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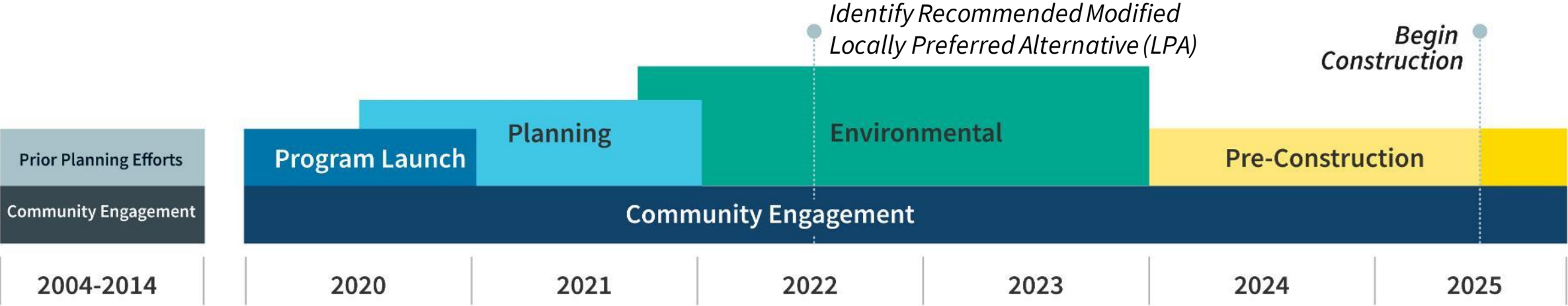
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Interstate Bridge Replacement Program

June 2, 2022



Program Timeline



Initiating IBR efforts

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$90 million in combined funding dedicated by OR and WA as of March 2022
 - Move Ahead Washington revenue package allocates \$1 billion to fund Washington’s share of the anticipated cost needed to complete the IBR program
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the 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



Photo courtesy of Office of Governor Kate Brown



Purpose and Need



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



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



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



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



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

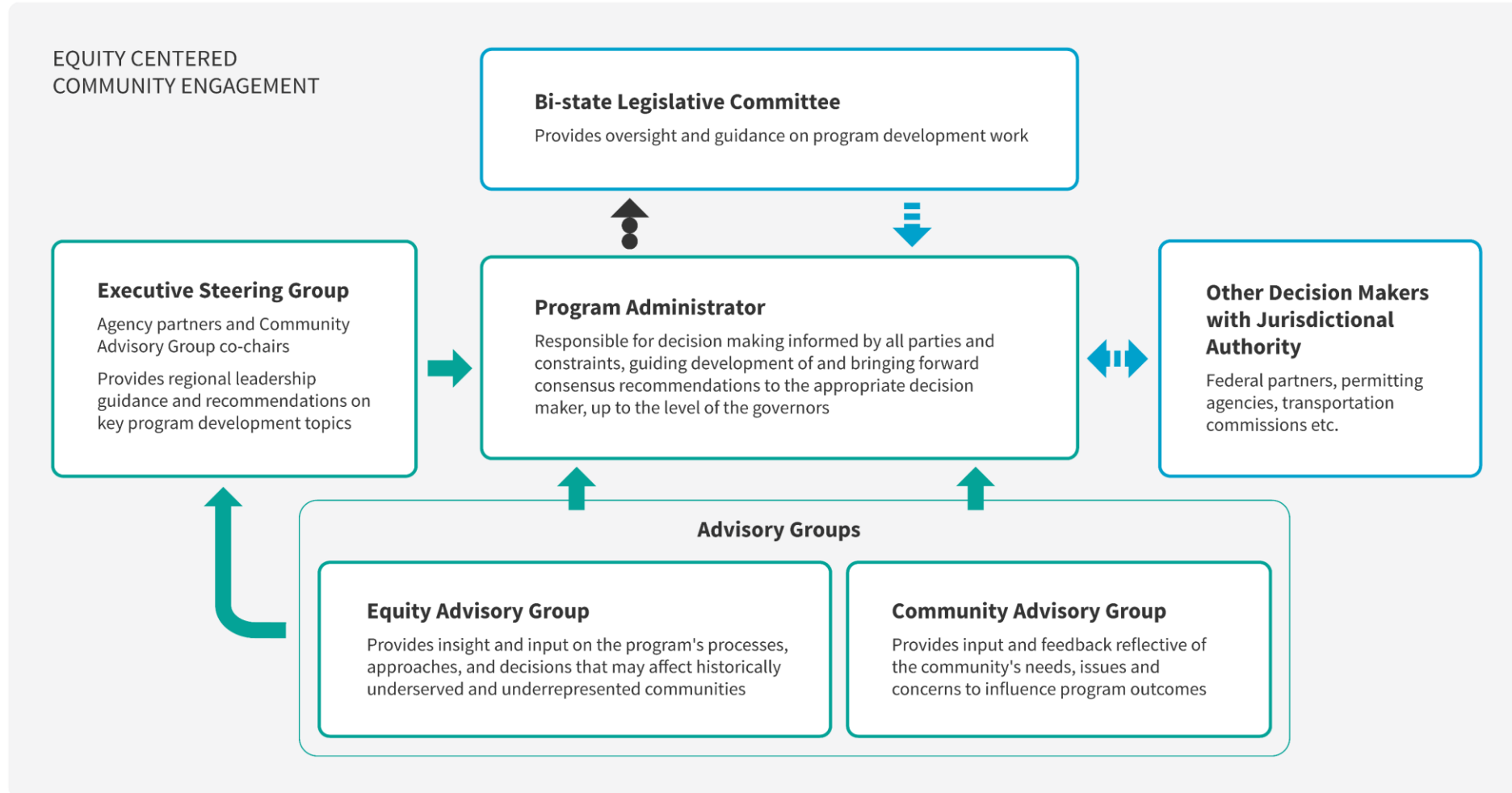


Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

Equity and climate are key priorities

- ▶ **Maximize benefits and minimize burdens for equity-priority communities**
 - Black, Indigenous, and People of Color (BIPOC); people with disabilities; communities with limited English proficiency; persons with lower income; houseless individuals and families; immigrants and refugees; young people, and older adults
- ▶ **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**

Oversight and Advisory Groups



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

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

Modified Locally Preferred Alternative (LPA)

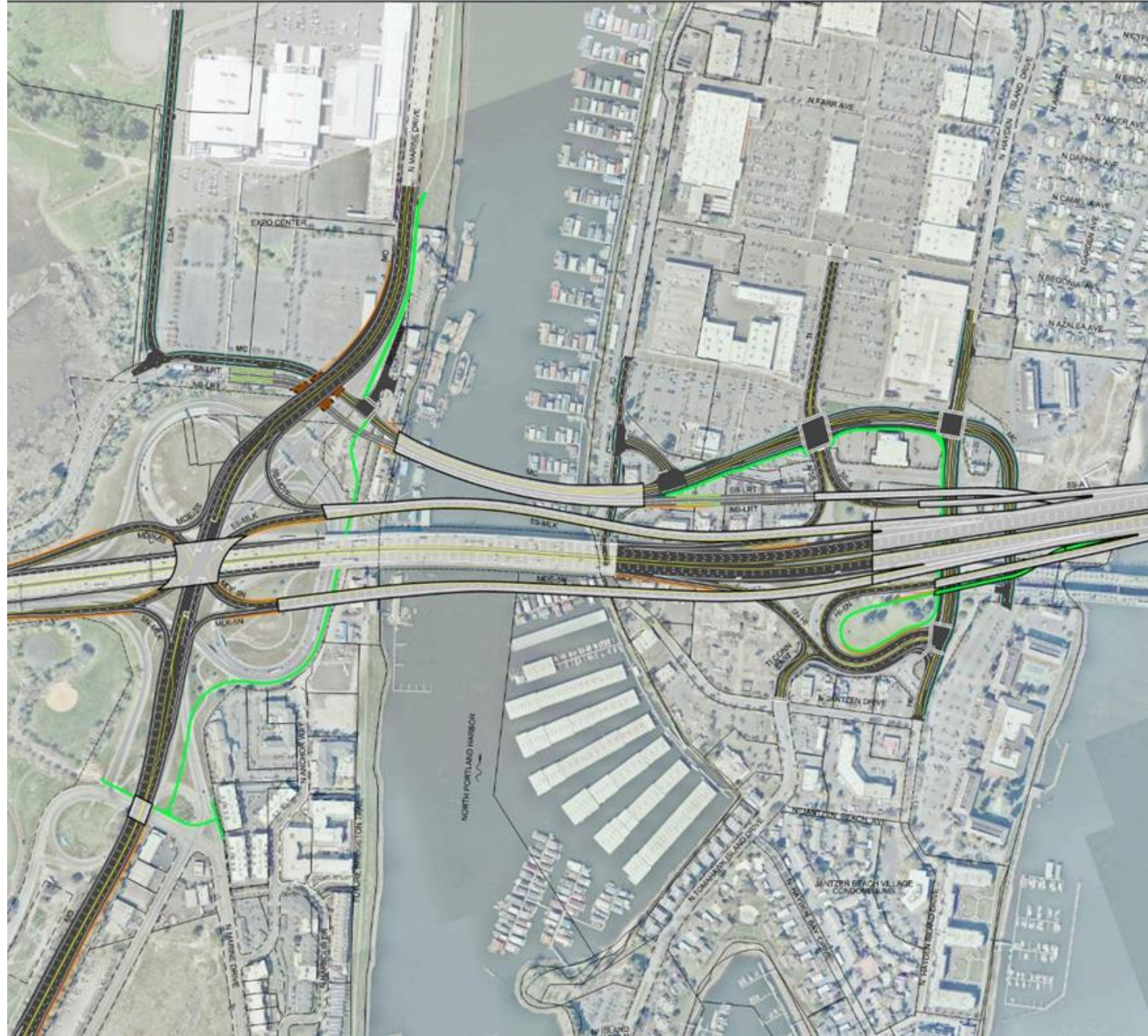
What it is

- High-level identification of the foundational components of an alternative such as mode, alignment, and other improvements
- Specialized term for projects with a transit component and/or pursuing CIG funding (compared to preferred alternative in other NEPA documents)
- Early agreement by local agencies

What it's not

- Fully defined alternative evaluated in the SDEIS
 - Conceptual design that integrates the fundamental components into a corridor-wide alternative
- Final design
 - Fundamental concepts will be refined through a stepwise design process (e.g., 30%, 60%, 90%, Issue for Construction)
- The end of technical analyses
 - More analysis and opportunities to shape what gets built
- Final approval
 - More opportunities to develop and approve final program components

2013 LPA




IBR Recommendation: Modified LPA

Hayden Island: **Partial Interchange**
 River Crossing Auxiliary Lanes: **1**
 Transit: **Light Rail to Evergreen near I-5**
 Variable Rate Tolling: **Yes**



Partial Interchange Summary


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



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



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



Benefits of Expanding LRT from Expo to Evergreen

4 Stations* 

3,000+ Residents are within a half mile walk

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

*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*

68% General **73%** BIPOC

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

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

Climate - GHG Reduction*

36,000 metric tons/year
or the equivalent of

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

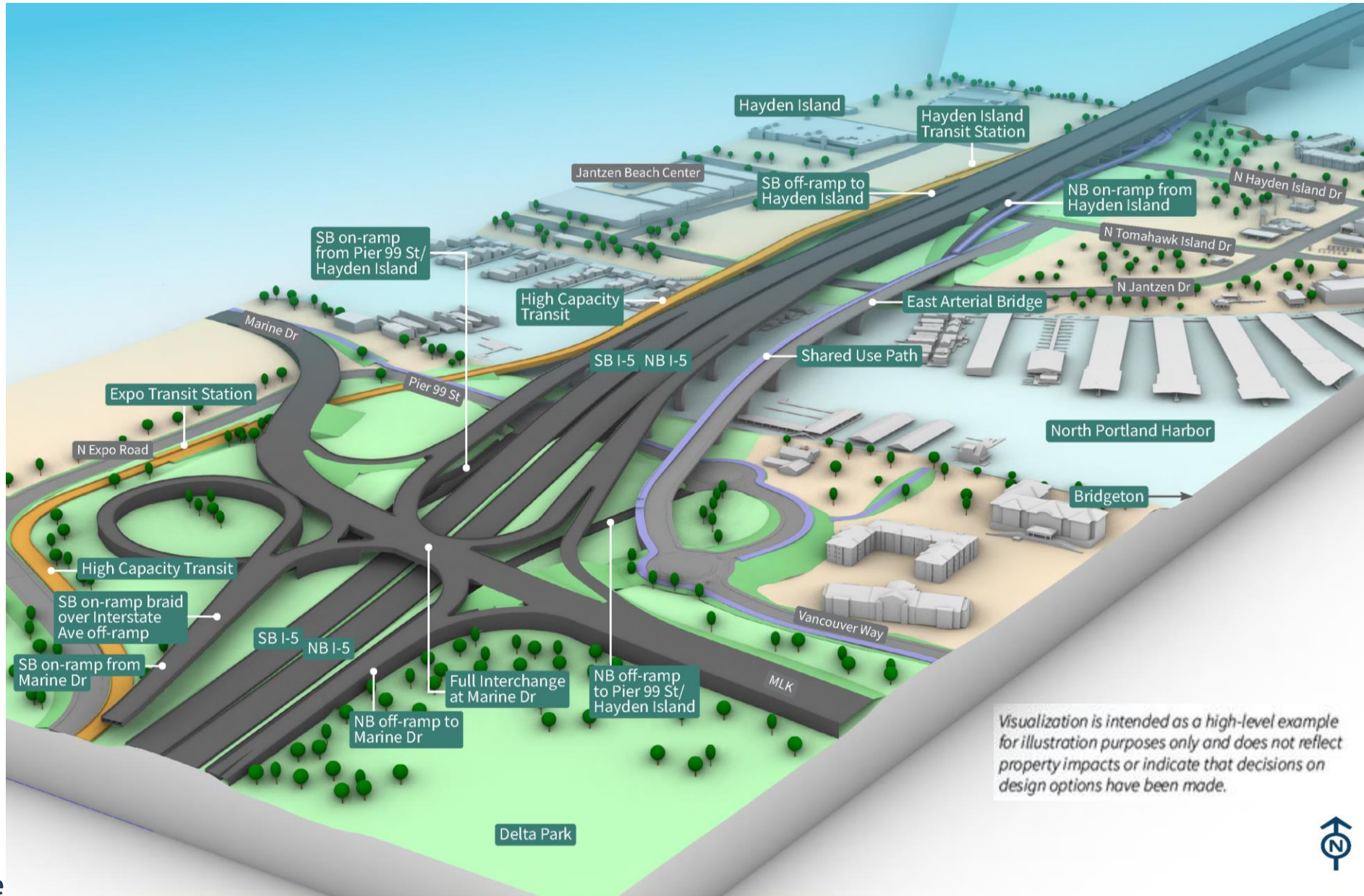
*GHG reduction is an estimate calculated from the displacement (or avoidance) in the shift from cars to transit.

Strategies to Combat Climate Change



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

Partial Interchange



Partial Interchange



Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.



Historical and Cultural Resources



Analysis of Existing Conditions

- ▶ **CRC Documentation and Reports**
- ▶ **OR and WA Windshield Survey Reports**
- ▶ **Annotated Bibliography**
 - A living document that will be added to as more research is conducted.
 - Sent to Consulting Tribes for their review.
- ▶ **Archaeology Summary Report**
- ▶ **Contextual Development**
 - Section 106 Consulting Party Outreach for Info.

Programmatic Agreement

- ▶ Memorandum of Agreement (MOA) last step in Section 106 process
- ▶ CRC MOA executed in 2011
- ▶ Project PA will terminate existing MOA
- ▶ CRC mitigation to IBR PA



Section 106 Consulting Parties

- ▶ Invitations were sent out to 47 Section 106 Consulting Parties in March.
- ▶ The Cultural Resources Team will host a monthly meeting with Consulting Parties, which will provide general progress updates on cultural efforts for the IBR program and discuss materials for review.
 - Meeting date and time: Fourth Tuesdays of every month at 9:30 AM.
 - Recordings of the meeting will be shared with parties.
- ▶ Of the 47 organizations invited, 26 accepted the invitation, four declined, and 17 did not respond.



Tribal Consultation – History Listening Sessions

- ▶ IBR Program offered Listening Sessions to all consulting Tribes.
- ▶ Four tribes presented on foundational knowledge and historical context of the project area in February and March 2022.
- ▶ Themes heard:
 - Importance of Hayden Island
 - The interconnectedness of cultural resources and natural resources
 - Columbia River as a connector of people and trade
 - Guiding principles for mitigation



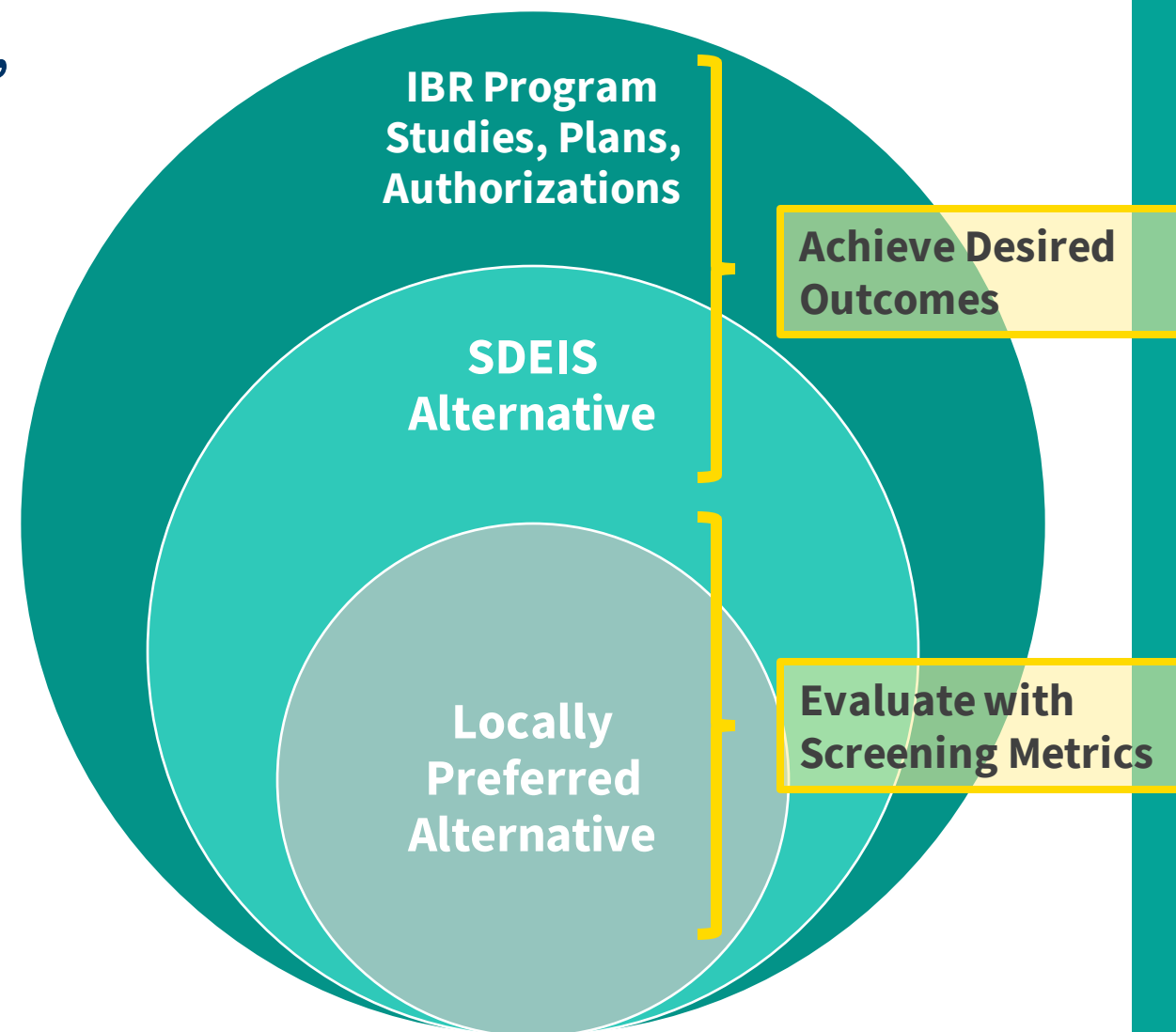
Fieldwork: Built Environment Surveys

- ▶ Based on the previous CRC Section 106 efforts and modified LPA footprint.
- ▶ Fieldwork to begin this summer.
- ▶ Cultural team estimates that there are ~200 resources in WA and ~50 resources in OR.

Next Steps

Next Steps – How They Fit Together

- ▶ Program requires numerous studies, plans, analyses, authorizations, etc.
- ▶ Supplemental Draft Environmental Impact Statement (SDEIS) is a study where benefits and impacts of the Modified Locally Preferred Alternative will be evaluated for public review and comment.
 - A Locally Preferred Alternative (LPA) identifies the foundational elements of the alternative to be studied in the SDEIS process.



Timeline

▶ This summer

- Gather feedback from program partner boards, councils, and commissions regarding recommended Modified LPA
- Executive Steering Group consider adoption of Modified LPA recommendation
- Bi-state Legislative Committee consider and respond to Modified LPA

▶ Fall/winter 2022

- Begin SDEIS process
- Update conceptual finance plan

▶ 2023

- Additional tolling and funding discussions as part of the 2023 legislative sessions
- Anticipate applying for federal grant funding opportunities



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Thank you!

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