



**Interstate  
BRIDGE**  
*Replacement Program*



# IBR Program Update

TriMet Board Meeting

September 25, 2024

**Greg Johnson**

Program Administrator

# Interstate Bridge Replacement Program

## River Crossing:

New earthquake-resilient, multimodal bridge

## Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

## Transit:

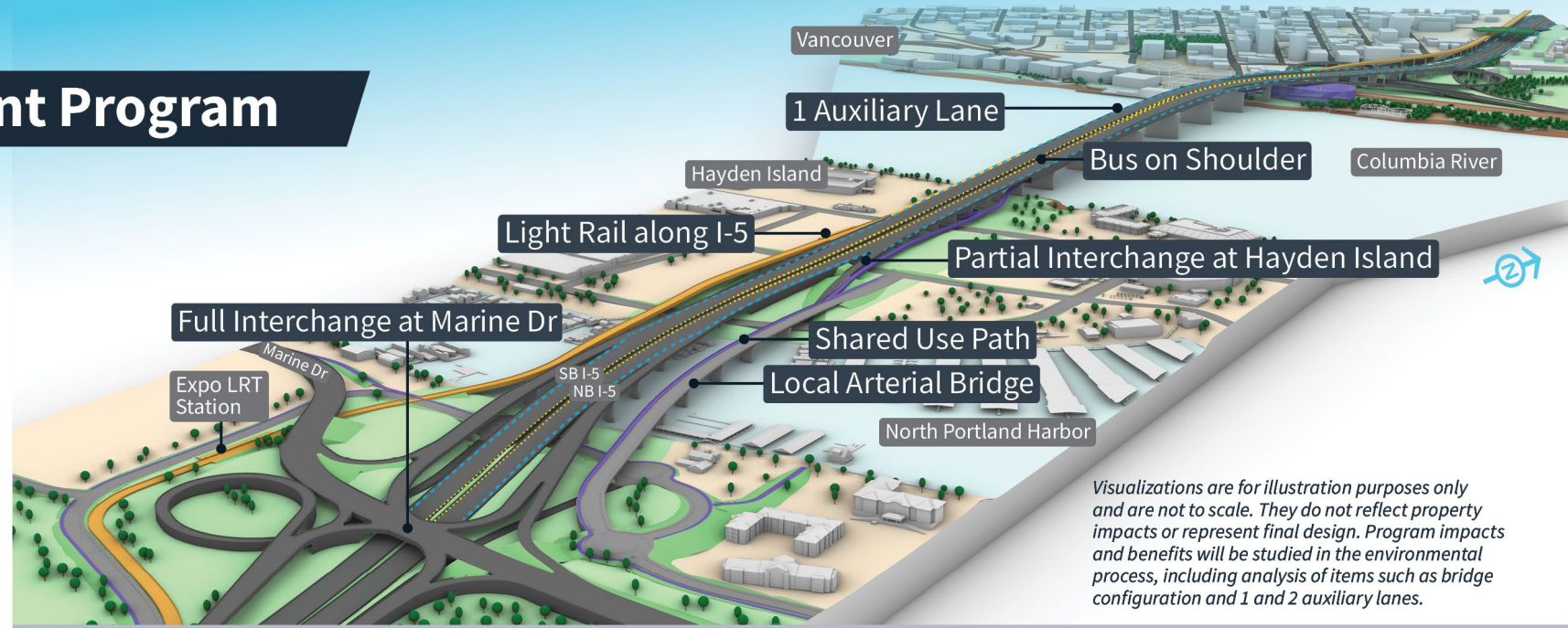
Extends Light Rail and adds express bus on shoulder to better connect transit systems

## Active Transportation:

Safe and accessible shared use paths

## North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

## Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

Maximizes benefits and minimizes burdens for equity-priority communities



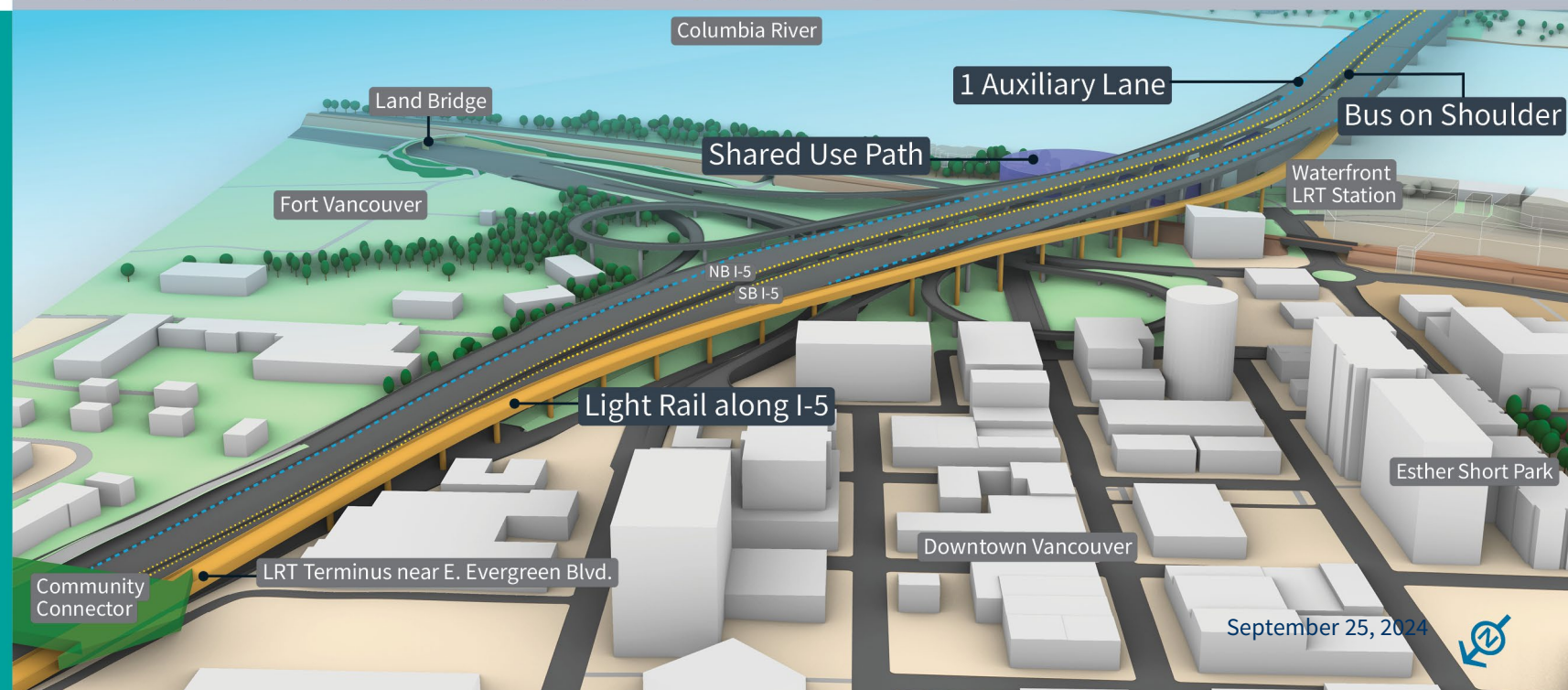
Improves freight movement and connections

Expands transit options and accessible alternatives to single-occupancy vehicles



Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



September 25, 2024

# Program Schedule



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

# Proposed IBR Transit Investments

- ▶ **Express Bus On-Shoulder**
  - 3 lines of Express bus service within the IBR corridor
  - Expand Bus-on-shoulder facilities in both directions
  - New zero-emission high-capacity buses
  - Expanded bus Operations and Maintenance Facility (OMF)
- ▶ **Light Rail Transit (LRT)**
  - 1.9 Mile MAX yellow line extension from Expo Station
  - 3 new stations; Hayden Island, Vancouver Waterfront and Evergreen
  - Potential for up to 2 Park & Rides; up to 1270 spaces
  - 19 new Light Rail Vehicles (LRVs)
  - New OMF facilities (Ruby Junction and/or Overnight facility at Expo)



# Draft Supplemental Environmental Impact Statement (SEIS)

# Technical Areas Evaluated in Draft SEIS



## Transportation

- Transportation
- Air Quality
- Aviation
- Energy
- Greenhouse Gas Emissions
- Navigation
- Noise and Vibration



## Community

- Cultural Resources
- Economics
- Electric and Magnetic Fields
- Environmental Justice
- Equity
- Hazardous Materials
- Land Use
- Neighborhoods
- Parks and Recreation
- Property Acquisitions
- Public Services
- Utilities



## Environment

- Climate Change
- Ecosystems
- Geology and Groundwater
- Visual Quality
- Water Quality and Hydrology
- Wetlands and Waters

# 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

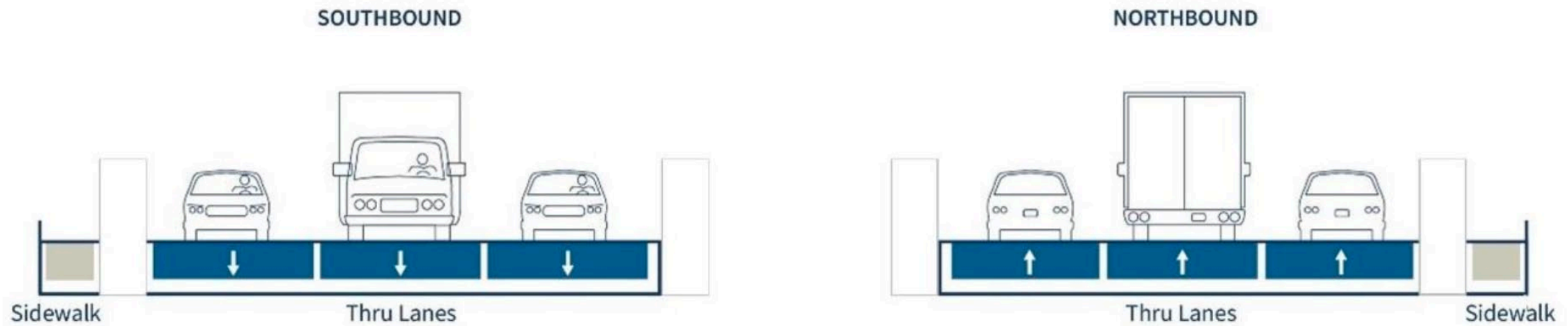
### ▶ No-Build Alternative

- 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

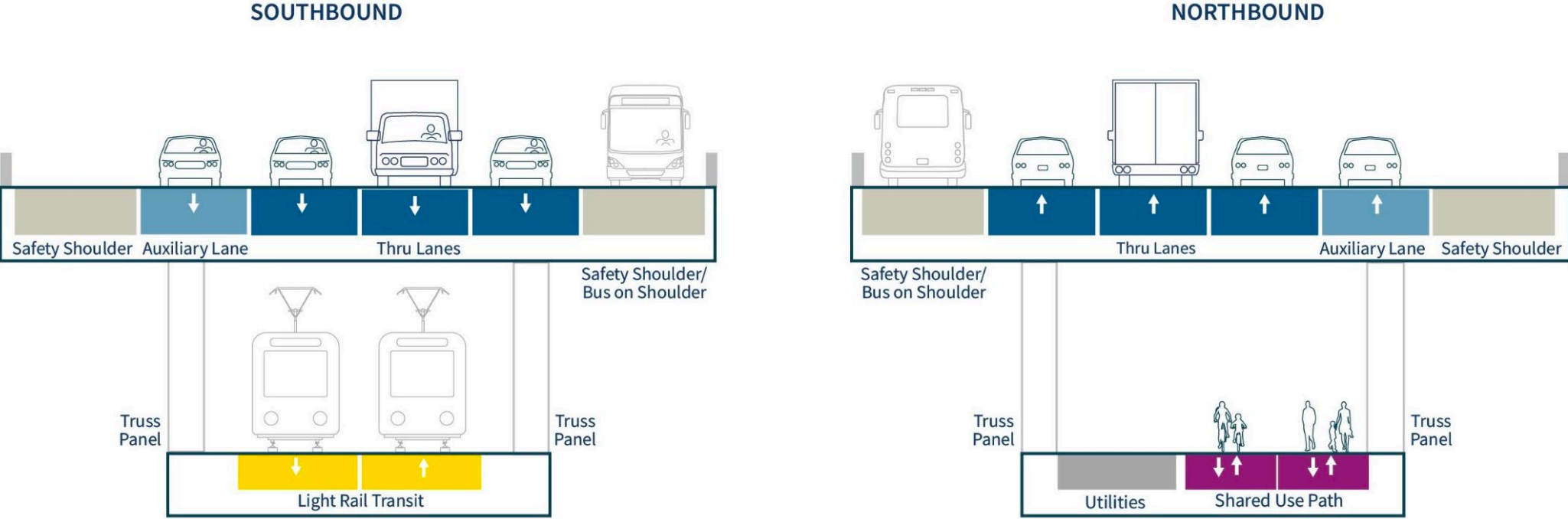
# Existing Interstate Bridge



*The existing bridge has three through lanes and a narrow sidewalk in each direction. There are currently no safety shoulders or dedicated space for transit.*



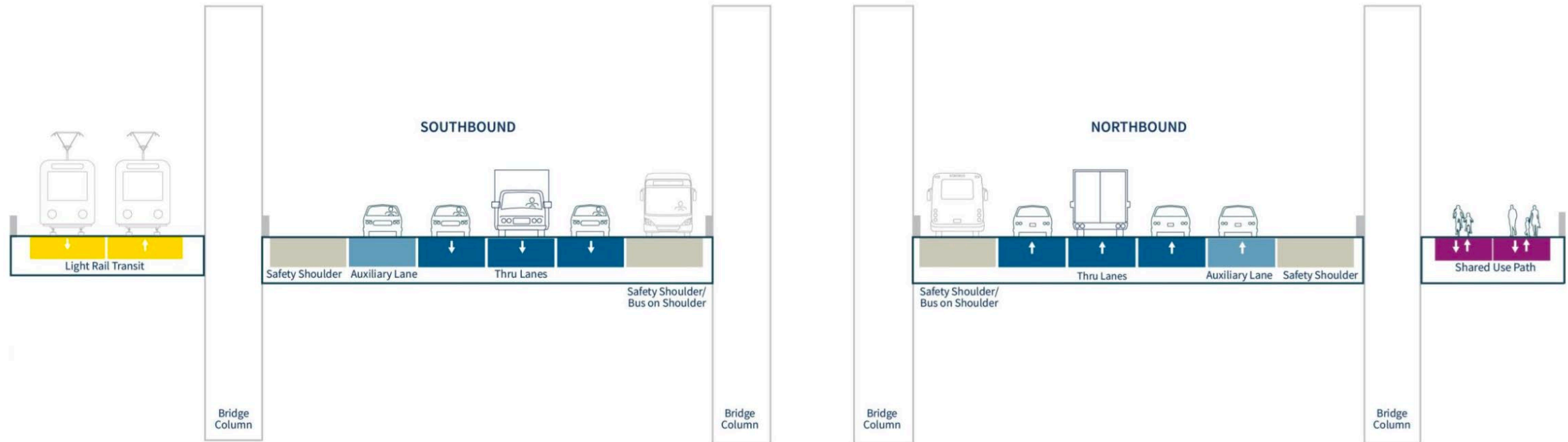
# Double-Level Configuration



All configurations being studied (single-level, double-level, movable span) assume three through lanes, two safety shoulders, and one auxiliary lane in each direction. Dedicated space for light rail transit and a shared use path are also assumed. A second auxiliary lane is also being studied as a design option in the Draft SEIS.

# Single-Level Configuration

*Single-level configuration would be consistent for a fixed span or movable span.*



*All configurations being studied (single—level, double-level, movable span) assume three through lanes, two safety shoulders, and one auxiliary lane in each direction. Dedicated space for light rail transit and a shared use path are also assumed. A second auxiliary lane is also being studied as a design option in the Draft SEIS.*

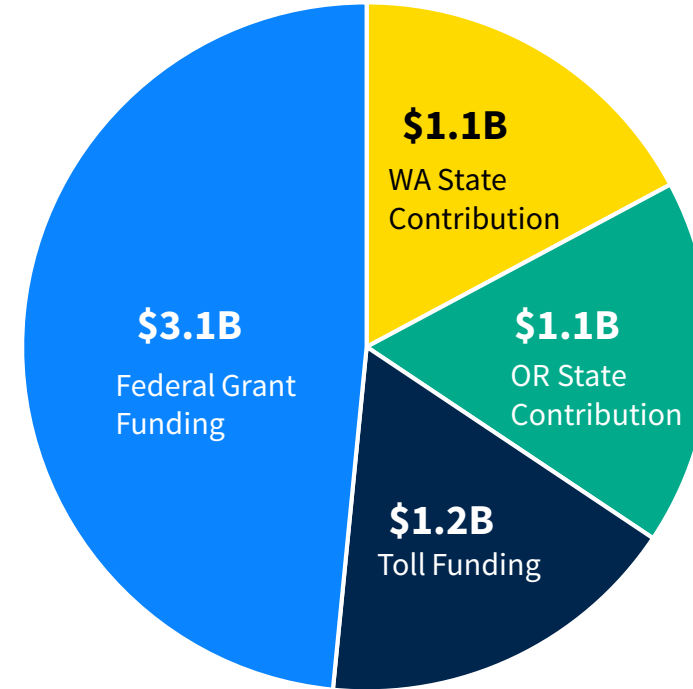


# Program Funding Update

# IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the estimated cost range of \$5 billion - \$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



**WA State Contribution**  
\$45M in planning secured;  
over \$1 B construction  
funding committed

**OR State Contribution**  
\$55M in planning secured;  
\$1 B construction funding  
committed

**Federal Grant Funding**  
\$600M Mega Grant and \$1.5B  
BIP grant secured; pursuing  
remaining grant amount

**Toll Funding**  
Tolling authorized;  
Toll bonding  
authorization not yet  
secured

# Federal Grants Update

	National Infrastructure Project Assistance (Mega) Grant	Bridge Investment Program Grant	FTA Capital Investment Grant
<b>Purpose</b>	Large, complex projects that are difficult to fund.	Solely for bridges and crossings. Strong equity and climate component.	Funds transit capital investments. The major source of funding for IBR transit.
<b>Flexible Funding</b>	Yes – can be used for multimodal	No – can only be used for bridge and approaches	No – can only be used for transit
<b>Amount Requested</b>	\$600 million	\$1.5 billion	Approx. \$1 billion
<b>Status</b>	Full amount received	Full amount received	Entered Project Development Phase September 2023
<b>Letters of Support</b>	Over 130 Letters of Support	Over 130 Letters of Support	N/A
<b>Award Announcement</b>	December 2023 <b>AWARDED</b>	July 2024 <b>AWARDED</b>	Each phase increases confidence of successfully receiving funding

# Capital Investment Grant (CIG) Program

- ▶ US Department of Transportation's largest discretionary and competitive grant program
- ▶ The CIG program is administered by the Federal Transit Administration (FTA)
- ▶ IBR intends to seek approximately \$1 billion in CIG funding
- ▶ The CIG program has four steps with significant oversight for risk, cost estimating, financing, and project management throughout each step
  - FTA approval is required for entry into each step
- ▶ Projects are given a rating based on how well they perform in CIG criteria
  - Projects must rate well in order to successfully compete for funding, and a project's ability to receive congressional funding appropriations is based on that rating

# Draft SEIS Release and Public Comment

# Draft SEIS Public Comment: How to Participate

- ▶ **Draft SEIS: September 20—November 18, 2024**
  - Submit a web-based form
  - Email a comment
  - Send a comment through the mail
  - Call the IBR office to leave a verbal comment
  - Comment at public hearings
- ▶ **Comments do not have to be in English. The program will provide options for accessibility, ADA and other needs.**
- ▶ **The document will be made easily available and accessible by all community members**
  - It will follow ADA standards
  - We will offer an online search function
  - The summary will be interpreted into multiple languages

The IBR calendar page has a full list of briefings, open houses, public hearings, and events: [www.interstatebridge.org/calendar](http://www.interstatebridge.org/calendar)



# Draft SEIS Timeline

- ▶ Released September 20th
  - 60-day public comment period will occur from September 20th through November 18th, 2024
- ▶ Refinements to Draft SEIS responding to public feedback: 2025
- ▶ Final SEIS and Record of Decision (ROD): mid to late 2025

## Supplemental Environmental Impact Statement



**Interstate BRIDGE**  
Replacement Program

The Draft Supplemental Environmental Impact Statement (SEIS) is expected later this year.

Following the release of the Draft SEIS, a 60-day public comment period will open.

This page will provide the information necessary to **learn about the process** and how to **review the document**, as well as when and where to find opportunities to **provide feedback**.

Interstate Bridge Replacement Program

DRAFT Supplemental Environmental Impact Statement  
+  
DRAFT Section 4(f) Evaluation

Produced in partnership with:

Federal Transit Administration | FHWA  
Oregon Department of Transportation | Washington State Department of Transportation  
TRI-MET | C-TRAN  
Metro | FDOT

[www.interstatebridge.org/DraftSEIS](http://www.interstatebridge.org/DraftSEIS)

# Next Steps

- ▶ **Upcoming in-person open houses and public hearings on the Draft SEIS:**
  - Oct. 15 from 5:30-8:30 pm at Clark College in Vancouver
  - Oct. 17 from 5:30-8:30 pm at Portland Expo Center in Portland
- ▶ **Responses to comments on the Draft SEIS received during the comment period will be published in the Final SEIS.**
- ▶ **Public comments will be used to update technical analysis, refine design options, and inform future design.**
- ▶ **Design of the proposed improvements — including the selection of specific design options and mitigations — will be further refined based on findings and public input, which will be documented in the Final SEIS and Amended Record of Decision (ROD).**
- ▶ **Construction activity is anticipated to begin in late 2025/early 2026.**

# Future TriMet Board Requested Actions

- ▶ **Final Supplemental Environment Impact Statement**
- ▶ **Intergovernmental Agreements**
- ▶ **Contracts**



For more information contact:

[info@interstatebridge.org](mailto:info@interstatebridge.org)

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



# Thank you!

[www.interstatebridge.org](http://www.interstatebridge.org)