ride Strategy

Vancouver I-5 Crossings and Edges:

- Local Street Connectivity
- Active Transportation

Corridor-wide:

- Climate
- Equity

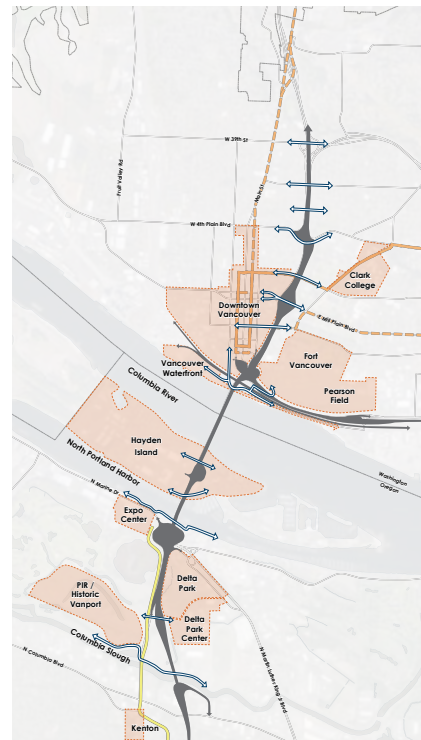
Urban Design Scales

XL



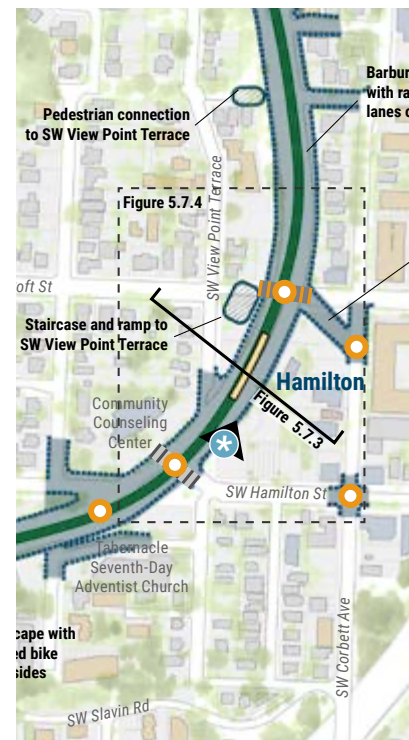
Regional Scale

L



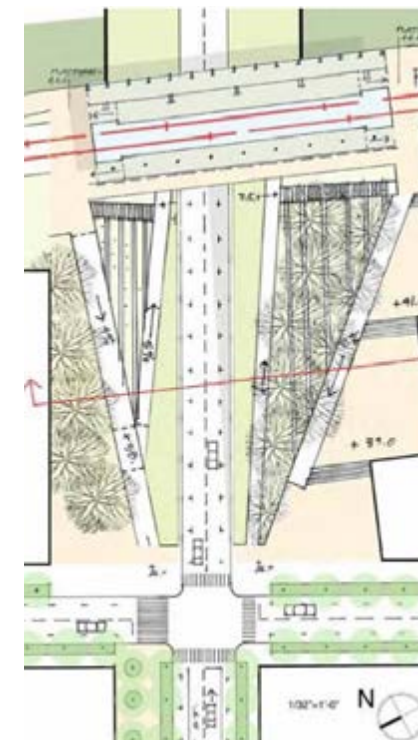
Corridor Scale

M



Focus Area Scale

S

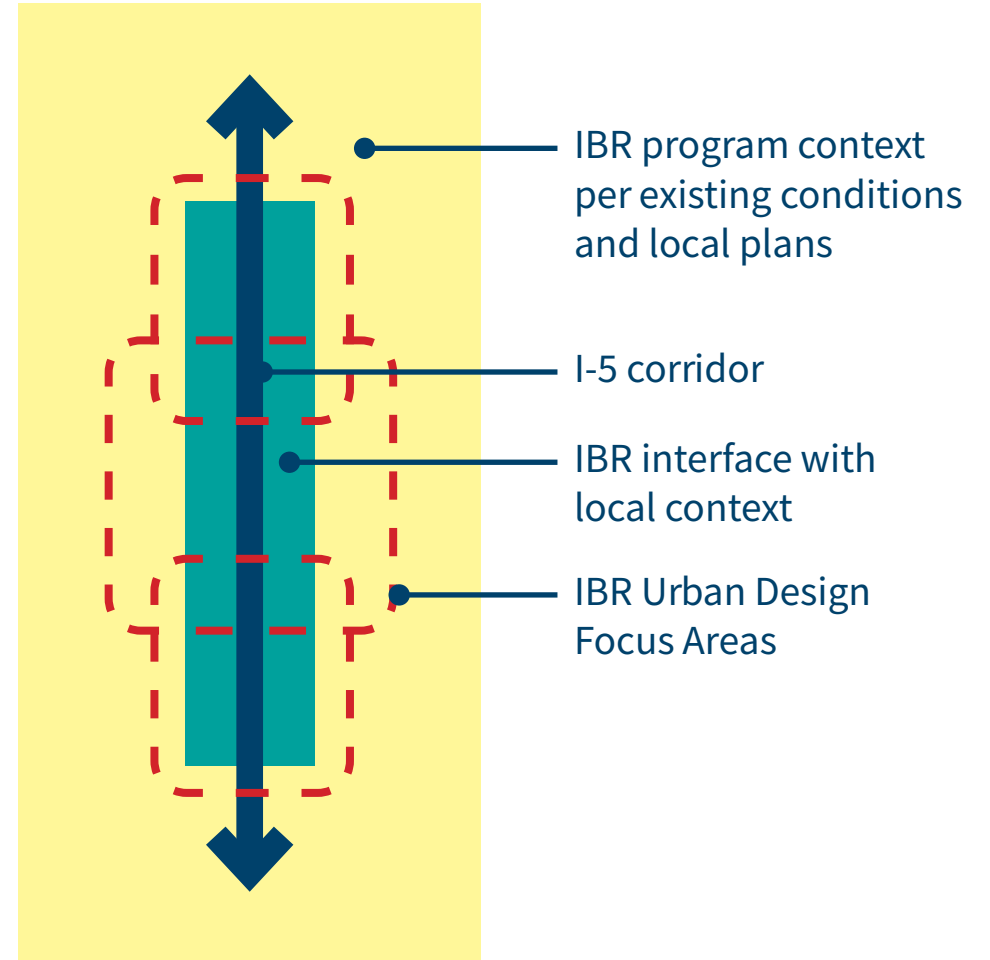


Place Scale

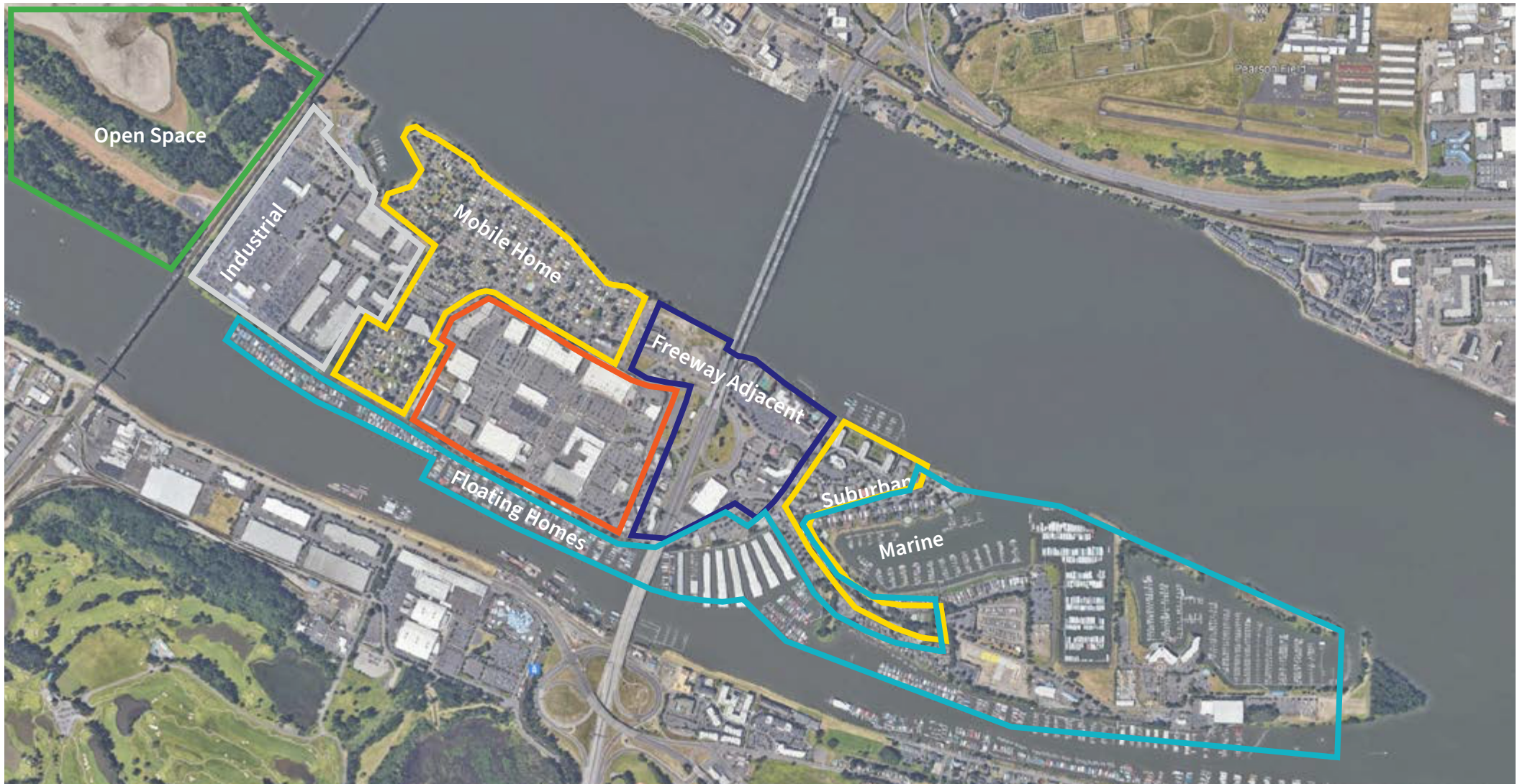
URBAN DESIGN FOCUS AREAS

In order for us to have a holistic conversation about the wide range of interrelated urban design issues we will be discussing urban elements both within and outside of the IBR Program. Not all topics, concepts, or spaces discussed during our urban design discussions will be part of the IBR program.

Also, we will be exploring a wide range of potential opportunities, many of which will be dependent on greater level of detail that we will work towards as we advance the coordinated design. The IBR program must reserve space needed for stormwater and other maintenance and operations functions before determining which specific locations will be available for other urban design programming.



Character Zones of Hayden Island



Character Zones of Hayden Island

West of I-5



Mobile Home Park



Jantzen Beach Center



N Scouler Ave



Jantzen Beach Center

Character Zones of Hayden Island

East of I-5



View of North Portland Harbor



N Jantzen Dr



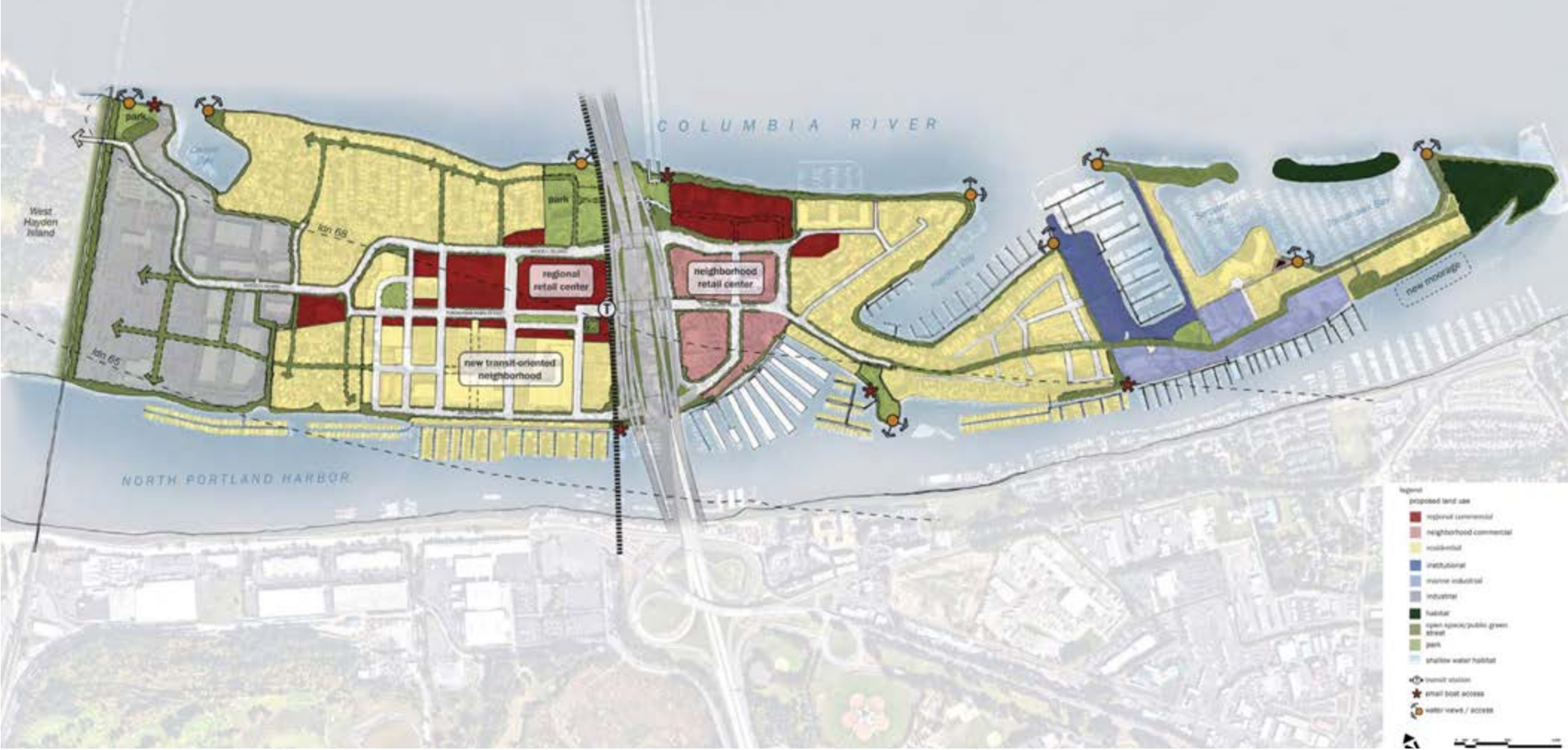
N Tomahawk Island Dr



Holiday Inn

Hayden Island Plan

City of Portland, 2009



HAYDEN ISLAND

The following ongoing analysis will guide the next stage of design on Hayden Island:

STATION LOCATION:



- A) Tomahawk Island Drive
or
- B) Hayden Island Drive
or
- C) Somewhere in between

STATION ACCESS INCLUDES:



What combination of plazas, sidewalks, ramps, stairs, and elevators?

PRIMARY EAST/WEST PED/BIKE CONNECTIONS AT:



- Tomahawk Island Drive
- Hayden Island Drive
- Jantzen Avenue
- A combination of these

BUS TRANSFER AT:



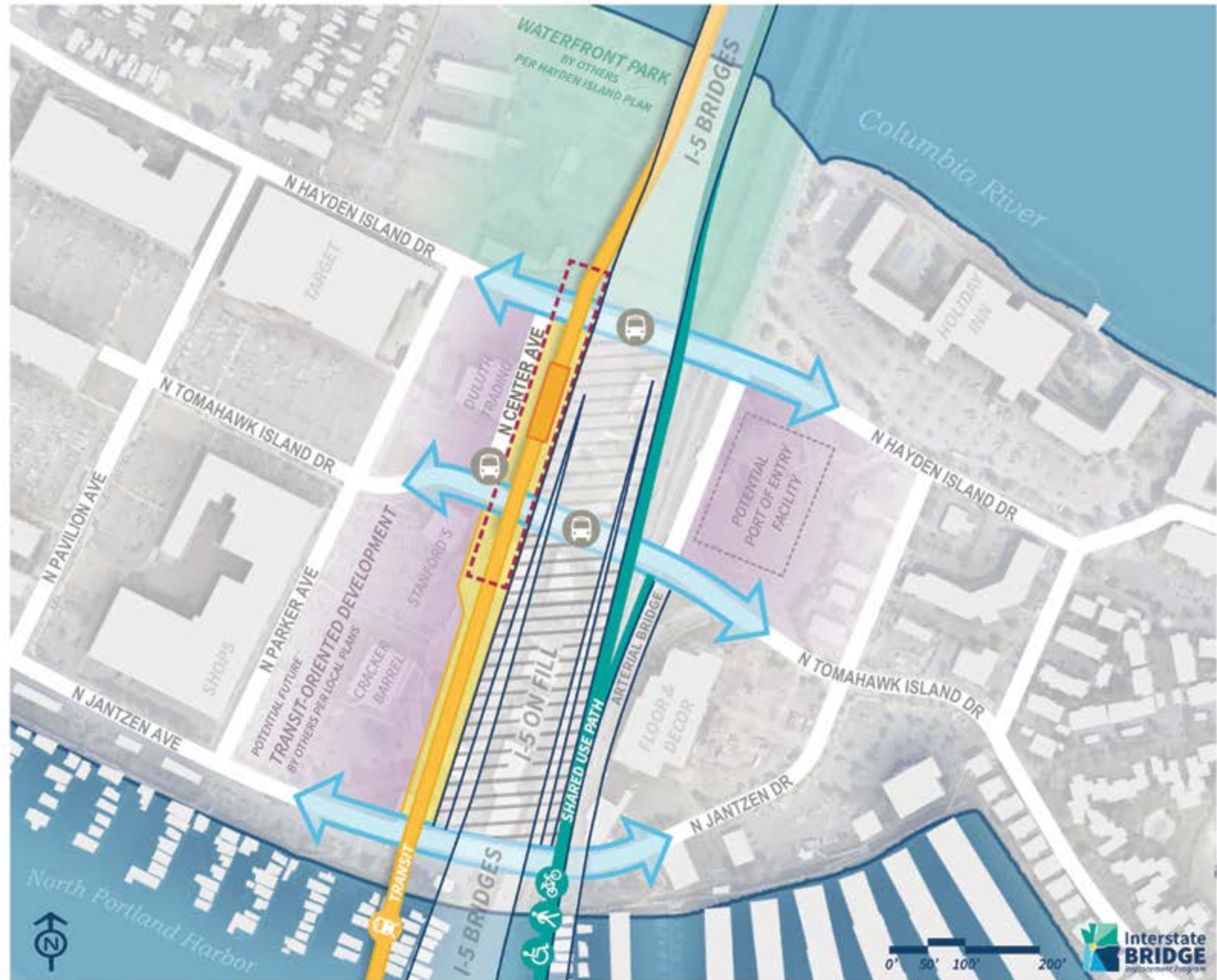
- A) Center Ave
or
- B) Tomahawk Island Drive
or
- C) Hayden Island Drive

Additional Context:

FUTURE LAND USE



Shaded areas depict future land use by others.



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

Discussion

Which specific themes and/or values should inform the urban design of these focus areas?

Are we understanding the character and relevant elements in your community that the IBR program should respond to?

Next Steps

- ▶ **Draft SEIS: Late 2023**
 - 60-day Public Comment Period
 - *Hold public hearing(s) and other community engagement activities*
- ▶ **Federal Grant Applications: Summer 2023**
 - Mega Grant and Bridge Investment Program Grant Federal grants
 - IBR will apply for entry into program development for the Capital Investment Grant process to fund a portion of transit
 - Require demonstrating a committed state funding match portion to be competitive
- ▶ **Final SEIS and Amended Record of Decision: 2024**
- ▶ **Begin construction: Late 2025 / Early 2026**

Stay Connected & Get Involved

- ▶ Sign-up for our monthly newsletter: interstatebridge.org/news
- ▶ Attend a program meeting or community engagement event: interstatebridge.org/calendar
- ▶ Comments? Questions? Email info@interstatebridge.org
- ▶ Follow us on social media: @IBRprogram





For more information contact:

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Thank you!

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