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Interstate Bridge Replacement Program Session

March 6, 2024



History of the IBR Program

Ray Mabey, IBR Assistant Program Administrator

Interstate Bridge Replacement Program

Critical connection linking Oregon and Washington across the Columbia River

- Part of a vital regional, national, and international trade route
- The only movable bridge on I-5 between Canada and Mexico
- One span over 100 years old
- At risk for collapse in the event of a major earthquake
- \$1.2 million in annual Operations and Maintenance (O&M) costs
- Capital maintenance is estimated to cost over \$270 million by 2040



IBR Program Location



Port of Portland



39th St

500



Fourth Plain Blvd



Mill Plain Blvd



I-5 Bridge



Port of Vancouver



Downtown Vancouver



Hayden Island



Marine Drive



N Interstate/
N Victory

Vancouver, Washington

Portland, Oregon



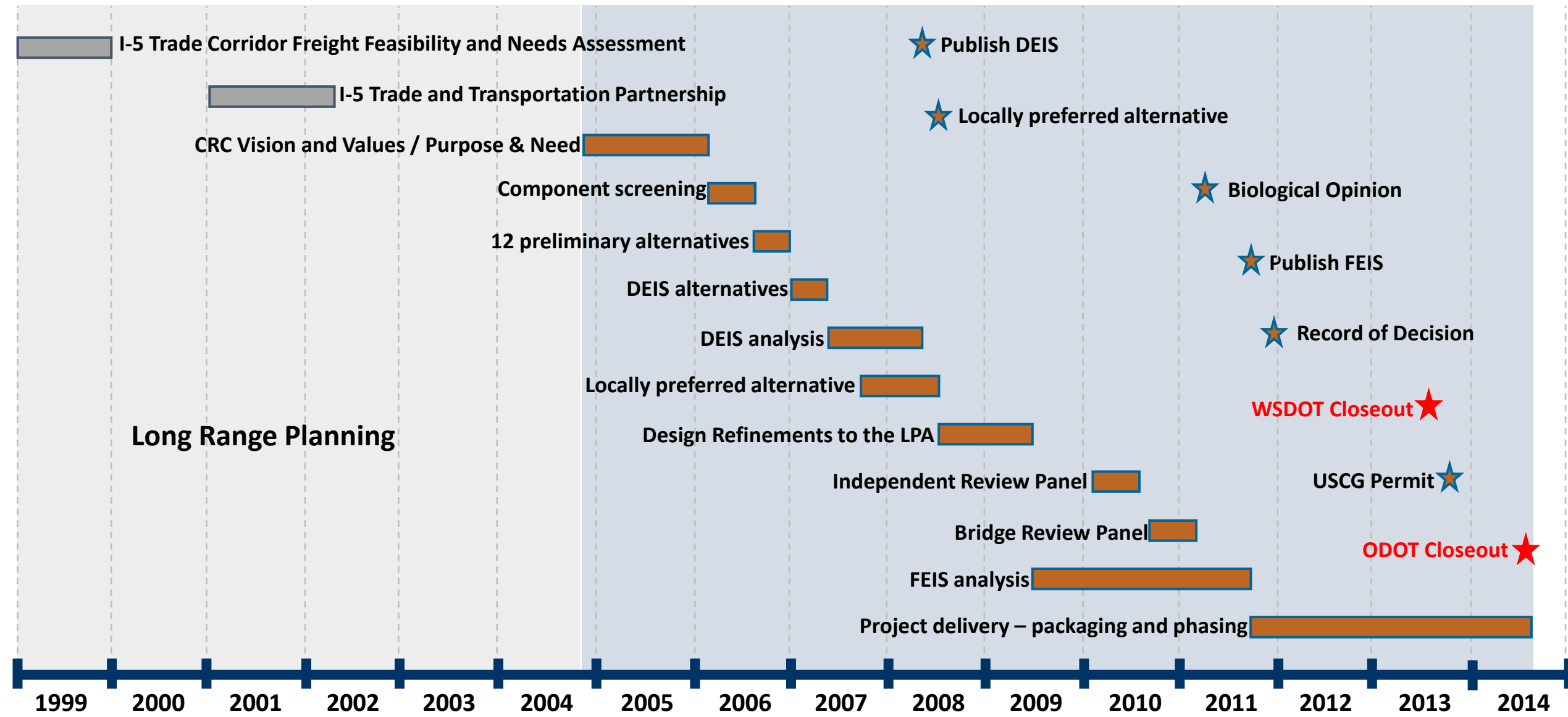
= Interchanges less than 1 mile apart



Portland International
Airport



Building Upon Past Work—CRC Project Timeline



Initiating Efforts

- ▶ Bi-State Memorandum of Intent signed by Governors Brown and Inslee Nov. 2019
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ The Oregon and Washington Departments of Transportation are jointly leading the Interstate Bridge Replacement program work in collaboration with eight other bi-state partner agencies.
 - TriMet
 - C-TRAN
 - Oregon Metro
 - SW WA Regional Transportation Council
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver
- ▶ Greg Johnson was hired as program administrator to lead the replacement program on behalf of ODOT and WSDOT.



Photo courtesy of Office of Governor Kate Brown



Early 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

- ▶ Community Advisory Group, Equity Advisory Group & Executive Steering Group launched
- ▶ Initial Conceptual Finance Plan

2021

- ▶ Reconfirmed purpose and need, established community values and priorities, with equity and climate identified as key priorities
- ▶ Design options and screening criteria developed; community input solicited

Purpose and Need



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



Earthquake vulnerability: In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.



Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.



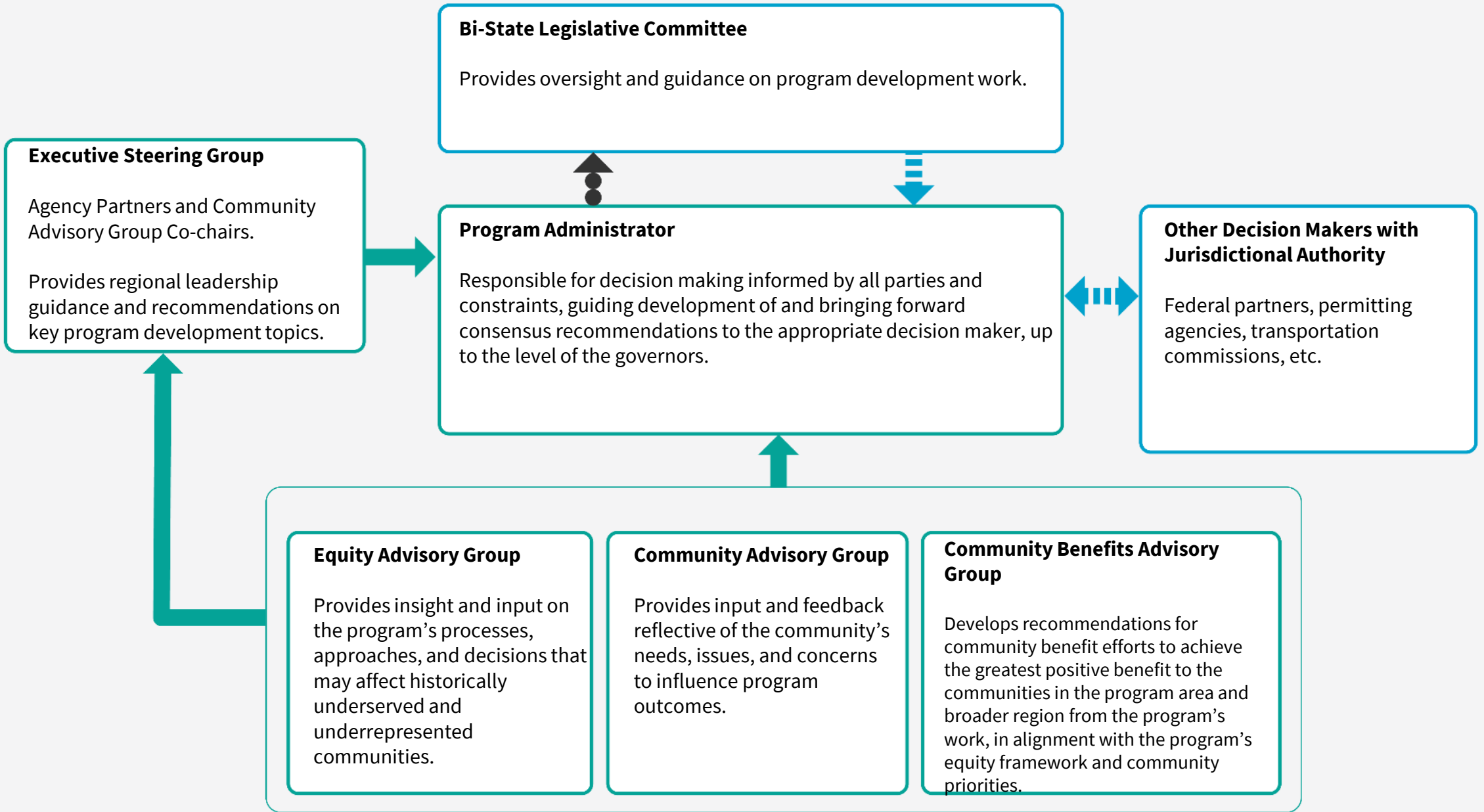
Inadequate bike & pedestrian paths: Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in 7 to 10 hours of congestion during peak travel times.



Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.



Recommendations
 Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

Note: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

Foundational Work: Reconfirming Bridge Replacement

- ▶ Supplemental Environmental Impact Statement builds on prior NEPA analysis and focuses on components that have changed
- ▶ Multiple alternatives were thoroughly analyzed during prior planning
- ▶ The program reviewed and confirmed the following solutions do not meet Purpose and Need and should not be considered further for IBR:
 - Third Bridge or Supplemental Bridge
 - High-Speed Rail
 - Common Sense Alternative II
 - Immersed Tube Tunnel (ITT)
 - *Safety concerns with locating vehicles and bike/ped in a tunnel (e.g., fire)*
 - *Would not be able to connect to Hayden Island and downtown Vancouver*
 - *Approximately twice as expensive as a replacement bridge*
 - *Additional impacts to natural and cultural resources*

Foundational Work: Purpose and Need

- ▶ **Community engagement efforts confirmed widespread agreement that the previously identified transportation problems in the program corridor 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
- ▶ **Federal guidance indicated substantive modifications to the previous Purpose and Need would likely require a significantly longer environmental process**
 - Local agency partners confirmed a shared desire to **update and improve upon past work** without restarting planning efforts
 - Includes a shared commitment to utilize existing Purpose and Need while embedding **equity** and **climate** throughout the program in actionable and measurable ways

Equity and Climate are Key Priorities



Members of Advisory Groups on Bridge Tour

- ▶ Maximize benefits and minimize burdens for equity priority communities
- ▶ Center equity priority community engagement and feedback
- ▶ Support state climate goals of reduction in greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions

Foundational Work: Evaluating Design Concepts

▶ Equity Framework

- Program equity definition, equity principals, and equity objectives that outline the program’s approach to advance process and outcome equity
- Informed by EAG, community input, best practices, and frameworks from other projects

▶ Climate Framework

- Developed in coordination with agency climate staff to ensure the program is supporting statewide climate goals and considering climate in design, construction, operations, and maintenance

▶ Community Values and Priorities

- CAG provided guidance through review and discussion of community engagement feedback on transportation problems and priorities
- Used to help inform screening criteria

▶ Desired Outcomes

- Observable and measurable accomplishments that the program aspires to achieve at a program level
- Informed by input from partners, the community, CAG and EAG to align with the Purpose and Need, community priorities and values, equity objectives, and climate objectives

▶ Screening Criteria

- Criteria and metrics used to assess the trade-offs or potential impacts among design options
- Informed by community values and priorities, equity and climate frameworks, technical work, partners

Supplemental Environmental Impact Statement

- ▶ **Supplements** (or builds on) past NEPA documents and decisions
- ▶ Focuses analysis on components that have changed since prior planning efforts

Supplemental **Draft** EIS

- ▶ **Evaluates two alternatives**
 - Updated No Build Alternative
 - Modified LPA
- ▶ **Design is conceptual (~5%)**
 - 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

NEPA and Regulatory Milestones

► Supplemental EIS:

- Draft SEIS: Spring 2024
 - *60-day Public Comment*
- Final SEIS: Late 2024/ Early 2025
 - *Address public comments*
 - *Identification of mitigation measures*
- Amended Record of Decision: 2025
 - *Represents federal approval to move to construction*

► Other Regulatory Milestones:

- National Historic Preservation Act: **Late 2024**
 - *Section 106 Programmatic Agreement and Mitigation Plan*
- Endangered Species Act: **Mid 2024**
 - *Section 7 Biological Opinion*
- U.S. Army Corps of Engineers: **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*