



City of Vancouver Planning Commission Workshop IBR Program Update

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Interstate Bridge Replacement Program

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



Initiating Efforts

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







Photo courtesy of Office of Governor Kate Brown




IBR Program Location

Port of Portland 


39th St    

Fourth Plain Blvd 

Mill Plain Blvd 

Vancouver, Washington

Port of Vancouver 

Downtown Vancouver 

I-5 Bridge

Hayden Island 

Marine Drive 

N Interstate/
N Victory 

Portland, Oregon

 = Interchanges less than 1 mile apart


Portland International
Airport



Purpose and Need



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and short ramp distances for merging contribute to crashes.



Earthquake vulnerability:

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



Impaired freight movement:

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



Inadequate bike & pedestrian paths:

Narrow shared use paths, low railing heights, and lack of dedicated pathways impede safe travel.



Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019 with more than 10 hours of daily congestion.



Limited public transportation:

Limited transit options and existing bus service can be unreliable due to traffic congestion and bridge lifts.

Equity and Climate are Key Priorities



Members of Advisory Groups on Bridge Tour

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

Program Schedule

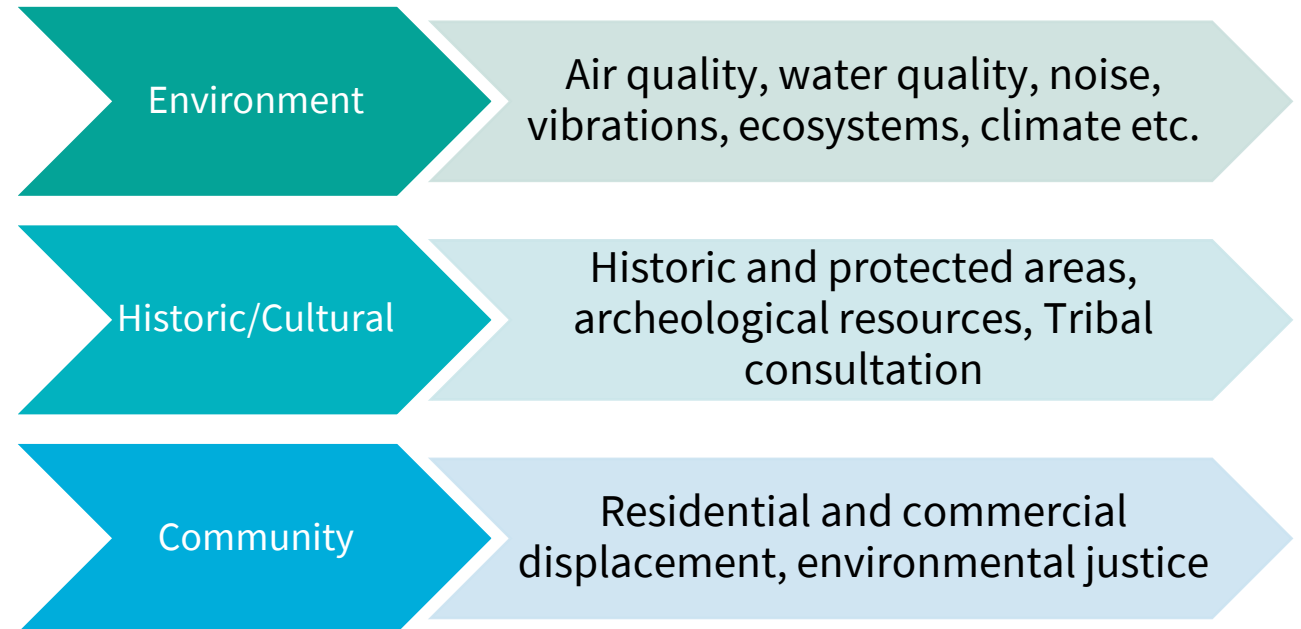


Schedule will be updated as needed to reflect program changes and timeline.

What is NEPA?

National Environmental Policy Act of 1970

- ▶ Requires federal agencies to **assess and disclose environmental effects of proposed actions** prior to making decisions.
- ▶ Ensures agencies consider public comments as part of their decision making.



Elements of the Environmental Analysis

- ▶ Acquisitions
- ▶ Air Quality
- ▶ Archaeology
- ▶ Aviation
- ▶ Climate
- ▶ Cumulative
- ▶ Economics
- ▶ Ecosystems
- ▶ Electromagnetic Fields (EMF)
- ▶ Energy
- ▶ Environmental Justice
- ▶ Equity
- ▶ Geology and Groundwater
- ▶ Hazardous Materials
- ▶ Historic Built Environment
- ▶ Land Use
- ▶ Neighborhoods and Populations
- ▶ Noise and Vibration
- ▶ Parks and Recreation
- ▶ Public Services
- ▶ Section 4(f)
- ▶ Transportation
- ▶ Utilities
- ▶ Visual and Aesthetics
- ▶ Water Quality and Hydrology
- ▶ Wetlands

What is Being Studied in the Draft SEIS?

The Modified LPA will be compared to a No-Build Alternative

▶ Modified Locally Preferred Alternative

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

▶ 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

▶ Design Options being Studied

- Bridge configuration: Movable span, single-level, double-deck/stacked
- C Street ramps to/from I-5
- Inclusion of one or two auxiliary lanes
- Possible park & rides at Waterfront and Evergreen Transit stations
- I-5 alignment shift between SR14 and Mill Plain Blvd

Program Area Map

- ▶ Investments shown represent the areas being studied in the Draft SEIS and do not reflect a final decision about what will be built.

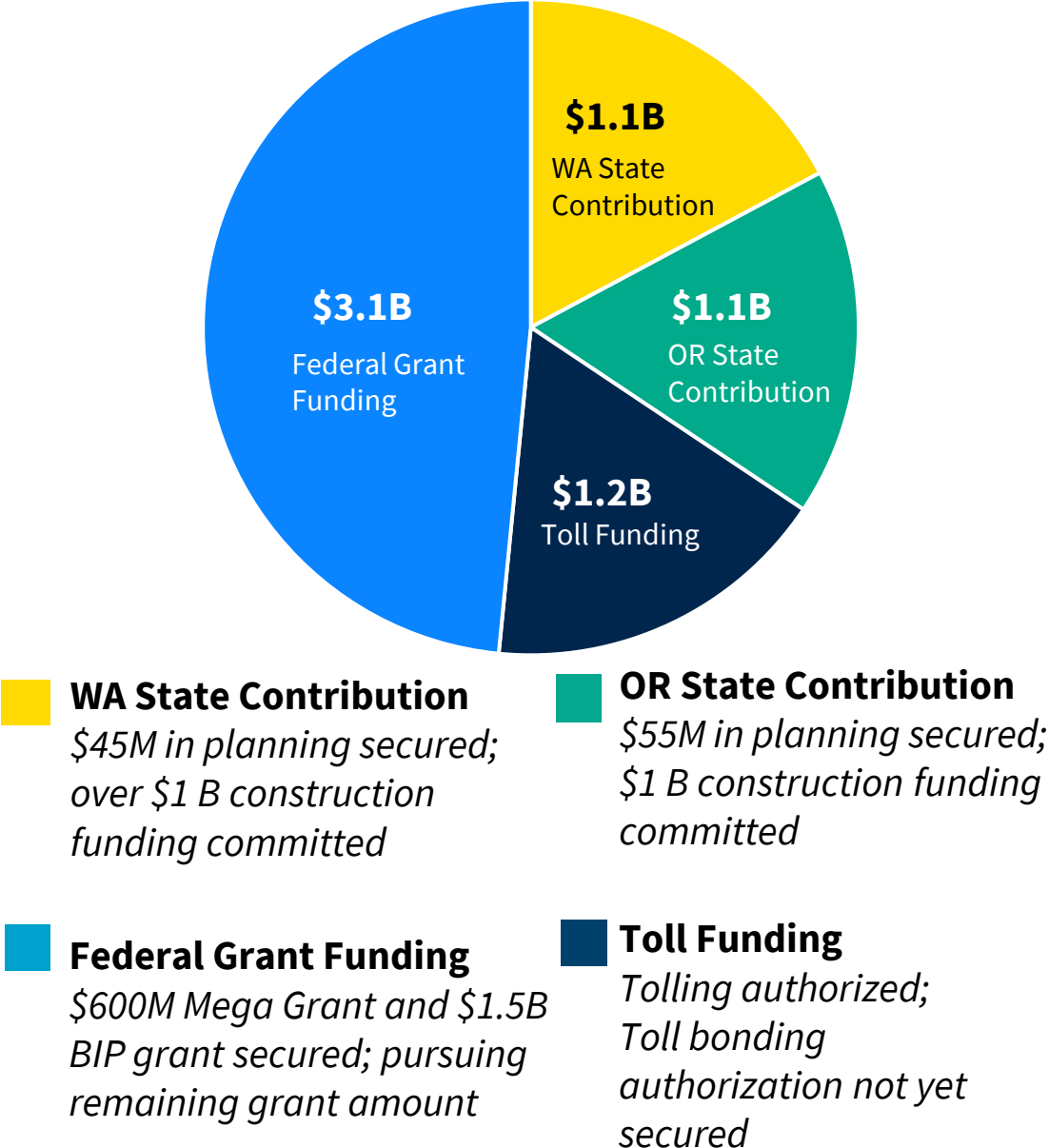


Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the estimated cost range of \$5-\$7.5 billion.
 - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ Cost estimates will be refined as the federal review process progresses and the program advances design of IBR investments.

Potential Program Funding Sources



Stay Connected & Get Involved

- ▶ Join us for IBR office hours, in person or virtually, and get your questions answered! Visit interstatebridge.org/calendar to schedule an appointment, email info@interstatebridge.org or call
- ▶ Sign-up for our monthly newsletter: interstatebridge.org/news
- ▶ Attend a program meeting or community engagement event: interstatebridge.org/calendar
- ▶ Comments? Questions? Email info@interstatebridge.org
- ▶ Follow us on social media: @IBRprogram





Thank you!



www.interstatebridge.org