



Interstate Bridge Replacement Program

December 2019 Progress Report



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December 2, 2019

(Electronic Transmittal Only)

The Honorable Governor Inslee

The Honorable Kate Brown

WA Senate Transportation Committee

Oregon Transportation Commission

WA House Transportation Committee

OR Joint Committee on Transportation

Dear Governors, Transportation Commission, and Transportation Committees:

On behalf of the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT), we are pleased to submit the Interstate Bridge Replacement Program status report, as directed by Washington's 2019-21 transportation budget ESHB 1160, section 306 (24)(e)(iii). The intent of this report is to share activities that have lead up to the beginning of the biennium, accomplishments of the program since funding was made available, and future steps to be completed by the program as it moves forward with the clear support of both states.

With the appropriation of \$35 million in ESHB 1160 to open a project office and restart work to replace the Interstate Bridge, Governor Inslee and the Washington State Legislature acknowledged the need to renew efforts for replacement of this aging infrastructure.

Governor Kate Brown and the Oregon Transportation Commission (OTC) directed ODOT to coordinate with WSDOT on the establishment of a project office. The OTC also allocated \$9 million as the state's initial contribution, and Oregon Legislative leadership appointed members to a Joint Committee on the Interstate Bridge. These actions demonstrate Oregon's agreement that replacement of the Interstate 5 Bridge is vital.

As is conveyed in this report, the program office is working to set this project up for success by working with key partners to build the foundation as we move forward toward project development. Following the signing of a Memorandum of Intent by Governor Inslee and Governor Brown on November 18, WSDOT and ODOT signed a Memorandum of Understanding laying out the terms of their cooperation.

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The DOTs are prepared to continue the necessary work to engage leaders, stakeholders and the community to arrive at a supported solution, and are eager to maintain momentum toward federal approval for construction. We look forward to your continued support and engagement during this process.

Sincerely,

Handwritten signature of Roger Millar in black ink.

Roger Millar, P.E., FASCE, FAICP
WSDOT Secretary of Transportation

Handwritten signature of Kris Strickler in blue ink.

Kris Strickler, P.E.
ODOT Director

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EXECUTIVE SUMMARY

As directed in the Washington State 2019-21 transportation budget (Engrossed Substitute House Bill 1160, Section 306), and the Oregon-Washington Memorandum of Intent on Replacing the I-5 Bridge over the Columbia River signed by Oregon Governor Kate Brown and Washington Governor Jay Inslee on November 18, 2019, this progress report provides a summary of the current and future work that must be successfully completed for the Interstate Bridge Replacement Program (IBR Program) to advance to construction.

This status report is structured into three sections: background on past planning activities and recent state actions that will guide IBR efforts moving forward, initiating work which includes current and near-term activities, and the future program development work necessary to successfully deliver a program to construction.

I. Background

Previous bi-state planning efforts identified the need for highway and transit improvements within the I-5 corridor from I-205 in Washington to I-84 in Oregon. These regional planning efforts stressed that maintaining mobility in the I-5 Trade Corridor is key to meeting the transportation, economic, and livability needs of the Portland/Vancouver Region. Many of the recommendations and outcomes of these early efforts later informed the Columbia River Crossing project and will remain relevant for future IBR Program work.

In 2019, both Oregon and Washington dedicated funding to restart work to replace the Interstate Bridge on I-5 across the Columbia River, with initial funding going into effect on July 1. Leadership in both states have directed the Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT) to open a bi-state program office to lead these efforts.

II. Initiating Interstate Bridge Replacement Work

Current IBR Program efforts are in the early stages and focused on establishing a program office and performing critical foundational work with partners to ensure there is informed and effective decision making throughout the process. As outlined in this report, initiating work will include stakeholder reengagement, bi-state legislative engagement, and establishing the program office. The IBR Program will be developed and delivered by a bi-state, multi-agency, multi-modal team comprised of staff from WSDOT, ODOT, C-TRAN, TriMet, the Southwest Washington Regional Transportation Council (RTC), Oregon Metro (Metro), City of Vancouver, City of Portland and consultants. Beyond the key local partner agencies, there are many other agencies, governments and elected officials, and regional stakeholders that will ultimately be engaged.

WSDOT and ODOT are the lead state agencies for this program and are in the early stages of reengaging with local bi-state partner agencies to develop a common understanding of roles and responsibilities and a structure for how the parties will work together. Once this foundation is set, WSDOT and ODOT will work with the local partner agencies to identify a staffing plan and other resource needs. Once some of the key outcomes of this work are in place, including bringing on a program administrator and consultant team, substantive program development work can begin.

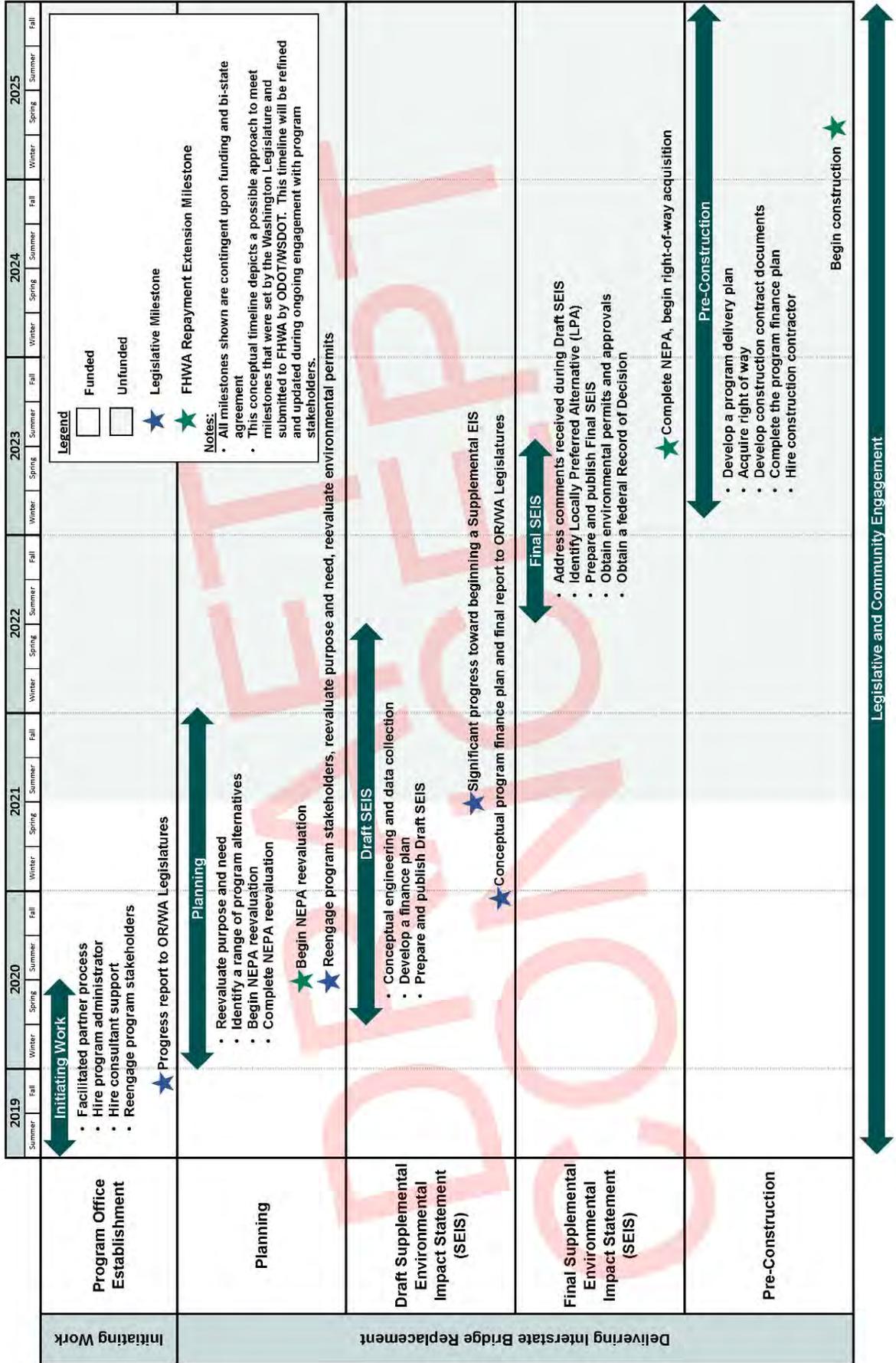
III. Delivering Interstate Bridge Replacement

Program development includes the planning and technical work that will be necessary to obtain federal approval for a locally preferred alternative to move to construction. This will require successful completion of the federal National Environmental Policy Act (NEPA) process, including the eventual publication of a Final Supplemental Environmental Impact Statement (Final SEIS) and Record of Decision (ROD). Based on previous planning activities, it is estimated that it will take 3 to 5 years to complete the federal environmental process. The program office will strive to utilize past work and lessons learned to ensure effective and efficient decision making throughout the process.

This work will be conducted using a transparent, data-driven process that allows for extensive and inclusive community engagement and public input. Comprehensive stakeholder engagement will continue throughout program development and will include the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as federal lead agencies; other federal, state and local regulatory agencies; state elected officials; sovereign tribal governments; local governments and elected officials; ports, business and industry; neighborhoods and community groups; interest groups; travelers and the public.

A conceptual program timeline is shown on the following page and depicts a possible approach to meet milestones that were set by the Washington Legislature and submitted to FHWA by ODOT and WSDOT. This timeline will be refined and updated during ongoing engagement with program stakeholders.

Conceptual Interstate Bridge Replacement Program Timeline



Legend

- Funded
- Unfunded
- ★ Legislative Milestone
- ★ FHWA Repayment Extension Milestone

Notes:

- All milestones shown are contingent upon funding and bi-state agreement
- This conceptual timeline depicts a possible approach to meet milestones that were set by the Washington Legislature and submitted to FHWA by ODOT/WSDOT. This timeline will be refined and updated during ongoing engagement with program stakeholders.

I. BACKGROUND: PREVIOUS INTERSTATE BRIDGE PLANNING WORK

Regional leaders identified the need to address the I-5 corridor (including the Interstate Bridge over the Columbia River) through bi-state long-range planning studies. In response to this regionally identified need, Washington and Oregon undertook a project development process from 2005 to 2014. After the project was shut down, Washington initiated efforts to restart the conversation and work towards bridge replacement. Paired with Oregon commitments of time and resources, an additional extension was granted by FHWA for federal repayment.

IN THIS SECTION:

- Previous planning efforts
 - Portland/Vancouver I-5 Trade Corridor (1999-2000)
 - Portland/Vancouver I-5 Transportation and Trade Partnership (2001-2002)
 - Columbia River Crossing Project Development (2005-2014)
- State leadership
 - WA SSB 5806 (2017)
 - WA ESHB 1160 (2019)
 - Oregon Governor and Transportation Commission Actions (2019)
 - Bi-State Memorandum of Intent
- FHWA repayment extension

PREVIOUS PLANNING EFFORTS

Trade and transportation issues in the I-5 corridor through the Portland-Vancouver metropolitan area have over two decades of study involving bi-state leadership and extensive public participation. Precursors to the Columbia River Crossing Project (CRC) included recommendations from a bi-state leadership committee in 2000, and a strategic plan developed by a task force appointed by the Governors of Washington and Oregon in 2001-2002.

Each step in the process involved key interagency and community stakeholders, which allowed for the development of a shared understanding of transportation problems, policy issues and possible solutions. These studies demonstrate clear regional agreement on the need for a solution within the project area to address safety, seismic, and mobility concerns, and led to the initiation of previous project development.

PORTLAND/VANCOUVER I-5 TRADE CORRIDOR

In January 2000, regional elected officials and decision makers initiated the Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment, to better understand the magnitude of the congestion problem and explore concepts for improvement. Key recommendations from this assessment were carried forward into project planning.

These recommendations included the need for a balanced set of highway, transit, and demand management improvements in the corridor; and the recognition that funding for the improvements would likely require a combination of federal funds, tolling, and state funds from both Washington and Oregon.

PORTLAND/VANCOUVER I-5 TRANSPORTATION AND TRADE PARTNERSHIP TASK FORCE

The Governors of Washington and Oregon established a 26-member Task Force in 2001 to address the growing congestion on I-5 in the Portland-Vancouver metropolitan area and to determine investment needs by developing a strategic plan. This Portland/Vancouver I-5 Transportation and Trade Partnership Task Force (Partnership Task Force) looked at I-5 from I-205 in Washington to I-84 in Oregon.

The Partnership Task Force developed a Problem, Vision and Values Statement that helped guide the strategic plan and informed the formal Purpose and Need statement later developed during the CRC NEPA process:

The I-5 Trade Corridor is the most critical segment of the regional transportation system in the Portland/Vancouver metropolitan area. The corridor provides access to many of the region's most important industrial sites and port facilities and is a link to jobs throughout the Portland/Vancouver region. Due to infrastructure deficiencies, lack of multi-modal options, land-use patterns, and increasing congestion, businesses and individuals experience more frequent and longer delays in the corridor. Without attention, the corridor's problems are likely to increase significantly, creating additional impacts to mobility, accessibility, livability and economic promise of the entire region.

The Partnership Task Force made it clear that maintaining mobility in the I-5 Trade Corridor is key to meeting the transportation, economic, and livability needs of the Portland/Vancouver Region. To achieve this, it was determined that physical improvements would be necessary, including highway and transit, and without these improvements, continued congestion would threaten the economic promise of the Portland/Vancouver region.

Specifically, the Partnership Task Force recommended fixing the following highway bottlenecks on I-5 in its 2002 Strategic Plan:

- Vancouver - 99th St to 134th St (completed in 2009)
- Vancouver - Main St to 99th St (completed in 2002)
- Portland - Victory Blvd to Lombard/Delta Park (completed in 2010)
- Portland - I-405 to I-84/Rose Quarter (In 2017, Oregon's transportation bill, HB 2017, identified funds for project development and construction at this location)
- Portland/Vancouver - Interstate Bridge, SR 500 to Columbia Blvd. (unfunded, except for Mill Plain Blvd. Interchange project, which is funded for a 2023 planning start.)

The Partnership Task Force findings and recommendations provided the policy underpinnings for several key elements of the CRC Project including the Purpose and Need statement; the assumption that tolling would be a core element of the finance plan; addressing two-lane sections (by expanding to three lanes) as a key principle for the highway policy and project elements; and the need for both transit and vehicle capacity improvements within the Bridge Influence Area.

COLUMBIA RIVER CROSSING PROJECT DEVELOPMENT

As the project moved from long-range planning into project development and the formal federal processes of environmental review and grant funding review, prior planning efforts and findings were incorporated. This information helped in identifying and evaluating project needs. Solution ideas evaluated in long-range planning were reconsidered and evaluated in further detail through the CRC Project to ensure compliance with federal requirements.

The multi-year project development phase encompassed planning and engineering activities to develop and compare the costs and benefits of alternatives; stakeholder and public participation processes to develop consensus on the project components; identification of impacts to meet both the intent and the legal requirements of the National Environmental Policy Act (NEPA) and other applicable federal laws; and development of a funding and finance plan, including participation in federal grant processes and rigorous analysis of a tolling program.

Major milestones completed during this process resulted in:

- A locally preferred alternative that was recommended by the 39-member CRC Task Force, supported by public comments, and formally endorsed by the boards and councils of all local partner agencies;
- Federal approval for construction (Record of Decision), issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), approving the proposed project, mitigation measures and conditions identified in the Final Environmental Impact Statement (FEIS);
- A U.S. Coast Guard Bridge Permit which approved the bridge height and other features of the proposed new bridge;
- An \$850 million Federal Transit Administration Capital Investment Grant funding recommendation by the U.S. Department of Transportation in Fiscal Year 2012;

CRC TASK FORCE

The 39-member CRC Task Force was formed by the Governors of Oregon and Washington to provide regional input to guide planning efforts. The group established a Vision and Values statement to articulate project goals and guided the development of a formal statement of Purpose and Need as part of the NEPA process. These formed the evaluation criteria used to screen project alternatives, resulting in broad consensus on a locally preferred alternative (LPA).

- Design plans of sufficient detail to support detailed, validated cost estimates for construction advertisement; and
- Construction procurement, phasing and packaging plans.

A tolling and finance plan developed under advisement of both state treasurer's offices, validated through review by the Oregon Treasurer and that incorporated investment grade traffic and toll revenue analysis which demonstrated toll-backed borrowing could provide up to \$1.57 billion in funding for construction.

Analysis completed for the CRC Project NEPA process will be useful in subsequent environmental review or reevaluation, as the natural and developed environment of the project area are substantially the same as they were when federal approval for construction was issued. However, the extent to which a new project could be informed by prior environmental analysis and/or approvals may depend on factors such as:

- Whether there are changes to the previously identified Purpose and Need
- The degree to which there are changes in current conditions in the program area
- The extent of changes in the scope and design of a new program

A new program will require new federal approval to be eligible to move to construction. The program will conduct a NEPA reevaluation which will likely lead to the requirement of a Supplemental Environmental Impact Statement.

STATE LEADERSHIP

WASHINGTON SUBSTITUTE SENATE BILL 5806

During the 2017 regular session, the Washington Legislature enacted Substitute Senate Bill 5806 (SSB 5806), relating to preliminary work to develop a process for planning for a new I-5 bridge spanning the Columbia River. The bill invited the Oregon Legislature to participate in a joint Legislative Action Committee regarding the construction of a new Interstate 5 bridge spanning the Columbia River and proposed a work program that includes:

- Beginning a process toward project development;
- Reviewing and confirming lead roles related to permitting, construction, operation and maintenance of a future Interstate 5 bridge project;
- Seeking public comment and presenting recommendations for process and financing;
- Providing resources to inventory and utilize any prior relevant work to allow for non-duplicative and efficient decision making regarding a new project;
- Examining all potential mass transit options available for a future Interstate 5 bridge project;
- Using an innovative delivery method such as design-build procurement and other best practices, consistent with work already completed.

SSB 5806 also directed the Washington State Department of Transportation (WSDOT) to conduct a planning inventory to document the existing planning data related to the construction of a new Interstate 5 bridge over the Columbia River. WSDOT submitted the planning inventory report to the Washington Legislature on December 1, 2017. The intent of the inventory report was to provide an understanding of previous planning efforts that could be relevant to any future Interstate 5 Bridge replacement project, and reduce duplicative work and assist effective decision making as outlined in SSB 5806.

The full Columbia River I-5 Bridge Planning Inventory and supporting documents can be found at: www.wsdot.wa.gov/accountability/ssb5806/default.htm.

WASHINGTON STATE 2019-21 TRANSPORTATION BUDGET (ENGROSSED SUBSTITUTE HOUSE BILL 1160)

The Washington State 2019-21 Transportation Budget (ESHB 1160) allocated \$35 million to open an office and restart program development efforts to replace the Interstate Bridge on I-5. Of these funds, \$7.78 million will be held in unallotted status by the Washington State Office of Financial Management (OFM) until the program office develops a detailed plan for IBR Program work in consultation with the chairs and ranking members of the transportation committees of the Washington State Legislature.

The legislation specifies that the work of the program office will include but is not limited to:

- Reevaluation of the Purpose and Need identified for the project previously known as the Columbia River Crossing;
- Reevaluation of permits;
- Development of a finance plan (the program office is directed to assume that some costs of the new facility may be covered by tolls)
- Reengagement of key stakeholders and the public
- Reevaluation of scope, schedule, and budget

The program office must also study the possible different governance structures for a bridge authority that could provide for the joint administration of the bridges over the Columbia River between Oregon and Washington. As part of this study, the program office will examine the feasibility and necessity of an interstate compact in conjunction with the National Center for Interstate Compacts. The program office will also implement Engrossed Substitute House Bill 1994 (2019), to establish a Projects of Statewide Significance program within WSDOT.



ESHB 1160 sets the following target goals for the program office to meet:

- December 1, 2019: Provide a progress report to the governor and the transportation committees of the legislature (this report)
- July 1, 2020: Reengage project stakeholders, reevaluate the Purpose and Need, reevaluate environmental permits
- December 1, 2020: Develop a finance plan, provide a final report to the governor and the transportation committees of the legislature
- June 30, 2021: Have made significant progress toward beginning the Supplemental Environmental Impact Statement process

OREGON GOVERNOR AND TRANSPORTATION COMMISSION ACTIONS

Oregon Governor Kate Brown and the Oregon Transportation Commission have directed ODOT to coordinate with WSDOT on the establishment of a program office jointly staffed by Oregon and Washington, and to work with both legislatures to develop a plan for public involvement and engagement including with elected and community leadership. The Oregon Transportation Commission approved allocating \$9 million in August 2019 as the state's initial contribution to restarting work.

BI-STATE MEMORANDUM OF INTENT

Oregon Governor Kate Brown and Washington Governor Jay Inslee signed the Oregon-Washington Memorandum of Intent on Replacing the I-5 Bridge over the Columbia River (MOI) on November 18, 2019, announcing the restart of bi-state efforts to replace the Interstate Bridge. The MOI in part states:

We commit our states to the reopening of a joint Oregon-Washington state project office (project office) to replace the Interstate 5 bridge over the Columbia River.

The work of this project office should include, but is not limited to, the reevaluation of the Purpose and Need identified for the project previously known as the Columbia River Crossing, the reevaluation of permits and development of a finance plan, the reengagement of key stakeholders and the public, and the reevaluation of scope, schedule and budget for a reinvigorated bi-state effort for replacement of the Interstate 5 Columbia River bridge.



Governors Jay Inslee and Kate Brown sign an MOI on November 18, 2019 announcing the restart of bi-state efforts to replace the Interstate Bridge. Photo courtesy Office of Governor Kate Brown

When reevaluating the finance plan for the project, the project office shall assume that some costs of the new facility may be covered by tolls.

Additionally, in reevaluating the project scope, the project office shall assume any plan for a new bridge will include high capacity transit.

The MOI also directs the program office to provide a draft progress report to both governors and the transportation committees of the Oregon and Washington legislatures by December 1, 2019 (this report) and a final report by December 1, 2020.

FHWA REPAYMENT EXTENSION

The *Code of Federal Regulations, 23 CFR 630.112*, states that if a state utilizes federal funding for a project, they must begin right-of-way acquisition or actual construction by the tenth fiscal year following when the funding was authorized. If one of these actions is not completed, the state must repay the federal funds. Under this provision, the State of Washington originally had until September 30, 2014 and the State of Oregon had until September 30, 2017 to acquire right of way or begin construction, or the federal funds expended by each state on the former CRC Project would need to be repaid. In 2014, FHWA granted a joint extension to both states until September 30, 2019.

In August 2019, WSDOT and ODOT displayed each state's commitments to restarting the work to move forward a program that meets the previously identified Purpose and Need in a joint letter to FHWA requesting an additional extension. In response, FHWA requested a draft timeline of key milestone dates for the bridge replacement work, in accordance with *FHWA Order 5020.1A, para 6.e.*, which specifies that time extensions for repayment should only be approved with a commitment to follow a definite schedule and documentation of steps that will be taken to advance the program.

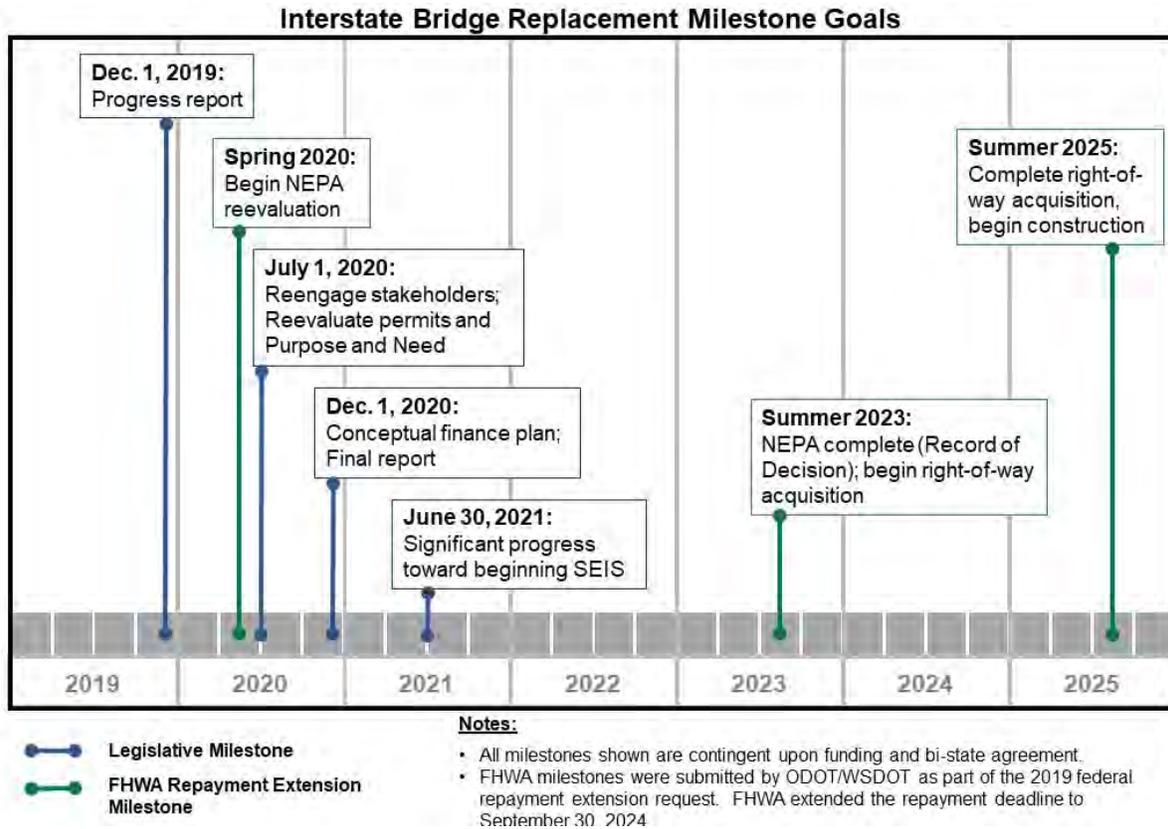
The following target dates were developed by the IBR Program in response to FHWA's request:

- Spring 2020: Begin National Environmental Policy Act (NEPA)-required environmental reevaluation by publishing Notice of Intent in the Federal Register
- Summer 2023: NEPA review complete and right-of-way acquisition begins
- Summer 2025: Right of way acquired and program construction begins

FHWA acknowledged that the steps taken by both states demonstrated a commitment to moving a program forward and addressing the complex issues surrounding the program with the various program partners. A second extension of repayment was granted for both states until September 30, 2024 to begin right-of-way acquisition or start the construction phase on a program. The above dates are part of the FHWA repayment extension conditions. The ability to meet these target dates is dependent upon bi-state agreement and additional funds being secured.

II. INITIATING INTERSTATE BRIDGE REPLACEMENT WORK

As previously noted in this report, federal approval will be required for a bridge replacement program to move to construction. Due to the magnitude and complexity of this process, it is critical that there is a shared understanding among key partners for how they will work together on efforts to replace the Interstate Bridge before substantive SEIS work can begin. While a more detailed schedule will be developed in collaboration with program partners, some goals for key milestones have been identified:



WSDOT and ODOT are in the early stages of reengaging with key bi-state partner agencies: C-TRAN, TriMet, Southwest Washington Regional Transportation Council, Oregon Metro, City of Vancouver and City of Portland. Beyond these parties, there are many other agencies, governments and regional stakeholders that will ultimately be engaged as well.

An essential first step is developing a structure and plan for how the various parties will be engaged. This requires identifying which entities have a role to play, what that role is and how it relates to the roles and responsibilities of other parties. Subsequently, it is critical to have commonly defined goals and outcomes for the work.

IN THIS SECTION:

- Stakeholder Reengagement
 - Local Partner Agencies
 - Other Agencies and Governments
 - Public and Interested Parties
- Bi-state Legislative Engagement
- State Transportation Commissions
- Program Office Establishment

STAKEHOLDER REENGAGEMENT

The visual below presents the broad array of parties that were involved in work previously. It is assumed that all of these parties will be involved in some way again and will need to be reengaged. The role of each will vary and could include advisory, technical, decision-making, approval and/or regulatory responsibilities. Clarifying each of these roles will inform the basis for an organizational structure of a program office and the relationships between that office, partner agencies and stakeholders to successfully deliver the Interstate Bridge replacement.

★ LEGISLATIVE MILESTONE

July 1, 2020 is identified as the goal to reengage key stakeholders and the public



LOCAL PARTNER AGENCIES

First and foremost, the bi-state local partner agencies must develop a common understanding of how they will work together specific to Interstate Bridge Replacement. It is critical that this early collaborative work be done right to have a solid foundation for the program to be successful. Taking sufficient time to accomplish this up will increase the effectiveness and efficiency of work going forward.

As state program leads, WSDOT and ODOT are in the process of engaging an impartial, experienced facilitator to lead this initial partnering work among the eight bi-state local partner agencies to identify roles and responsibilities.

This work will also develop a process to:

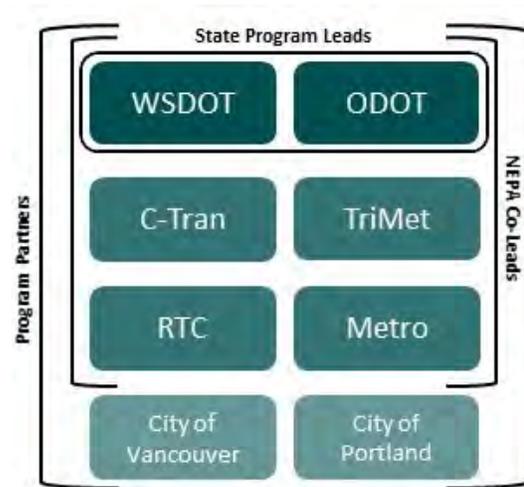
- Ensure informed decision making
- Provide policy guidance
- Provide regional perspectives and guidance

This process will include one-on-one discussions between the facilitator and the partner agencies, as well as group workshop meetings. These discussions are intended to elicit key concerns or issues of interest to each party and clarify the relevant legal or regulatory responsibilities of each agency. These discussions will help inform the workshop meetings and may identify additional stakeholders to engage.

Key outcomes of this partnering work are expected to be the identification of an advisory group (or groups) to ensure well-rounded regional guidance, as well as corresponding chartering information. This chartering information may include purpose, norms, rules of engagement, roles, responsibilities and other information relevant to convening parties.

OTHER AGENCIES AND GOVERNMENTS

Other agencies and governments to be engaged will include the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as federal lead agencies, regulatory agencies, sovereign tribal governments, ports and other local governments. Reengagement with each will include identifying and discussing roles and responsibilities of both parties, identifying informational needs of the parties and establishing communication expectations and protocol related to program work. In some instances, agreements will be established between entities to facilitate the completion of work.



The timing of reengagement with each of these entities will vary depending on when they have a role in the process. For instance, given their ultimate role in approving a Record of Decision, ongoing engagement with FHWA and FTA will begin early in the process. In other cases, reengagement may not occur until a program office is fully established and additional information is available.

PUBLIC AND OTHER PARTIES

Public involvement is essential to ensure effective and informed decision making to develop the right program to best meet the needs of the region. A robust public outreach plan will be developed for the new IBR program as part of program development work to ensure there is ongoing, transparent and inclusive engagement with communities on both sides of the river, regional stakeholders, disadvantaged populations, and the traveling public. This will include opportunities for public meetings, informational updates, and public comments throughout program development.

Previous planning efforts included extensive public engagement through the life of the project, including:

- Nearly 1,300 public events
- Approximately 12,000 public comments

The IBR program will work with local stakeholders to ensure that an effective outreach plan considering all tools available is developed to provide open access to information and public input through each stage of the process. The program office will strive to incorporate a variety of tools and approaches to make sure that information on program updates, public meetings, and opportunities for public input are transparent and easily accessible. This range of tools is expected to include a dedicated program webpage, social media, open public meetings, online and in-person open houses, community and neighborhood presentations, subject specific work groups, earned media, and other engagement tools.

A dedicated, independent website to share program updates and documentation will be created as program development moves forward. In the interim, both ODOT and WSDOT have established GovDelivery distribution lists where interested parties can sign up for future updates on Interstate Bridge Replacement work, and an interim landing page has been created at www.wsdot.wa.gov/projects/i5/interstate-bridge/home.

BI-STATE LEGISLATIVE ENGAGEMENT

Bi-state legislative involvement is essential for a successful bridge replacement. There will be continuous engagement with both legislatures, including the respective House and Senate leaders, transportation committees, and local delegations in each state. The program office will

continue to provide progress updates and other information as requested to support the efforts of the bi-state legislative group.

As noted in the previous legislative section, SSB 5806 provided direction for the creation of the Joint Oregon-Washington Legislative Action Committee for direct engagement on Interstate Bridge replacement efforts. This committee is comprised of eight Washington members split between the Senate and House of Representatives. The legislation provided for an invitation to Oregon Legislature to participate in the bi-state legislative committee with similar representation.



*Oregon and Washington legislators and committee staff participate in a tour of the Interstate Bridge prior to their meeting on Oct. 25, 2019.
Photo by ODOT*

In August 2019, Oregon Senate President Peter Courtney and Oregon House Speaker Tina Kotek appointed eight members from Oregon to participate on the Joint Interim Committee on the Interstate 5 Bridge. These members were given the direction to work with the Washington members of the Joint Oregon-Washington Legislative Action Committee in planning for a new effort to replace the Interstate Bridge, with work guided by the objectives outlined by SSB 5806 and intended to provide oversight on the deliverables funded by ESHB 1160.

As outlined in SSB 5806, the purpose of this bi-state legislative committee is to:

- Work with both state DOTs and transportation commissions and stakeholders to begin a process toward program development.
- Review and confirm lead roles for construction, permitting, operation and maintenance of a future I-5 Bridge.
- Establish a process to seek public comment on the I-5 program development plan and presents final recommendations for the process and financing to both states.
- Work to ensure that there are sufficient resources available to both state DOTs to inventory and utilize existing data and any prior relevant work to allow for nonduplicative and efficient decision making.
- Examine all of the potential mass transit options available.
- Utilize design-build procurement, or an equivalent innovative delivery method.
- Determine the least costly, most efficient program management and best practice tools consistent with work already completed (including bridge height, navigation needs, transparency, economic development and other critical elements).
- Minimize the impacts of congestion during construction.

Meetings:

- December 14, 2017 – Washington members only
- December 11, 2018 – Washington members, Oregon guests
- October 25, 2019 – Oregon and Washington members
- November 13, 2019 – Oregon and Washington members
- *Planned: December 20, 2019*

CURRENT MEMBERSHIP	
OREGON	WASHINGTON
*Sen. Lee Beyer (D-Springfield)	*Sen. Annette Cleveland (D-Vancouver)
*Rep. Susan McLain (D-Hillsboro)	*Rep. Brandon Vick (R-Vancouver)
Sen. Cliff <u>Bentz</u> (R-Ontario)	Sen. Steve Hobbs (D-Lake Stevens)
Sen. <u>Denyc</u> Boles (R-Salem)	Sen. Ann Rivers (R-La Center)
Sen. Lew Frederick (D-Portland)	Sen. Lynda Wilson (R-Vancouver)
Rep. Shelly <u>Boshart</u> Davis (R-Albany)	Rep. Jake Fey (D-Tacoma)
Rep. Caddy <u>McKeown</u> (D-Coos Bay)	Rep. Paul Harris (R-Vancouver)
Rep. Ron Noble (R-McMinnville)	Rep. Sharon Wylie (D-Vancouver)

*Co-chairs

STATE TRANSPORTATION COMMISSIONS

The Oregon Transportation Commission (OTC) establishes state transportation policy and oversees ODOT activities. As such, there will be ongoing and regular engagement with the OTC throughout the life of the IBR Program. OTC involvement will include but is not limited to:

- Approval of ODOT/WSDOT Memorandum of Understanding and amendments
- Oversight, direction and strategy
- Providing ongoing resources for program development
- Consideration of overall construction finance plan
- Tolling authorization
- Setting toll rates (in coordination with the Washington State Transportation Commission)

The Washington State Transportation Commission (WSTC) is responsible for assessing the statewide transportation system and recommending a comprehensive 20-year Transportation Plan to the Legislature every four years. The WSTC is also responsible for setting toll rates for state highways and bridges and will have an active role in toll rate setting for this program.

PROGRAM OFFICE ESTABLISHMENT

The program office will consist of a mix of agency staff and consultants who are tasked with performing all work necessary to advance the program. Key initial DOT staff dedicated to the program have been assigned to coordinate efforts to get a program office established, and support initial partner and legislative work. Ultimate staffing and other resource needs, including an office location, will be determined in coordination with local partner agencies.

WSDOT and ODOT will work with local partner agencies to determine a staffing plan, which could include partner agency staff assigned to the IBR Program. The staffing plan will help determine consultant needs and priorities. Consultants provide specialized personnel to meet the program needs and will supplement agency staff to support the development and delivery for a program of this complexity. Partner agency staff and a consultant team may or may not be co-located with DOT staff at a central IBR program office.

To lead the IBR program team, WSDOT and ODOT will hire a single bi-state program administrator with input from local partner agencies on desired qualities for this role. Program development will begin by creating a detailed management plan and schedule for Interstate Bridge replacement, once the program administrator and consultant team are in place.

III. DELIVERING INTERSTATE BRIDGE REPLACEMENT

As described above, the initial work for the program office will be focused on building a solid understanding among local agency partners of the structure that will be used to ensure that the decision-making process is transparent, data-driven, and allows for regional input and guidance. This initial work will include developing an organizational structure outlining staffing needs for a program office and developing a process for stakeholder engagement. Program development will begin once the partnering work described above is complete and key staff resources (e.g. program administrator and consultant support) have been added.

Program development includes the planning and technical work necessary to select a preferred alternative and obtain federal approval to move to construction. Program development activities for a mega-program such as this one are time and resource intensive, usually taking several years to complete.

The program team will work with program partners, stakeholders and the public to develop broad regional support on a preferred alternative. This process will follow the federal guidelines required by the National Environmental Policy Act (NEPA). The program office will conduct a NEPA reevaluation, which is expected to lead to the requirement of a Supplemental Environmental Impact Statement. For the purpose of this report and anticipated future activities, it is assumed that an SEIS will be required.

Based on previous planning activities and the costs of similarly large projects, it is estimated that it will take at least 3 to 5 years and cost up to \$100 million to complete the required federal environmental process and obtain federal approval to move to construction.

WHAT IS NEPA?

The **National Environmental Policy Act (NEPA)** is a federal law requiring agencies that utilize federal funding to consider the environmental, cultural, social and community impacts of a proposed project. This is an open process that must consider input from the public, local stakeholders, sovereign tribal governments, and permitting and planning agencies.

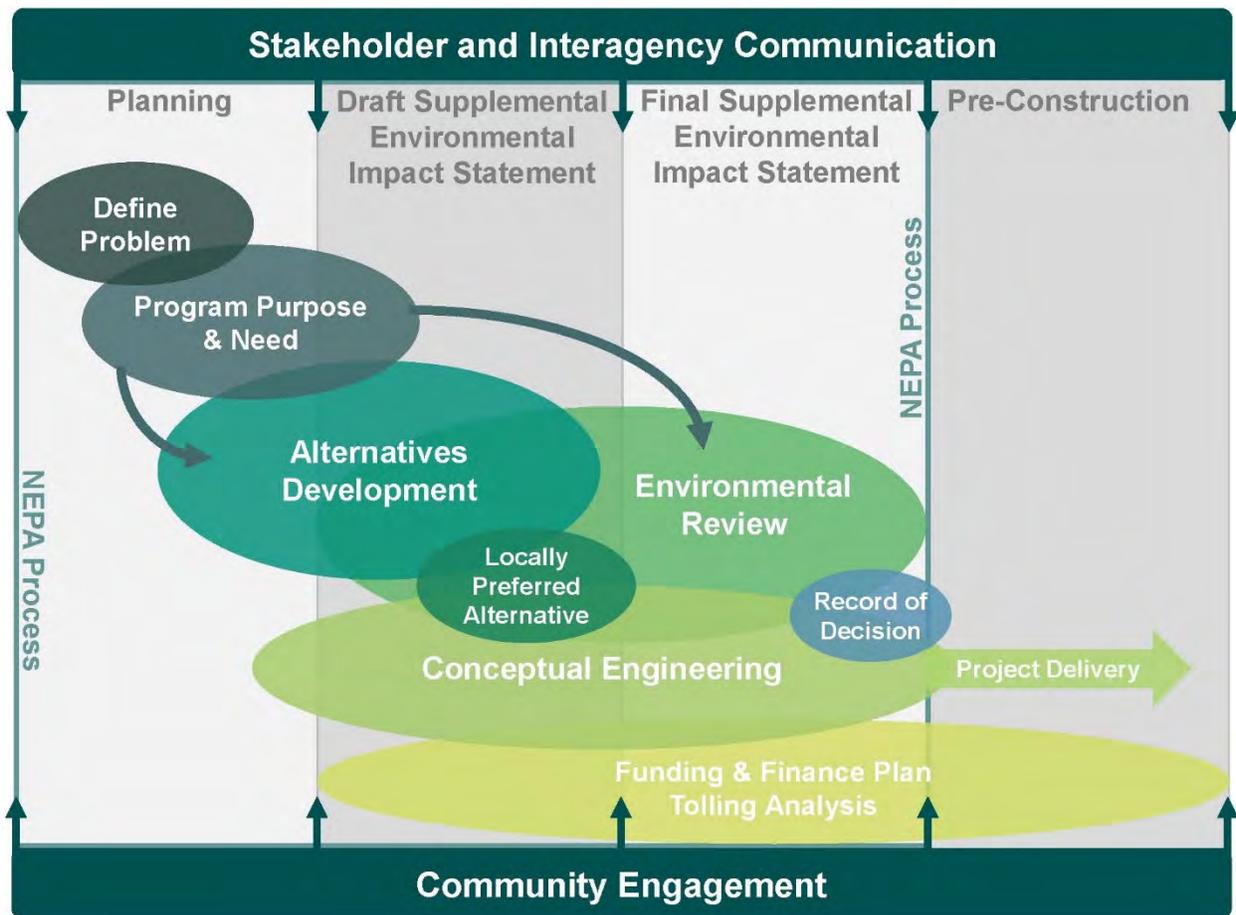
An **Environmental Impact Statement (EIS)** is a comprehensive report required by NEPA for projects expected to have significant impacts on the natural and built environment. An EIS compares the positive and negative impacts of each alternative and must outline ways to mitigate any impacts that cannot be avoided.

NEPA reevaluation establishes if a previously approved NEPA document, decision, or determination remains valid. A **Supplemental Environmental Impact Statement (SEIS)** may be required if NEPA reevaluation finds that changes to the proposed action or existing circumstances would result in significant environmental impacts not previously evaluated.

PROGRAM DEVELOPMENT PHASES THAT WILL BE DISCUSSED IN THIS SECTION:

- Planning
- Draft Supplemental Environmental Impact Statement
- Final Supplemental Environmental Impact Statement
- Pre-Construction

The following graphic illustrates that many aspects of program development advance concurrently:



PLANNING

The planning phase of the IBR Program will include all of the initial activities necessary to begin work on the Supplemental Environmental Impact Statement. This includes:

- Develop a program management plan
- Reevaluate the Purpose and Need from previous planning efforts
- Reevaluate the Vision and Values from previous planning efforts

- Identify a range of program alternatives for consideration
- Reevaluate environmental permits
- Complete a NEPA reevaluation
- Develop a Bridge Authority report
- Conduct rule-making for Project of Statewide Significance

PROGRAM MANAGEMENT PLAN

A Program Management Plan (PMP) will be developed to provide the framework, strategies, processes, and procedures necessary to successfully deliver the IBR Program from initial planning to construction. The PMP will describe the organizational structure, roles and responsibilities, program management approach, community engagement approach, schedule development, risk management process, environmental permitting plans and business procedures to successfully deliver this multimodal, bi-state transportation program.

The PMP will be informed by the facilitated partnering workshops and inter-governmental agreements that result from engaging with program partners. It will also incorporate management best practices and allow for efficient program development.

REEVALUATE THE PURPOSE AND NEED

A Purpose and Need statement that has support from all program partners is an important milestone for the planning phase of the IBR program development process and will need to be completed prior to beginning re-evaluation of the environmental documentation. An alternative must meet all of the requirements of the Purpose and Need to advance into the Draft Supplemental Environmental Impact Statement.



Coordination with program partners and other stakeholders to review the Purpose and Need statement from previous planning efforts is a key initial step for development of the IBR Program. Previous planning efforts identified the need for a program to address these six problems:

- Safety and vulnerability to incidents
- Seismic vulnerability
- Impaired freight movement
- Limited public transportation operation, connectivity and reliability
- Growing travel demand and congestion
- Substandard bicycle and pedestrian facilities

Technical data will need to be gathered to determine current conditions for each of these problems, such as current crash rates and locations, origin/destination data of vehicles using

the corridor, transit ridership and trends, and current congestion statistics. Collecting this new data is necessary to make sure that current conditions are understood and that these six problems adequately reflect the current state of transportation issues to be addressed. While none of the six problems previously identified have gone away since the close of the former bridge replacement work, it may be determined necessary to revise or add additional issues that must be addressed to the program's Purpose and Need.

REEVALUATE THE VISION AND VALUES

Reevaluating the Vision and Values, in addition to the Purpose and Need, will be among the first activities a program office will address once a governance structure is in place and program development begins. During the previous planning process, a Vision and Values statement was developed and used to determine the criteria and performance measures to evaluate program alternatives.

The previous Vision and Values statement was developed by the CRC Task Force. It set the expectation that program development would occur through an inclusive and collaborative process that considered long-range planning work and delivered a financially feasible solution for a healthy community. Values were identified in the following areas: community livability; mobility, reliability, accessibility, congestion reduction and efficiency; modal choice; safety; regional economy; freight mobility; stewardship of natural and human resources; distribution of impacts and benefits; cost effectiveness and financial resources; and bi-state cooperation.

The program team will work with the program partners, stakeholders and community members through a public process to determine if the previously identified Vision and Values statement is still valid for the needs of the region and will re-define the statement if needed. The range of alternatives that meet the Purpose and Need will be measured against the Vision and Values to determine the best performing alternative.

IDENTIFY A RANGE OF ALTERNATIVES

Once the Purpose and Need for the program is established, the program team will conduct a data-driven process with the program partners, stakeholders and community to identify the range of alternatives that could be implemented to address the Purpose and Need. The program team will document alternatives that are analyzed and removed from further consideration if they do not meet Purpose and Need.

The range of alternatives will evaluate highway, bridge and transit options. Alternatives developed should consider phasing approaches for delivery. Those alternatives that meet the Purpose and Need will undergo in-depth technical analysis as part of the Draft Supplemental Environmental Impact Statement (Draft SEIS).

Previous planning efforts analyzed over 70 components, including 23 different river crossing ideas as well as transit options, bicycle and pedestrian facility improvements, roadway

improvements, freight mobility improvements, and operational systems. Technical analysis was used to screen these components to determine if they could meet the Purpose and Need. Additional screening was conducted to ensure that each option was consistent with the Vision and Values. Input from technical staff and a community task force further narrowed the range of alternatives that received further analysis for consideration in the Draft SEIS.

NEPA REEVALUATION

The program team must coordinate with federal partners to ensure that the environmental documentation for the proposed action is still valid, prior to proceeding with major program approvals or authorizations. Previous planning efforts resulted in a federal Record of Decision (ROD) in December of 2011. FHWA guidelines require a reevaluation of environmental documentation that has not advanced within three years of original submittal. As more than three years have passed since a Record of Decision was issued on the former project without right-of-way acquisition or construction occurring, a NEPA reevaluation must be completed.



A NEPA reevaluation is an assessment of any changes which may have occurred in either the program's concept or the affected environment, and a determination of what effects these changes might have on the validity of the environmental documentation. If the NEPA reevaluation determines that changes to the proposed action or existing circumstances would result in significant environmental impacts not previously evaluated, a Supplemental Environmental Impact Statement (SEIS) may be required.

Given the length of time that has lapsed since the close of the former program and the desire of stakeholders to consider changes to what was previously proposed, it is anticipated that an SEIS will be necessary for the IBR Program.

REEVALUATE ENVIRONMENTAL PERMITS

The program team will reevaluate all of the environmental permits and approvals that will be required to advance through program development. This includes reengaging with regulatory permitting agencies to review the permits and approvals previously received. This review will confirm what data or analysis will be necessary to obtain new permits and determining if there are new analysis areas, permits or approvals that may be needed.



DEVELOP A BRIDGE AUTHORITY REPORT

Both SSB 5806 and ESHB 1160 identified that a program office must study possible governance structures for a bridge authority that would provide joint administration of the bridges over the Columbia River between Oregon and Washington.

A bridge authority may:

- Review bridge needs for repair, maintenance and new construction
- Prioritize the identified needs
- Make recommendations to both states regarding financing specific projects, timing, authority and operations

The study will look at national examples of multi-state transportation authorities to understand what responsibilities have been placed with these organizations and how they are structured, as well as who identifies decision makers and how those decision makers are responsible to the public. The study will include a review of how Oregon and Washington currently handle these responsibilities and identify key considerations to aid in determining if these responsibilities would be best served through a bi-state agreement, authority, interstate compact, or other arrangement. Consideration of an interstate compact approach will be informed by consultation with the National Center for Interstate Compacts. If there are legal questions that surface as a result of this study, these will also be documented.

RULE-MAKING FOR WASHINGTON STATE TRANSPORTATION PROJECTS OF STATEWIDE SIGNIFICANCE

During the 2019 Washington legislative session, ESHB 1994 was passed, creating the ability to recognize transportation projects of statewide significance and expedite their completion within the state of Washington through the establishment of a formal process of coordination. WSDOT is directed to develop an application for this designation; the program office will conduct this work, including rule-making as necessary. The permanent rule making process involves three formal steps and will take several months.

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

This phase of program development will include all work necessary to complete the Draft Supplemental Environmental Impact Statement (Draft SEIS), as defined by the earlier planning work and a reevaluation of NEPA. Community and legislative engagement will occur throughout development of the Draft SEIS to inform the process. The Draft SEIS is a part of the NEPA process, and will provide the foundational regulatory approval from the federal lead agencies that will



allow federal agencies to issue permits and enter into funding agreements for the program. During this phase, the program team will:

- Conduct conceptual engineering and data collection
- Develop a finance plan
- Publish the Draft SEIS

CONCEPTUAL ENGINEERING AND DATA COLLECTION

The program team will perform conceptual engineering on the highway, bridge and transit elements for each of the alternatives that meet the Purpose and Need. Conceptual engineering work will need to advance far enough to identify how each alternative performs when measured against the Vision and Values statement. For the Draft SEIS, engineering will advance to identify the information necessary to develop technical reports on community and environmental effects for the Draft SEIS. This work will identify improvements for transit, freeway and interchanges at Marine Drive, Hayden Island, SR 14, Mill Plain Blvd. and Fourth Plain Blvd.

Conceptual engineering will also allow the program team to perform a risk assessment and develop conceptual cost estimates for each alternative. The risk assessment will assist the program team to identify a program schedule and the cost estimates will be used to determine the budget for the initial finance plan.

The program team will collect and analyze data that is necessary to evaluate the performance of each alternative. The program team will update information regarding the natural and built environment within the program area including gathering new traffic data. Traffic data will be collected to update existing conditions and travel patterns and to perform modeling that will forecast future travel patterns for each alternative. Traffic modeling is necessary to evaluate performance of each option including the degree to which tolling can contribute to funding construction and other costs.

DEVELOP A FINANCE PLAN

A finance plan that identifies funding necessary to construct a new program is required to complete the SEIS. The finance plan for a program of this size is dynamic and will be updated over the life of the program as work progresses in coordination with partner agencies and other relevant parties.

A conceptual finance plan will be developed early in the program development process to determine feasible funding sources, with a milestone goal of December 1, 2020.



As part of developing a conceptual finance plan, the program team will:

- Identify possible funding sources and their purpose
- Analyze viability of funding sources: likely amount of funding compared to need, funding criteria and/or selection processes, timing considerations, recent funding outcomes/levels
- Review previous toll funding capacity assumptions to develop a conceptual range of possible construction funding from toll revenue

PUBLISH DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

The program team will develop a Draft SEIS in coordination with the federal leads, program partners, stakeholders and the community. The Draft SEIS will document how each alternative performs in relation to the program Vision and Values. The Draft SEIS will review and revise (if necessary) the analysis methods that were used in previous planning efforts and collect new data necessary to determine the potential impacts associated with each alternative.

The program team will develop and update discipline reports that analyze each alternative based on changes in the program design, new information within the program area and any changes in the regulatory environment.

Some of the discipline reports that will be reviewed, updated or developed for the SEIS are:

- Air Quality and Air Toxics
- Archaeological and Cultural Resources
- Aviation
- Community Impacts Assessment
- Economics
- Ecosystems
- Electric and Magnetic Fields
- Energy
- Environmental Justice
- Geology, Soils and Hydrogeology
- Geotechnical
- Hazardous Materials
- Historic Resources
- Land Use
- Neighborhoods and Populations
- Noise and Vibration
- Public Services
- Public Utilities
- Right of Way
- Section 4(f), 6(f) and Parks
- Transportation
- Transit
- Visual Quality and Aesthetics
- Water Quality
- Wetlands

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

This phase of the IBR program development will include all work necessary for the program team to complete a Final SEIS. This phase of the program will:

- Address comments received during Draft SEIS
- Identify a Locally Preferred Alternative
- Obtain environmental permits and approvals
- Publish a Final SEIS
- Obtain a Federal Record of Decision

ADDRESS COMMENTS RECEIVED ON DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

As part of the NEPA process there will be a public comment period following the publication of the Draft SEIS and public meetings will be held to provide an opportunity for questions and in-person feedback. Following this comment period, the program team will review all comments received from the public and affected agencies on the Draft SEIS, address those comments, and modify program elements, as appropriate. The Final SEIS will incorporate all public comments from the Draft SEIS along with responses from the program team and the federal leads.

IDENTIFY A LOCALLY PREFERRED ALTERNATIVE

The program team will work in coordination with local, state and federal partners to select a Locally Preferred Alternative (LPA). The LPA will be developed through a data-driven, transparent process using technical analysis presented in the Draft SEIS to identify the highway, bridge and transit elements that best meet the program Purpose and Need. This process will include input from program partners, stakeholders and the public to ensure the LPA has broad regional support. The LPA will be the alternative that is analyzed in the Final SEIS and may include a phased approach to program construction.

OBTAIN ENVIRONMENTAL PERMITS AND APPROVALS

The program team will coordinate with regulatory and permitting agencies to obtain all environmental permits and approvals necessary to complete the Final SEIS. The initial focus will be on permits that are required to complete NEPA. Additional permits will be needed as the program advances to construction. Some of the regulatory reviews that will be required include, but are not limited to:

- Section 7 Consultation under the Endangered Species Act
- Section 106 National Historic Preservation Act

- Section 408 USACE River Navigation and Modification/Alteration of Corps of Engineer Levee
- Section 9 of the Rivers and Harbors Act - US Coast Guard General Bridge Permit

PUBLISH A FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

Once an LPA has been adopted by the program partners, the program team will collect additional data and advance engineering as necessary to support development of the Final SEIS. The program team will update and finalize technical analysis that was performed as part of the Draft SEIS based on outreach with the community and additional details identified for the LPA. The Final SEIS will disclose and review effects of the LPA, including any phasing options, to the program partners, stakeholders and community. The Final SEIS will include mitigation that the program will be performing as a result of adverse impacts associated with the LPA.

OBTAIN A FEDERAL RECORD OF DECISION

The Record of Decision (ROD) is the completion of the federal NEPA process. It will incorporate environmental permits and approvals into the preferred alternative. The program must obtain a ROD prior to advancing into construction and right-of-way acquisition. The ROD states the basis for the selection of the LPA, identifies the alternatives that were considered and states whether all practicable means to avoid or minimize environmental harm from the LPA have been adopted and if not, why they were not. The ROD documents federal approval of:

- Purpose and Need
- Technical analysis for the program
- Process used to select an LPA
- Mitigation for unavoidable impacts



PRE-CONSTRUCTION

Once the NEPA process has been completed, the program can begin pre-construction activities. pre-construction work will:

- Develop a Program Delivery Plan
- Complete a Program Finance Plan
- Begin Right of Way Acquisition
- Develop construction documents

DEVELOP A PROGRAM DELIVERY PLAN

A Program Delivery Plan (PDP) will be developed to identify the work required to advance the IBR Program into construction. The PDP will address the process that the program team will follow once a ROD is received on the LPA. The PDP will identify potential phasing options for the program and will explore different procurement options for construction.

The PDP will be developed to meet the needs and standards for all local partners. It will identify the number of construction contracts, the sequence for delivering construction and the delivery method for each construction contract (including the administering agency). The program team will evaluate innovative construction delivery methods (including design-build).

COMPLETE A PROGRAM FINANCE PLAN

The program finance plan will identify funding sources for the program and may inform development of a phasing plan that reflects incremental investment opportunities to move forward a series of projects that provide public benefit as soon as possible. This will take into consideration the potential timing of legislative funding opportunities in each state and the reality that federal funding for construction typically isn't committed until other funding sources are secured. The program team will engage local, state and federal partners while developing the program finance plan.

As acknowledged in ESHB 1160, tolling is anticipated to be a necessary component of any finance plan for a program of this size. The program team will complete an investment grade analysis of traffic forecasts and toll revenues to determine how much construction funding can be generated by tolls. This will confirm if toll revenues, in combination with state and federal funding sources, can provide sufficient funding for the program.

The program team will work with the Oregon and Washington legislatures and the OTC to obtain all approvals necessary to toll for this program. Following approval, the program team will work with the OTC and WSTC to set toll rates. Intergovernmental agreements between Oregon and Washington will need to be developed to address tolling details, such as collection and rate setting.

BEGIN RIGHT-OF-WAY ACQUISITION



FHWA EXTENSION

September 30, 2024: The current FHWA repayment extension grants the states until this date to begin right-of-way acquisition or start construction

Right of way must be acquired prior to the beginning of construction. This can be a lengthy process that spans multiple years and will require adequate funding before purchasing can commence. The program team will develop a plan to acquire right of way in accordance with all federal laws, regulations and guidance. The plan will identify and minimize the schedule and budget risks for this program.

In their repayment extension request, WSDOT and ODOT committed to progressing towards right-of-way acquisition by summer of 2024, pending the availability of funding and bi-state approval.

DEVELOP CONSTRUCTION DOCUMENTS

Once the program is ready to move to construction, the program team will develop construction documents in accordance with the PDP. The type of contracts will be dependent on the delivery methods chosen. This is a detailed process that entails writing the contracts necessary to advertise for construction which may include completing design plans and specifications.



 **TARGET DATE TO FHWA**

Summer 2025 is identified as the goal to complete right-of-way acquisition and begin construction

CONCLUSION

Regional planning efforts have recognized the need to address issues associated with the existing Interstate Bridge over the Columbia River for decades. As the only continuous north-south Interstate on the West Coast between Mexico and Canada, I-5 is a vital trade route for regional, national and international economies. With the northbound span now over 100 years old, the current bridges are vulnerable to seismic activity, have significant safety concerns as a result of existing roadway design, are experiencing worsening congestion issues, contribute to impaired freight mobility, and have substandard bicycle and pedestrian facilities.

The commitment by executive and legislative leadership to restart Interstate Bridge replacement efforts demonstrates a clear recognition that addressing these issues is a critical transportation need for both states. WSDOT and ODOT are dedicated to leading a transparent, data-driven process in collaboration with elected leaders, stakeholders and the public to identify and advance the best possible solution to meet the needs of the region.

As work progresses, the IBR Program will strive to incorporate lessons learned from past efforts and utilize existing data to ensure efficient and effective decision making throughout the process. This will be done through an open public process following federal NEPA guidelines to ensure informed decision making with broad community input. As part of this work, WSDOT and ODOT are committed to meeting the legislative milestone goals outlined in this report, including submitting a final progress report to the governors and state transportation committees by December 1, 2020.

APPENDIX A: KEY RESOURCES REFERENCED IN THIS REPORT

I. BACKGROUND: PREVIOUS INTERSTATE BRIDGE PLANNING WORK

I-5 Trade Corridor Freight Feasibility and Needs Assessment:

https://www.wsdot.wa.gov/accountability/ssb5806/docs/2_Long_Range_Planning/I_5_TradeCorridorFreightFeasibilityandNeedsAssessment.pdf

Portland/Vancouver I-5 Transportation and Trade Partnership Task Force 2002 Strategic Plan:

www.wsdot.wa.gov/accountability/ssb5806/docs/2_Long_Range_Planning/FinalStrategicPlan_with_attach.pdf

Washington Substitute Senate Bill 5806:

<https://app.leg.wa.gov/billssummary/?BillNumber=5806&Year=2017&Initiative=false>

Columbia River I-5 Bridge Planning Inventory:

www.wsdot.wa.gov/accountability/ssb5806/default.htm

Washington State 2019-21 Transportation Budget (ESHB 1160):

<https://app.leg.wa.gov/billssummary?BillNumber=1160&Initiative=false&Year=2019>

Oregon-Washington Memorandum of Intent on Replacing the I-5 Bridge over the Columbia River: <https://drive.google.com/file/d/1-cGDO0X3jB7lsS8o7I9g8jleZJAuui0L/view>

Code of Federal Regulations, 23 CFR 630.112:

www.fhwa.dot.gov/legsregs/directives/cfr23toc.htm

FHWA Order 5020.1A, para 6.e.:

www.fhwa.dot.gov/legsregs/directives/orders/50201a.cfm

II. INITIATING INTERSTATE BRIDGE REPLACEMENT WORK

Interstate Bridge Replacement Program interim webpage:

www.wsdot.wa.gov/projects/i5/interstate-bridge/home

GovDelivery Interstate Bridge Replacement Program updates:

https://public.govdelivery.com/accounts/WADOT/subscriber/new?topic_id=WADOT_592

Bi-State Legislative Involvement:

Joint Oregon-Washington Legislative Action Committee:

<http://leg.wa.gov/jointcommittees/OWLAC/Pages/default.aspx>

Joint Interim Committee on the Interstate 5 Bridge:

<https://olis.leg.state.or.us/liz/201911/Committees/JI5B/Overview>

III. DELIVERING INTERSTATE BRIDGE REPLACEMENT

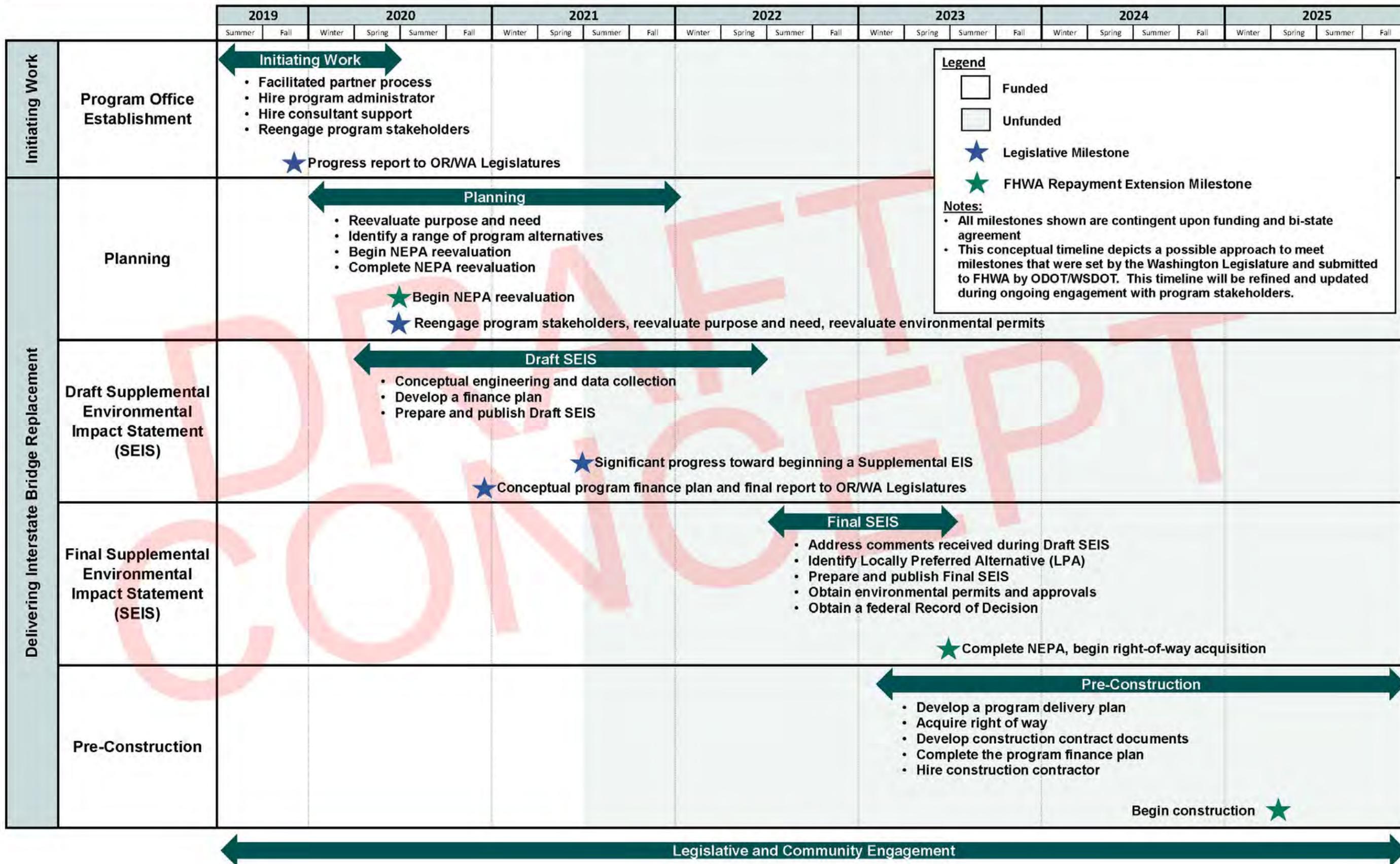
NEPA Reevaluation Guidance:

www.environment.fhwa.dot.gov/legislation/nepa/Reevaluation_guidance_08142019.aspx

Engrossed Substitute House Bill 1994:

<https://app.leg.wa.gov/billsummary?BillNumber=1994&Initiative=false&Year=2019>

APPENDIX B: CONCEPTUAL INTERSTATE BRIDGE REPLACEMENT PROGRAM TIMELINE



TITLE VI NOTICE TO PUBLIC AND AMERICANS WITH DISABILITIES ACCOMMODATIONS

It is the policy of the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities.

Oregon Contact Information

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

Washington Contact Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 7-1-1.

Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

NOTIFICACIÓN DE TÍTULO VI AL PÚBLICO

Es la póliza de el Departamento de Transportes del Estado de Oregon y el Departamento de Transportes del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964.

Información del Contacto en el Estado de Oregon

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Información del Contacto en el Estado de Washington

Este material es disponible en un formato alternative. Envíe su petición por correo electrónico al equipo de Oficina de Igualdad de Oportunidades (OEO) en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con el Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.

