



Frank Green
Assistant Program Administrator

Interstate Bridge Replacement Program

September 14, 2022



IBR Program Location

Port of
Portland



39th St



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



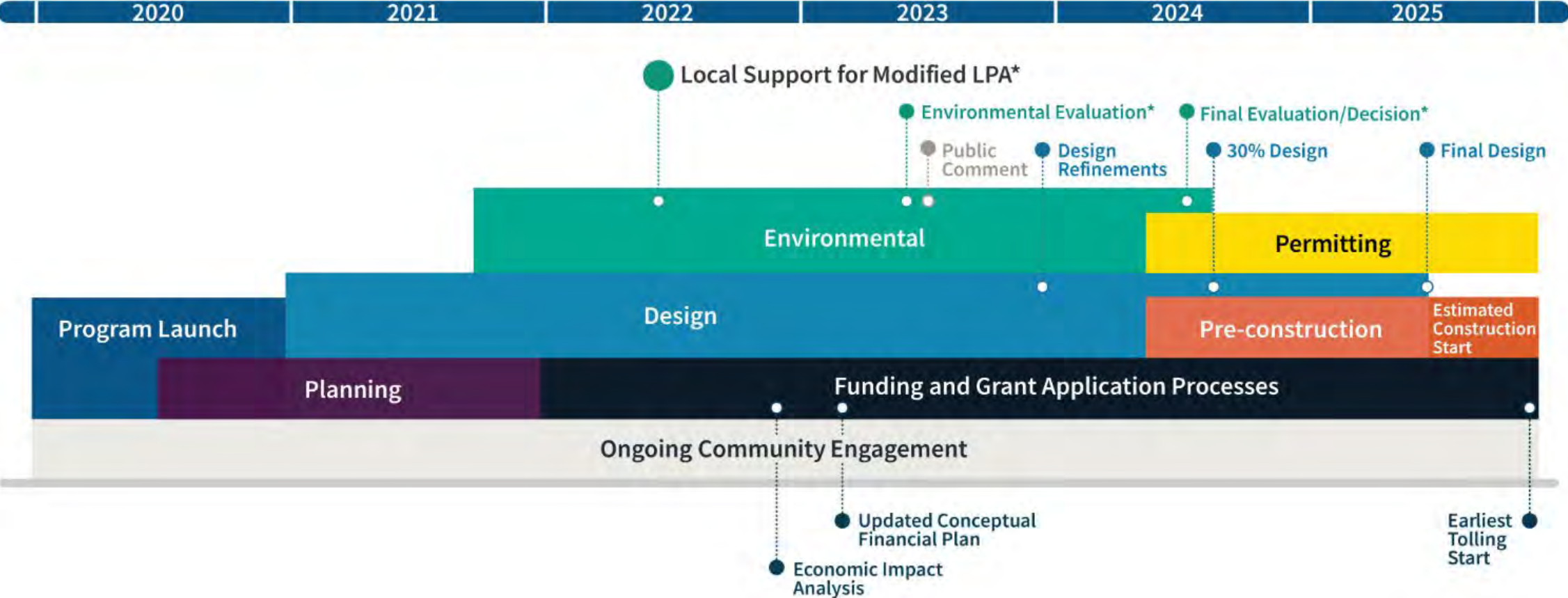
Portland International
Airport



= Interchanges less than 1 mile apart



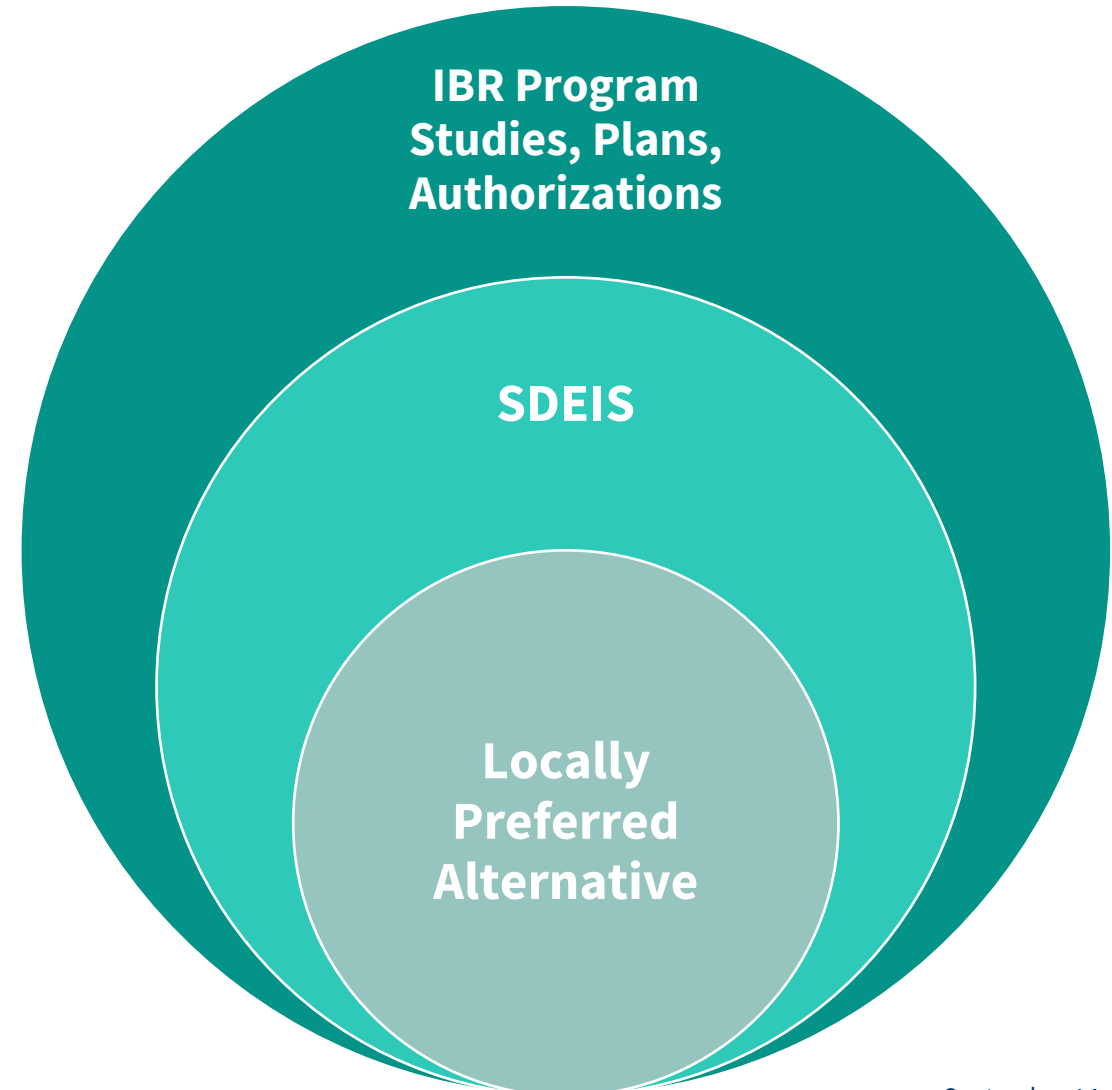
Program Schedule



*Local partners confirmed support for the Modified LPA, which will be evaluated in a Supplemental Draft Environmental Impact Statement. Design refinements responding to the evaluation and public comments will be documented in a combined Supplemental Final Environmental Impact Statement and Record of Decision, which represents federal authorization to move into final design and construction.

LPA and SDEIS: How They Fit Together

- ▶ A Locally Preferred Alternative (LPA) identifies the foundational elements to be studied in the Supplemental Draft Environmental Impact Statement (SDEIS) process
- ▶ The SDEIS evaluates the benefits and impacts of the Modified LPA with public review and comment



IBR Recommendation: Modified LPA

Hayden Island:
Partial Interchange
 Transit:
Light Rail to Evergreen near I-5


River Crossing
 Auxiliary Lanes:
1
 Variable Rate
 Tolling:
Yes




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 been made.

Partial Interchange Summary


Hayden Island Drive local-only trips and Tomahawk Island Drive extension increase Hayden Island east-west connectivity



Smaller interchange leaves space for a comfortable pedestrian environment and opportunities for open space



Addresses safety and congestion by improving active transportation, adding shoulders, increasing lane widths and improving ramp merges



Benefits of Expanding LRT from Expo to Evergreen

4 Stations* 

3,000+ Residents are within a half mile walk

26% BIPOC  **41%** Low-income

*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*

68% General **73%** BIPOC

59% Low-income **71%** People w/ disabilities

*Increase in jobs accessible from the program area within a 45 minute midday transit ride. Percent increase determined by adding LRT Expo to Evergreen compared to 2045 No Build.

Climate - GHG Reduction*

36,000 metric tons/year
 or the equivalent of

7,000 homes' electricity for one year **OR** **89,400,000** miles driven by gas powered car

*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

Strategies to Combat Climate Change



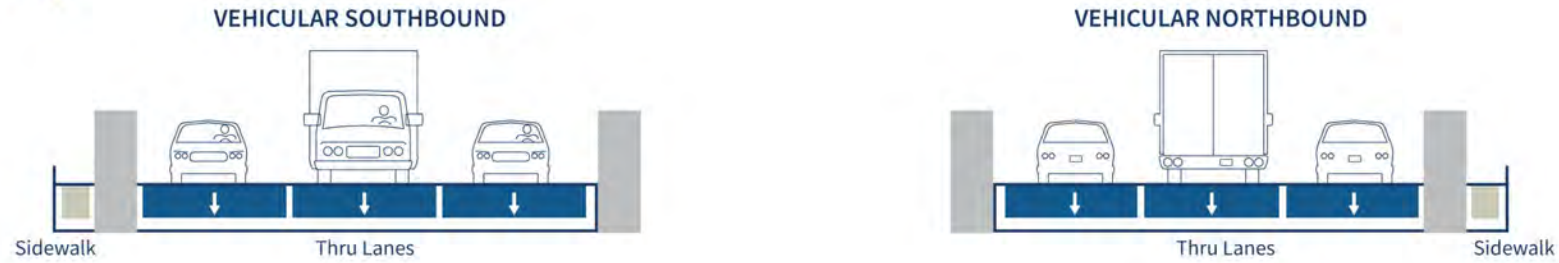
- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

IBR Modified LPA

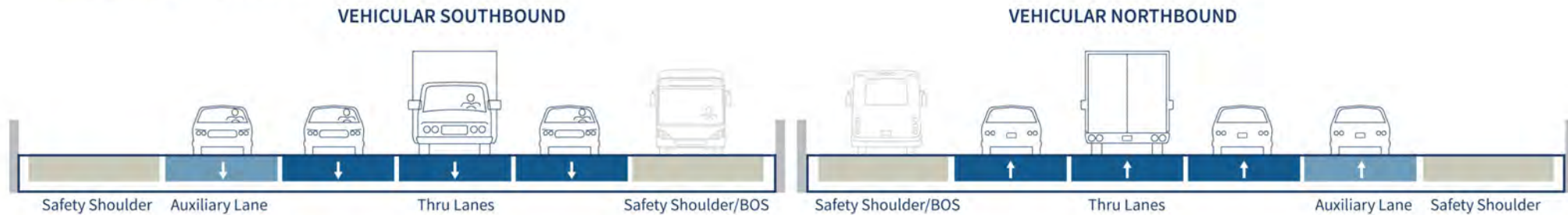


Cross-Sections of Vehicular Lanes

Existing Bridge



Two Bridge Option*



*Two bridge option shown for example and comparison purposes only. Additional technical analysis will be completed to determine bridge configuration. High capacity transit and shared use path for active transportation would be accommodated in dedicated spaces in addition to what is reflected in the graphic above.

Modified LPA Endorsement and Next Steps

▶ June – July 2022

– All eight of the program partners endorsed the Modified LPA

- *City of Vancouver*
- *City of Portland*
- *C-TRAN*
- *Metro*
- *Port of Vancouver*
- *Port of Portland*
- *RTC*
- *TriMet*

– Executive Steering Group unanimously endorsed the Modified LPA

– Bi-State Legislative Committee acknowledged moving into the environmental review process

▶ **Modified LPA is not the final design but identifies key elements to study in the SEIS process**

▶ **Additional work moving forward:**

- Active Transportation
- Climate/Sustainability
- Community
- Contracting/Construction
- Design
- Equity
- Finance Plan
- Freight
- Tolling
- Transit

Cost + Finance Plan Assumptions

- ▶ **An initial update to the cost and funding estimates is expected in late 2022**
 - 2020 Conceptual Finance Plan identified a possible cost estimate range of \$3.2-\$4.8 billion
 - A full update to the Conceptual Finance Plan is expected in early 2023
- ▶ **Equal state share/contribution**
 - \$100 million dedicated for planning efforts to date (OR: \$55 million, WA: \$45 million)
 - Washington contribution: \$1 billion dedicated through Move Ahead WA package
 - Oregon contribution: Conversations expected to occur during 2023 legislative session
- ▶ **Toll revenues**
 - Initial estimate anticipates toll revenue could be in the range of \$850 million-\$1.3 billion
- ▶ **The IBR program has already begun applying for federal grants and will continue to explore opportunities to maximize federal funding**
 - Bridge Investment Program
 - Mega Program
 - FTA Capital Investment Grants Program

Cost Estimating

- ▶ **Current cost estimates are preliminary since the program is at approximately 2% design**
 - Cost estimates and finance plan will be refined as details are determined
 - Near-term work includes a level 2 traffic and revenue analysis to provide additional detail on possible tolling revenue
- ▶ **The program will follow best practices to help identify and address cost escalation risks and other financial considerations**

Tolling Assumptions

- ▶ **IBR tolling will be implemented in a bi-state environment:**
 - Each state’s legislative requirements and framework for transportation policy and investments will be accounted for as the IBR tolling approach is developed
 - A bi-state tolling agreement will be developed and agreed to by both Transportation Commissions
 - The OTC and the WSTC will jointly set rates, exemptions and discounts, and consider low-income discounts
 - The tolling system will be interoperable with other regional toll systems
- ▶ **Toll revenue collected on the facility will be used to pay for construction, collection and customer support, and operations and maintenance of the facility**
 - Oregon will continue to be responsible for the costs to set up the Oregon toll program
 - Additional costs required to implement tolls on IBR will be shared by both states

Next Steps

- ▶ **Late 2022 through 2023:**
 - Update cost and funding estimates to reflect the Modified LPA
 - Additional tolling and funding discussions
 - Start the federal environmental review and evaluation process for the Modified LPA
 - Applying for federal grant funding opportunities
- ▶ **Ongoing through 2024:**
 - Additional analysis and development of design details
 - Continued community engagement as part of the federal environmental review process
 - Publish the Supplemental Final Environmental Impact Statement
- ▶ **Construction anticipated to begin by late 2025**



For more information contact:

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Thank you!

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