



Greg Johnson

IBR Program Administrator

IBR Program Update

Washington Ports Association

December 6, 2023

IBR Program Location

Port of
Portland



39th St



Fourth Plain
Blvd



Mill Plain
Blvd



Vancouver, Washington

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



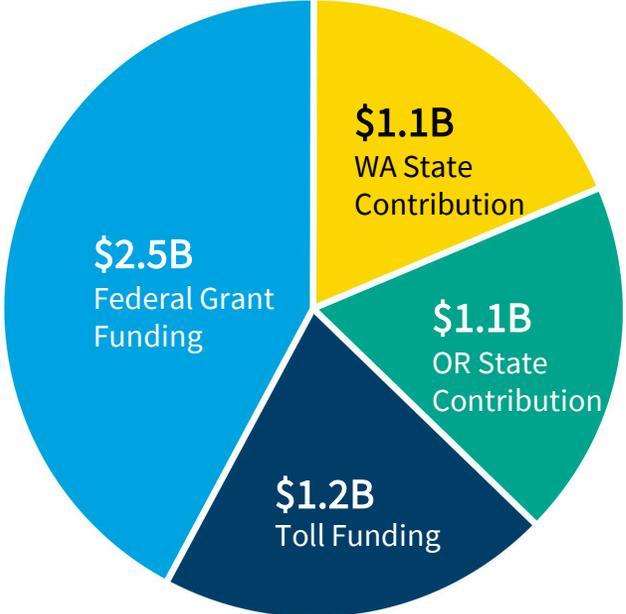
Program Milestones

- 2004-2014
 - ▶ Previous planning efforts
- 2019
 - ▶ 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

IBR Program Funding

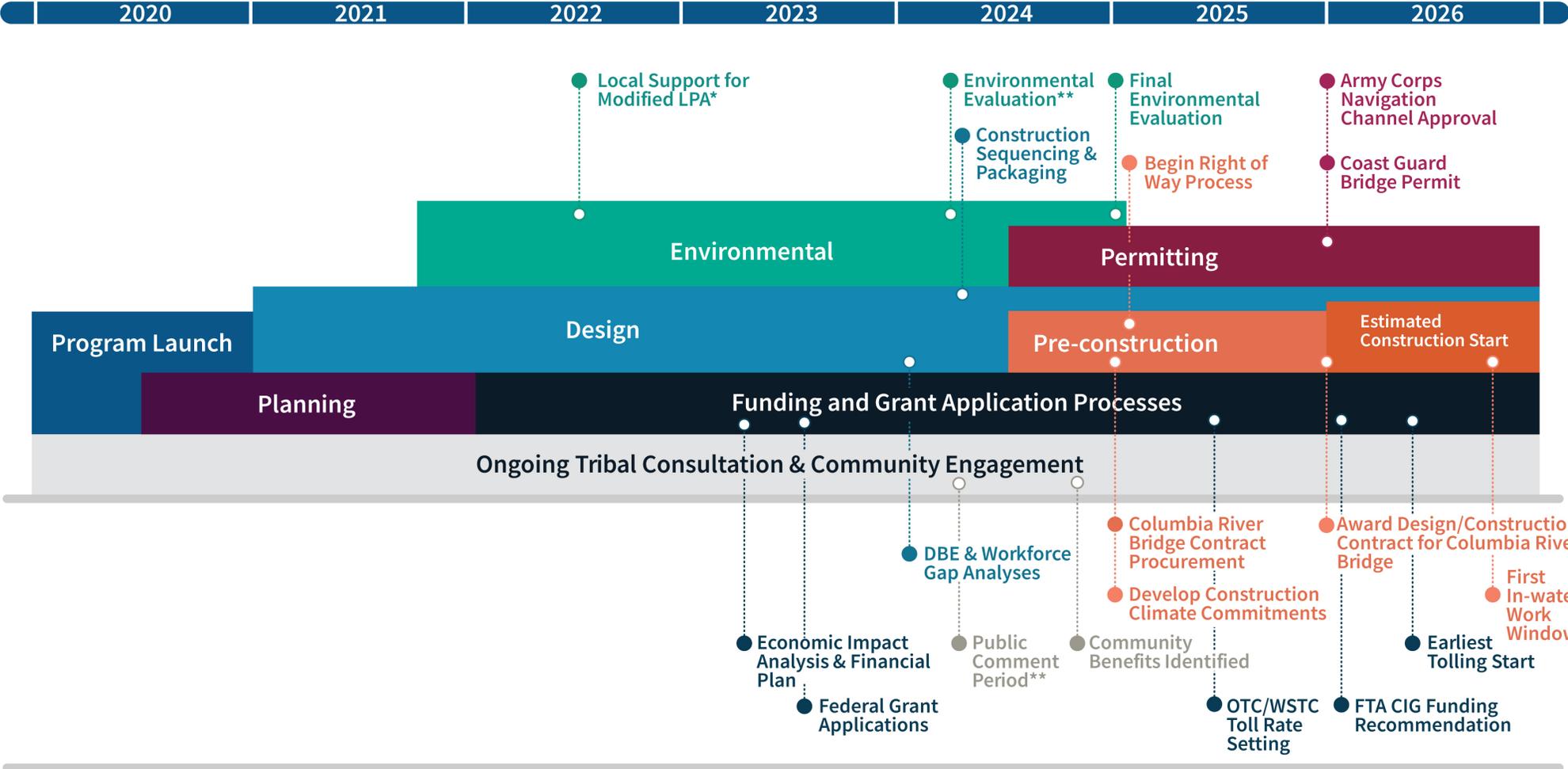
Potential Program Funding Sources

- ▶ Federal funds, tolling, and state funds are needed to address the estimated \$6B IBR program cost.
 - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ Having all non-federal matching funds in place demonstrates regional commitment and increases competitiveness in federal grant applications.



- **WA State Contribution**
\$45M in planning secured; construction funding committed
- **OR State Contribution**
\$55M in planning secured; construction funding committed
- **Federal Grant Funding**
\$1M planning grant secured; pursuing remaining grant amount
- **Toll Funding**
Tolling authorized; bonding not yet secured

Program Schedule



Working draft: 11.21.2023. Schedule will be updated as needed to reflect program changes 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 December 6, 2023

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



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



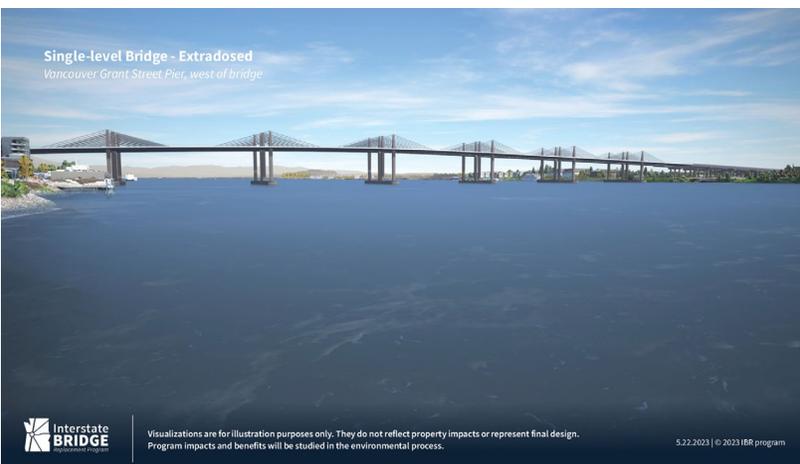
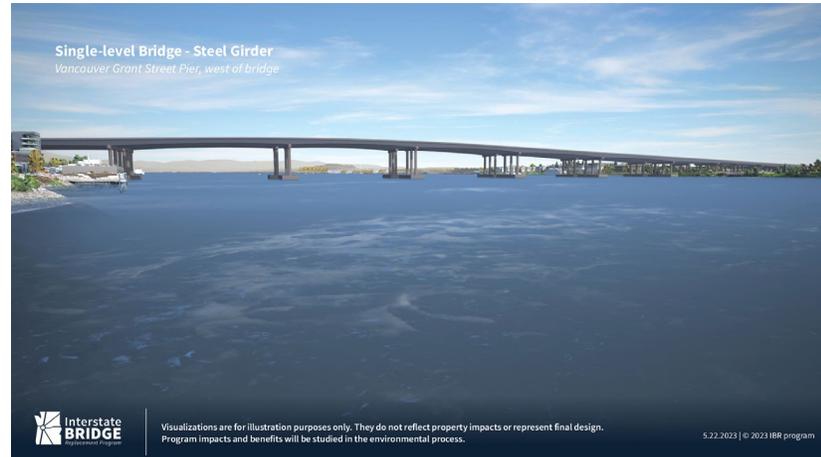
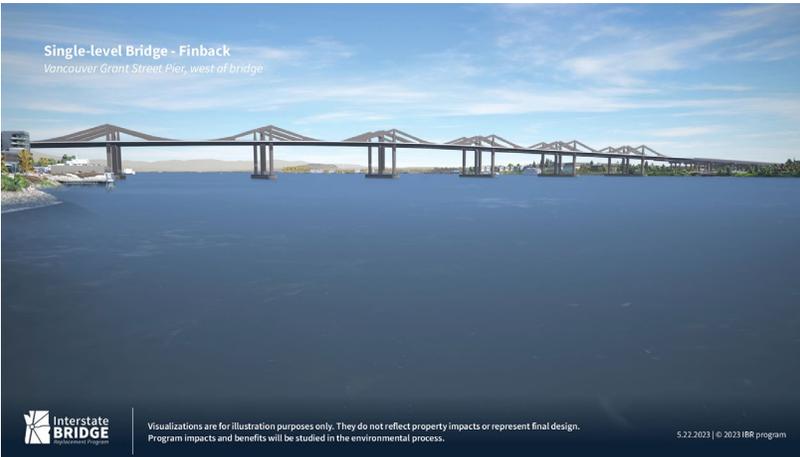
Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

Program Investment Videos

- ▶ The program is developing a series of videos to walk people through the investments being proposed.
- ▶ These videos are intended to help people understand how the proposed investments will change the way travelers use the transportation system compared to what exists today
 - [Oregon Existing Conditions & Proposed IBR Investments](#)
 - [Washington Existing Conditions & Proposed IBR Investments](#)
 - Additional videos are planned to cover active transportation and transit and will be available on the program's [YouTube](#) page

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.



Interstate Bridge: Freight Volume and Value

- ▶ The Interstate 5 Bridge is the worst truck bottleneck in Washington, the second worst in Oregon, and the 31st worst truck bottleneck nationally (ATRI 2023).
- ▶ Over 13,500 trucks crossed the Interstate Bridge daily in 2019, just under 10% of daily traffic across the bridge.
- ▶ Over \$132 million in freight commodity value crossed the Interstate bridge daily in 2020.
- ▶ Freight tonnage in the Portland-Vancouver metro region is expected to double by 2040, with 75% of total freight moved by truck.

How is the IBR program addressing freight needs?

▶ Process:

- The corridor transportation problems that we are required to address with the proposed solution includes impaired freight movement.
- Investments under analysis are being designed to accommodate freight operations and safety.

▶ Outcomes:

- Mainline profile limited to approximately 4% and ramp profiles optimized for safety
- Auxiliary lane options between Mill Plain and Marine Dr.
- Interchanges conceptually designed for improved freight movement, including oversized loads.

▶ Continued Engagement:

- The IBR program is continuing to work with the Ports leading up to the publication of the Draft SEIS.
- The community will have an opportunity to review the analysis and provide input during the 60-day public comment period.

Improvements to River Navigation

- ▶ **The proposed replacement bridge will improve navigation safety:**
 - All channels will have increased horizontal clearance
 - Fewer in-water piers
 - Earthquake resilient structure
- ▶ **Most vessels will be able to use the channel that best aligns with the BNSF bridge**
 - For most users this will reduce the number of course changes required to navigate the river today



Recent Activities

- ▶ **Community engagement**
 - IBR office hours
 - Neighborhood Association Meetings
 - AgForestry Leadership
 - Metropolitan Mayor's Consortium
 - City of Portland bike/ped committees
 - C-TRAN Citizen Advisory Committee
 - East Portland Rotary Club
- ▶ **Oregon Transportation Commission tour**
 - Commissioners received a tour similar to the one given to Washington transportation commissioners in September.
- ▶ **Contractor Meet and Greet**
- ▶ **Bridge Investment Program grant application**



Next Steps

- ▶ **Draft SEIS: Spring 2024**
 - Ongoing Community Engagement to support Draft SEIS process
 - Tribal Consultation
 - 60-Day Public Comment period
 - *Additional community engagement activities including public hearing(s)*
- ▶ **Refinements to design will be made to address public comments, identify mitigation, and confirm a corridor-wide alternative**
- ▶ **Final SEIS and Amended Record of Decision: Late 2024 / Early 2025**
- ▶ **Begin construction: Late 2025 / Early 2026**

Stay Connected & Get Involved

- ▶ Join us for IBR office hours, in person or virtually, and get your questions answered! Visit interstatebridge.org/calendar to schedule an appointment, email info@interstatebridge.org or call
- ▶ 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





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Thank you!

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