



IBR Executive Steering Group Meeting

March 21, 2022

1:00 p.m. – 3:00 p.m.

www.interstatebridge.org

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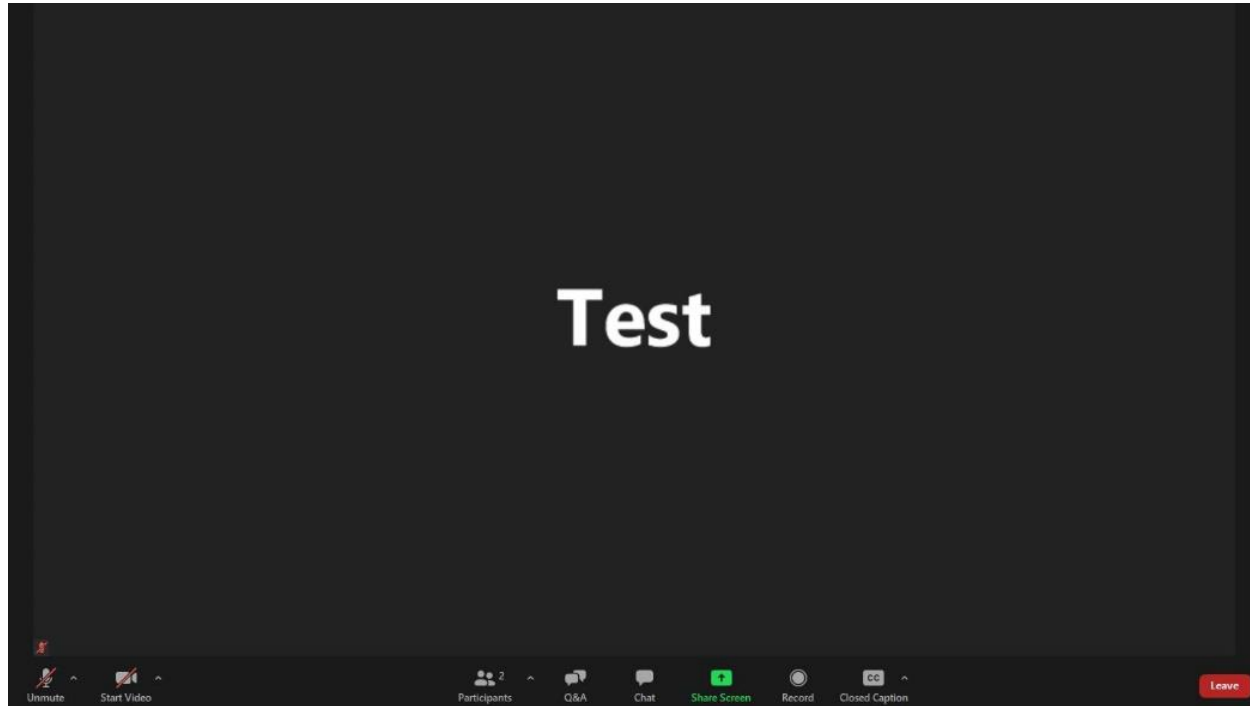
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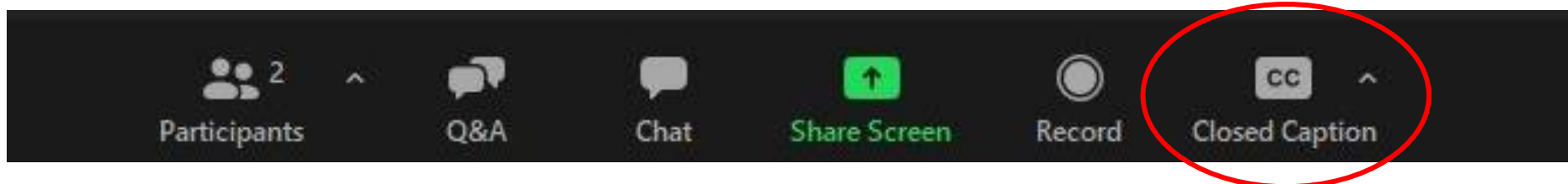
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Webinar Participation Tips

- ▶ We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ Before speaking, please state your name and affiliation to help attendees identify who is talking.
- ▶ If you experience technical difficulties, please contact program staff at:
(360) 329-6744

Meeting Ground Rules

- ▶ Honor the agenda
- ▶ Listen to understand and ask questions to clarify
- ▶ Hard on the problems, soft on the people
- ▶ Address interests and seek common ground
- ▶ Provide a balance of speaking time



Meeting Agenda

Time	Topic
1:00 – 1:15pm	Welcome, Acknowledgements, Agenda Review, Partner Updates
1:15 – 1:35 pm	Program Administrator’s Update
1:35 – 1:55 pm	Finance Update
1:55 – 2:15 pm	Draft SEIS Process and Next Steps
2:15 – 2:30 pm	Schedule Overview
2:30 – 2:45 pm	Urban Design Overview
2:45 – 2:55 pm	Public Comment
2:55 – 3:00 pm	Confirmation of Upcoming Meeting Dates/Topics, Next Steps and Summary
3:00 pm	Meeting Adjourned



Welcome & Acknowledgements

Introduction of Participating ESG Members

Program Administrator's Update

Greg Johnson, Program Administrator

Ray Mabey, Assistant Program Administrator

Program Updates

▶ Bridge Tours

- Congresswoman Marie Gluesenkamp Perez and staff
- Congressman Rick Larsen
- Federal Highway Administration
- Legislative Tours

▶ Washington DC Trip

▶ Presentations

- Oregon Business & Industry
- Westside Economic Alliance
- Columbia River Economic Development Council
- Greater Portland Inc.
- Northwest Minority Business Alliance

▶ Permitting Update

Program Meetings

▶ Community Advisory Group

- IBR cost estimate overview
- Update on work related to Section 106/historic properties and upcoming public process
- Introduction to Urban Design
- Feedback and guidance on community engagement efforts

▶ Equity Advisory Group

- IBR cost estimate overview
- Discussion of key performance indicators
- Introduction to Urban Design
- Feedback and guidance on community engagement efforts

Finance Update

Frank Green, Assistant Program Administrator

IBR Cost Estimate

- ▶ The estimate is based on the scope of the Modified LPA with updated inflation assumptions in the year of expenditure
- ▶ The Financial Plan report will be released at the end of the month with future updates occurring around major program milestones
- ▶ The program cost estimate and possible funding sources will continue to be refined as the program moves further into design

Building Blocks of the IBR Cost Estimate



Updated Cost Estimate

- + Base Cost
- + Range of Identified Project-Specific Risks
- + Inflation (Year of Expenditure)



Updated Cost Estimate

What is included:

Modified Locally Preferred Alternative Components:

- ▶ Replacement bridge over the Columbia River
- ▶ Replacement of the North Portland Harbor Bridge
- ▶ One auxiliary lane southbound and northbound
- ▶ Extension of light rail from Portland to Vancouver, with the addition of three new station locations
- ▶ Partial interchange on Hayden Island
- ▶ Full interchange on Marine Drive
- ▶ Access bridge from Hayden Island to Marine Drive

- ▶ **The base estimate range is from \$5 B - \$7.5 B**
 - The most likely cost is approximately \$6 billion, with actively managed risks

IBR Cost Estimate Breakdown

- ▶ All elements of the program are needed to ensure a safe and effective multimodal corridor
- ▶ The cost breakdown does not indicate the anticipated sources of funds.

A

Washington Interchanges, Roadway and Shared Use Path
Cost Range: \$0.99 - \$1.49 billion

C

Interstate Bridge Replacement and Approaches**
Cost Range: \$1.64 - \$2.45 billion

B

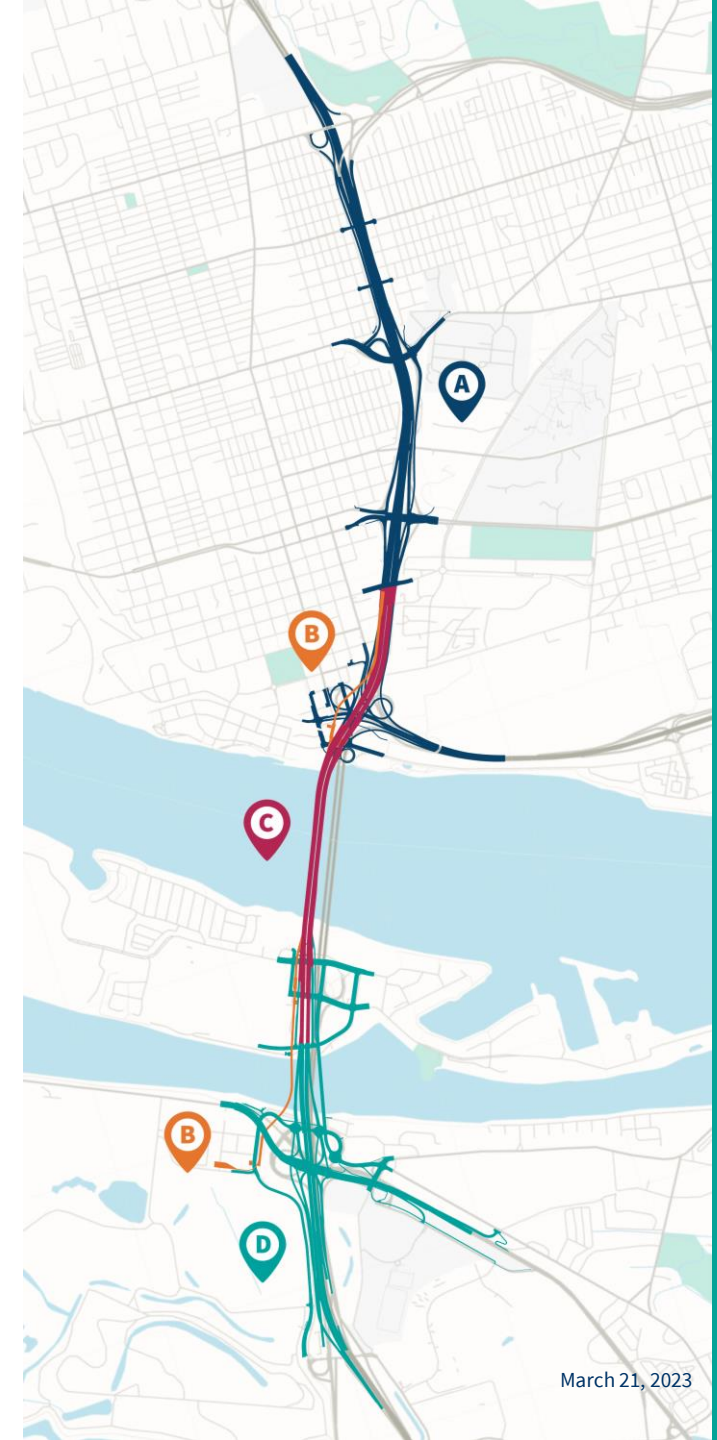
Transit Investments*
Cost Range: \$1.32 - \$1.99 billion

D

Oregon Interchanges, Roadway and Shared Use Path
Cost Range: \$1.05 - \$1.57 billion

* *Transit Investments cost estimate includes new stations, potential park and rides, and facilities to operate transit. This excludes a portion of the river bridge and approaches that will be included in transit costs when seeking federal grant funding.*

***The Replacement Bridge and Approaches cost estimate includes 100% of the cost of the bridge across the river (including shared use path and the transit share of the bridge structure), as well as bridge approaches and removal of the existing bridge.*



Proposed Funding Sources

► **Cost Estimate: \$5 B - \$7.5 B**

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

	Status	Funding Range	Financial Plan
Existing State Funding	Committed	\$100 M	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed	\$98 M	\$98 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Anticipated	\$1,000 M	\$1,000 M
Toll Funding	Anticipated	\$1,100 – 1,600 M ¹	\$1,237 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Prospective ²	\$860 – 1,600 M	\$1,500 M
Draft 2023 IBR Financial Plan Total		\$5,208 – 6,498 M	\$5,935 M

¹ Placeholder amount until completion of financial capacity analysis range by both state Treasurers

² \$1.0 M in Federal Grants total is committed via FFY 2022 BIP Planning Grant award

Recent Funding Updates

- ▶ **The Washington and Oregon transportation commissions hold toll rate setting authority in each state**
- ▶ **Following initial analysis, the IBR program currently assumes that \$1.24B would come from toll funding**
 - Work to inform the financial plan included toll scenarios for study ranging from \$1.50 to \$3.55 in year of opening, depending on time of day
 - The toll scenarios in this analysis are used for study purposes only to inform financial planning, and do not represent final rates
 - In coordination with the commissions, a low-income toll program (discount/credit) will be considered in additional toll scenario analysis

Federal Funding Updates

- ▶ **IBR will apply for the Mega grant and Bridge Investment Program grant this spring and summer**
 - The program was encouraged by most recent round of grant awards, and has adjusted the likely application amount to reflect this
 - Federal grants require demonstrating a committed local funding match portion to be competitive
 - These grants do not allow local funding sources to be counted in more than one application, so a variety of sources are needed
 - Grant awards are expected to be announced late 2023/early 2024 timeframe
- ▶ **In summer 2023, IBR will apply for entry into program development for the Capital Investment Grant process to fund a portion of transit**

Next Steps

- ▶ **Securing state funding sources to ensure our grant applications are competitive**
- ▶ **Preparing for the next steps in the CIG process, including entry into engineering and timeline for the Full Funding Grant Agreement**
- ▶ **IBR will coordinate with the transportation commissions to do tolling analysis of additional toll scenarios, including exemptions and discounts for low-income travelers**



Draft SEIS Process and Next Steps

Angela Findley, Environmental Lead

Alternatives to be Studied in the Draft SEIS

▶ Modified Locally Preferred Alternative

- Modified LPA will be compared to the No-Build Alternative
 - *Full program alternative that includes the corridor-wide multimodal improvements*
- Design Options
 - *Options considered for specific locations or components*
 - *Options can represent "bookends" that will be evaluated in the Draft SEIS. After the public comments are reviewed, many options will be narrowed to a single solution, which may be a specific option evaluated or a solution that is between the "bookends"*

▶ No-Build Alternative

- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR program would proceed

Modified LPA and Design Options

► Modified LPA

- Improve active transportation facilities and connections
- Extend LRT from Expo to Evergreen Blvd and provide bus on shoulder
- Add three new LRT stations and up to two park and rides
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven I-5 interchanges
- Three through lanes and one auxiliary lane in each direction

► Design Options

- Configurations of the Columbia River bridges
 - Movable Span; Single Level; Double Deck/Stacked
- C Street ramps to/from I-5
- I-5 mainline traffic operations
 - Two auxiliary lanes
- Park and ride locations at Waterfront and Evergreen Transit Stations

Supplemental EIS Timeline

▶ Draft SEIS: 2023

- Prepare Technical Reports: **Fall 2022-Spring 2023**
- Develop Draft SEIS: **Spring-Fall 2023**
- Distribute Draft SEIS for Public Review: **Late 2023**

▶ 60-day Public Comment Period

- Hold public hearing(s) and other community engagement activities

▶ Final SEIS: 2024

- Review and address public comments
- Develop and Publish Final SEIS and Record of Decision

Upcoming Engagement

2023

▶ IBR Equity Roundtable “Women Paving the Way”

- Livestream on IBR YouTube, Thursday March 23rd, 6-7:30pm

▶ Prior to release of the Draft SEIS

- Briefings to Community-Based Organizations (CBOs) and Neighborhoods
- Mini-Grant Partnerships with CBOs
- Affinity Listening Sessions
- Equity Roundtables
- IBR Staff Office Hours
- Community Briefings
- Neighborhood Forums
- Youth Press Conferences
- Tabling at Fairs & Festivals
- Program Area Tours

2023

-

2026

▶ Future engagement

- Design elements such as bridge design, transit station design/access, bridge aesthetics, and active transportation design
- Community benefits and workforce opportunities



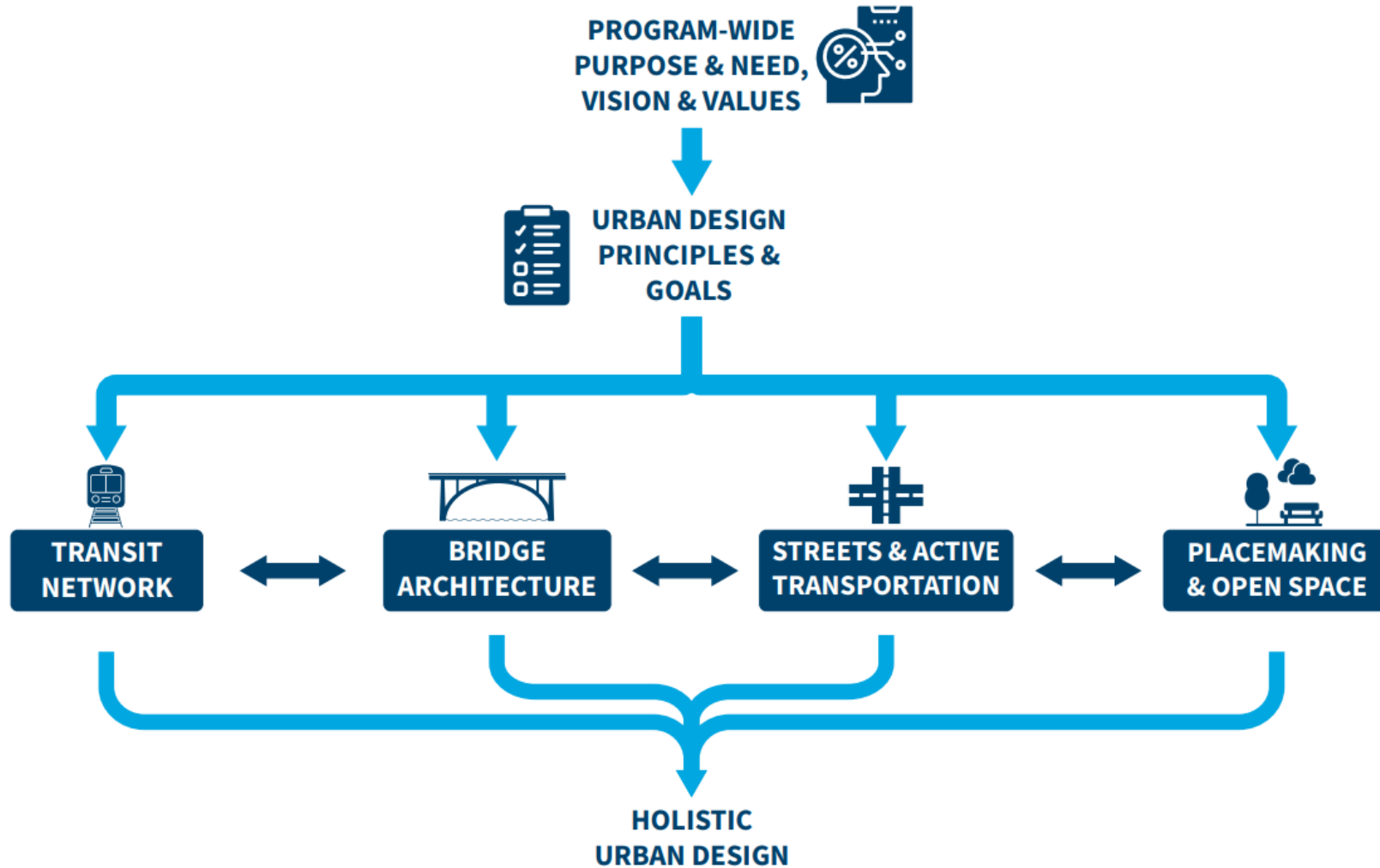
Questions or Feedback?

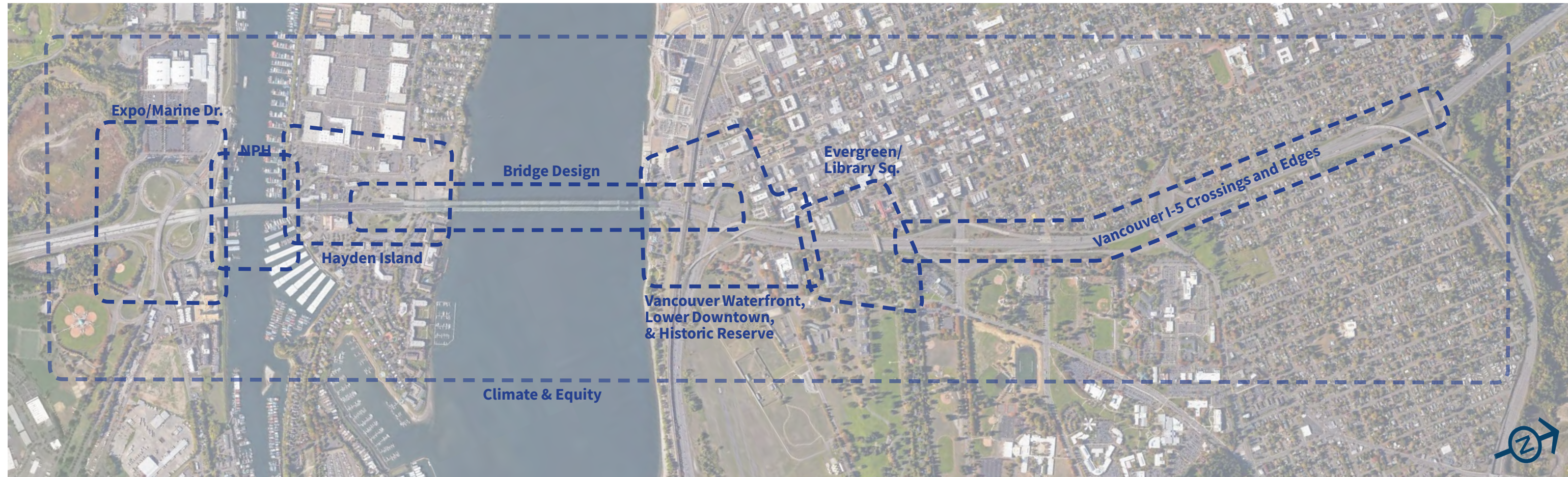


Urban Design Overview

Nolan Lienhart, Urban Design Lead

Holistic Conceptual Urban Design Process





Expo/Marine Dr:

- Station Area Planning
- Local Street Connectivity
- Active Transportation

Hayden Island:

- Station Area Planning
- Local Street Connectivity
- Under-structure/Waterfront Activation
- Remnant Parcel LU

Main River Crossing & NPH Bridge Design:

- LRT Alignment
- SUP Alignment
- SUP Bridgehead Access

Vancouver Waterfront/Downtown/Reserve:

- Station Area Planning
- Local Street Connectivity
- SUP Access/Extension
- Under-structure/Waterfront Activation
- Park & Ride Structure
- Main St./Street Grid Extension

Evergreen/Library Sq:

- Station Area Planning
- Local Street Connectivity
- Community Connector
- Park & Ride Strategy
- SUP Access/Integration

Vancouver I-5 Crossings and Edges:

- Crossings
- Edges

Corridor-wide:

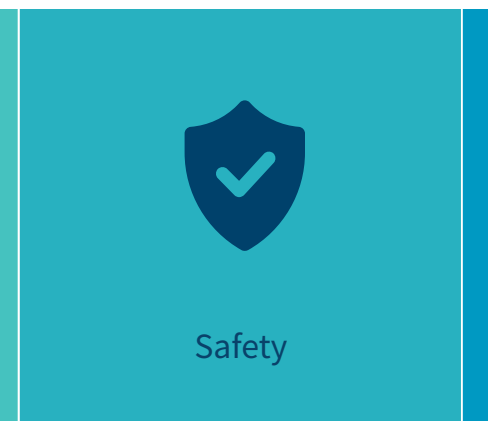
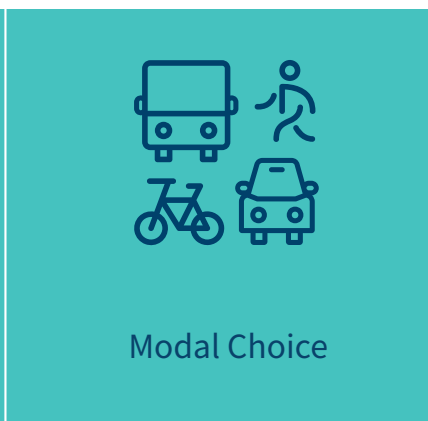
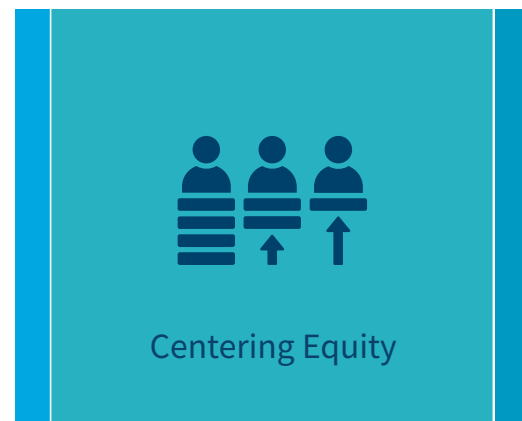
- Climate
- Equity

IBR PROGRAM PURPOSE & NEED, VISION & VALUES

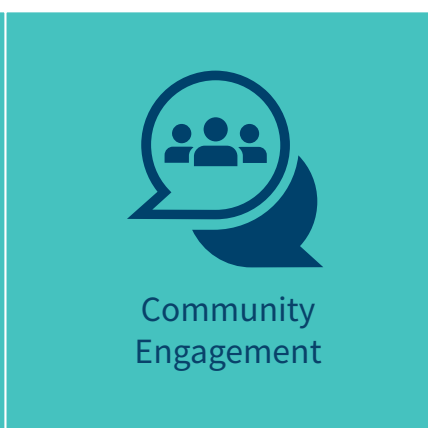
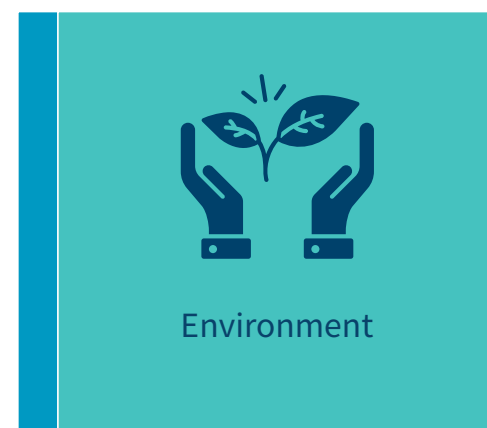
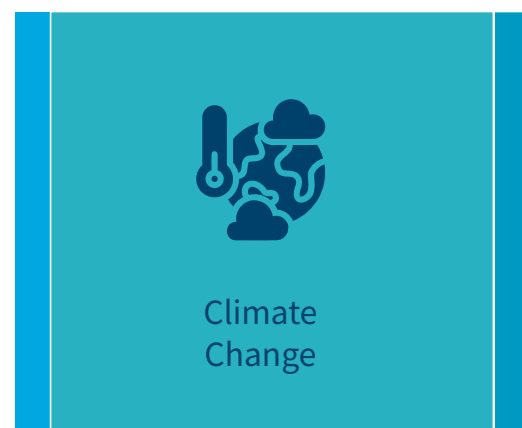
PURPOSE & NEED | Resolving the following project needs:



DESIRED OUTCOMES



DRAFT VISION & VALUES



DEFINING URBAN DESIGN GOALS

POTENTIAL GOALS FOR DISCUSSION:

Provide a landmark bridge that is both inspired and inspiring

Use sustainable and low-carbon materials and practices

Respect the variety of mobility options

Respect community values vested in buildings and landscape features affected by the program

Achieve design excellence that can be embraced by affected communities and users

Provide better community connectivity

Support the long-term economic viability of adjacent properties

Sustain the uncontaminated qualities of air, water, and earth

Respect the heritage of land forms, distant views, and natural features

Use a consistent vocabulary of architectural and landscape elements throughout the program

Repair the fabric of built and natural environments affected by the program

Strengthen the gateways to Oregon & Washington by providing a sense of entry & exit

What other principles and goals are important to you and you community?

Opportunity for Public Input

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input in the meeting today.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org with “ESG Public Comment” in the subject line
 - Call 888-503-6735 and state “ESG Public Comment” in your message



Comment Instructions

To make a verbal comment:

- ▶ If you have joined by Zoom, click “Raise Hand.”
- ▶ If you have joined by phone, press *9 to raise your hand.
- ▶ The facilitator will call on participants. You will receive an “unmute” request. Please accept it. If you are commenting by phone dial *6 to unmute.
- ▶ Please provide your name and affiliation.
- ▶ Attendees will be allocated up to 2 minutes for public comment depending on the number of commenters up to a total of 10 minutes.



If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.

Comment Instructions

To submit comment after the meeting:

- ▶ Fill out comment form on program website or email comments to info@interstatebridge.org with “ESG Public Comment” in the subject line.
- ▶ Call 888-503-6735 and state "ESG Public Comment" in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to ESG members. Comments received after that point will be distributed to members in advance of their next meeting. All comments are posted on the IBR website.



Confirm Upcoming Meeting Dates/Topics, Next Steps and Summary



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



Thank you!

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