



Community Advisory Group Meeting

April 13, 2023



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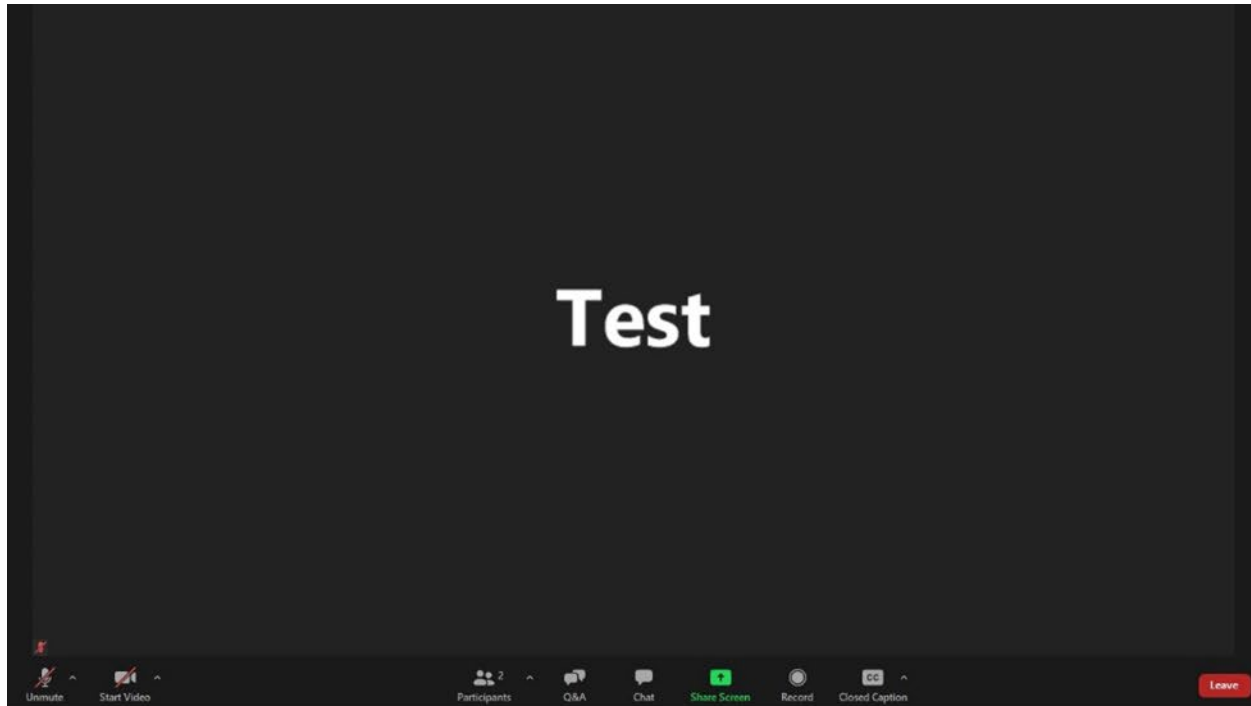
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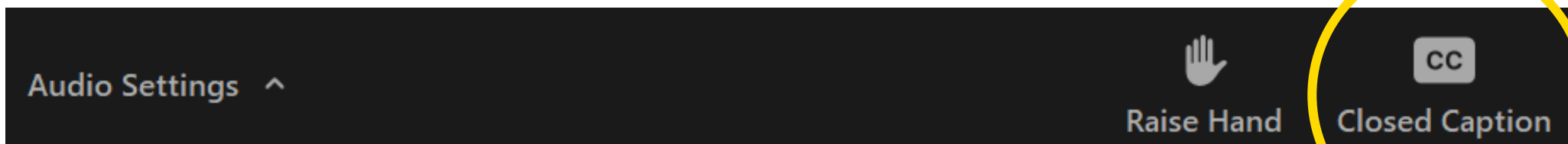
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ASL Interpretation

- ▶ In the effort to continue to center equity there is an ASL interpreter in addition to closed captioning.
- ▶ To make sure the interpreter is always visible please right click their video and select spotlight video.
- ▶ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.

Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ If you experience technical difficulties, please contact program staff at:
(360) 329-6744

Public Input Instructions

- ▶ **There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).**
- ▶ **Verbal public comment will be welcome in the Zoom Webinar during the designated time, with the option to turn on your web camera.**
 - Please use the link located in the meeting description on the YouTube meeting page or on the IBR CAG meeting webpage.
 - Commenters will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ **To comment by phone:**
 - Dial: +1 669 900 6833 or +1 408 638 0968
 - Enter meeting ID: 993 5459 6043, passcode: 674942
 - Dial *9 to raise your hand
 - After you are invited to speak, dial *6 to unmute yourself



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Our CAG Meeting Space

- ▶ Put relationships first
- ▶ Keep focused on our common goal
- ▶ Notice power dynamics in the room
- ▶ Create a space for multiple truths & norms
- ▶ Be kind and brave
- ▶ Practice examining racially biased systems and processes
- ▶ Look for learning



Meeting Agenda

Time	Topic
4:00 p.m.	Welcome & Updates <ul style="list-style-type: none">• Meeting Overview• Introductions and Check In• ESG Update• Program Update
4:50 p.m.	Financial Plan
5:25 p.m.	Draft SEIS Process and Timeline
5:45 p.m.	Public Comment
5:55 p.m.	Final Thoughts Meeting Adjourned

Welcome CAG Members

Ed Washington & Lynn Valenter

CAG Co-Chairs

CAG Sharing

- ▶ Welcome – Ed
- ▶ Open discussion – CAG Member
 - Please share your name, organizational affiliation or at-large status, and pronouns
 - Check in – Do you have a favorite quote?
- ▶ ESG recap—Lynn and Ed
 - Section 106 Cultural and Historic Resources
 - Cost estimate overview
 - Urban design

CAG Q1 2023 Meeting Topics:

*In alignment with our **CAG Community Values and Priorities**, our first quarter CAG focus will likely include an overview of the following topics with discussion*

~~▶ **March Focus: Urban Design**~~

~~– *An overview as to how we will consider the integration of the design of the bridge into our urban environment*~~

▶ **April Focus: Financial Plan**

– *A more in-depth discussion as to what is included in the cost estimate and the anticipated sources of revenue to fund the program*

▶ **May Focus: Urban Design**

– *Setting the basis for bridge design*

▶ **June Focus: Urban Design**

– *Bridge alignment and travel network*

***We will also include a discussion of recent community engagement efforts at every meeting*

Program Update

Frank Green, Assistant Program Administrator

Recent Program Updates

- ▶ **Legislative Program Area Tour**
- ▶ **Workforce Study**
- ▶ **Presentations**
 - Military Officers Association of America—Columbia River Chapter
 - Oregon AFL-CIO
 - League of Oregon Cities
 - Oregon Trucking Associations
 - Oregon Association of Nurseries
 - Association of Oregon Counties

Studying a Movable Span

- ▶ The U.S. Coast Guard sent a letter to FHWA and FTA requesting analysis of an option that allows for at least 178 feet of vertical clearance
- ▶ In coordination with FHWA and FTA, the program is:
 - Continuing work necessary to seek a revised Preliminary Navigation Clearance Determination from the Coast Guard for a clearance of 116 feet
 - Analyzing a movable span as a design variation to the Modified LPA
- ▶ Studying a movable span as a design option now serves as a risk mitigation strategy to minimize schedule delays and allow public input through the official environmental review process



Financial Plan 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.



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



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



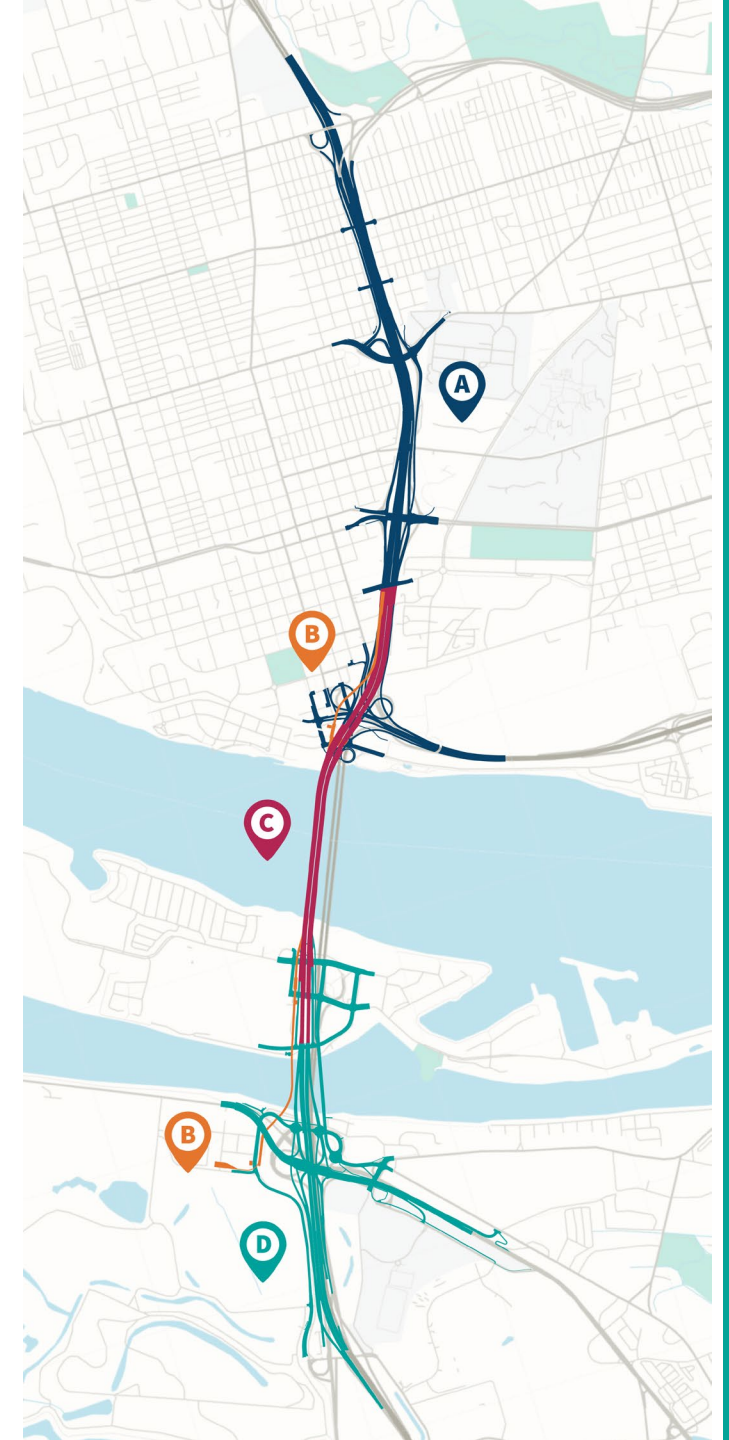
Transit Investments*
Cost Range: \$1.32 - \$1.99 billion



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 CIIG 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**

Discussion

- ▶ What information are you interested in learning more about based on the financial plan update and cost estimate?
- ▶ Utilizing the CAG's summary of community values and priorities, are there any considerations you would want to share with the program leadership relative to the cost effectiveness value as they continue their financial planning analysis*?

**Cost effectiveness should be assessed through concepts of affordability, recognizing future funding challenges, and planning for and designing a bridge that will serve future generations beyond our own. Fiscal responsibility in design, construction, maintenance, and long-term operations, including emerging technology that could solve future problems should be considered.*

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"
 - Additional work will occur to avoid and minimize impacts. Possible examples include design refinements at SR 500, consideration of design modifications or construction techniques that may reduce impacts to fisheries, etc.

▶ 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

Discussion

- ▶ **What are your recommendations for the program to ensure the community is ready to engage in providing meaningful input on the Draft SEIS in Late 2023 during a 60-day comment period?**

What's Next?

Next Program Meetings

- ▶ Equity Advisory Group
 - April 17, 2023
- ▶ Community Advisory Group
 - May 11, 2023
- ▶ Equity Advisory Group
 - May 15, 2023



Opportunity for Public Input

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- ▶ 10-minute timeframe will be divided among the number of requested speakers.

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



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Wrap Up

Final Thoughts



Thank you!



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