

JPACT Worksheet

Agenda Item Title: Interstate Bridge Replacement Program (IBRP) Modified Locally Preferred Alternative (LPA)

Presenters: Greg Johnson, Program Administrator, IBR; Ray Mabey; Assistant Program Administrator, IBR

Purpose/Objective

- Update JPACT on the Interstate Bridge Replacement Project (IBRP) and introduce the proposed IBRP Modified Locally Preferred Option (LPA).
- Prepare JPACT for its June 16 meeting to consider a resolution to endorse the IBRP Modified LPA.
- NO ACTION WILL BE TAKEN AT THIS MEETING

The Interstate Bridge Replacement Program (IBRP), formerly known as the Columbia River Crossing (CRC) project will construct a new river crossing between Oregon and Washington over the Columbia River that includes I-5 highway and interchange improvements for vehicles and freight, enhanced bicycle and pedestrian facilities, high capacity transit and associated improvements, and related connections to and multi-modal enhancements of the local street network. The IBRP also incorporates transportation demand and system management measures (TDM/TSMO), including implementing tolling as both a TDM and financing tool. Metro is considered a “participating agency” in the project under NEPA guidelines.

The IBR program began in 2019 as a partnership between ODOT, WSDOT, the City of Portland, the City of Vancouver, Metro, RTC, Port of Portland, Port of Vancouver, TriMet, CTRAN, and federal partners. Many of these partners also sit on JPACT and have been engaged extensively by the IBR program in the development of the project LPA. The program is working with stakeholders to leverage work from previous planning efforts and to integrate new data, regional changes in transportation, land use and demographic conditions and public input to inform program development work, which includes:

- Completing the federal environmental review process
- Obtaining necessary state and federal permits
- Finalizing project design
- Developing a finance plan
- Securing adequate funding
- Completing right of way acquisition
- Advertising for construction

More general information on the IBRP is provided in *Attachment 1: IBR Factsheet*, and more information about the program’s commitment to equity is included in *Attachment 2: Centering Equity*. Currently the program is preparing to enter the federal environmental review process. More information on the IBR program’s current status is provided in *Attachment 3: Interstate Bridge Replacement Program Update, March 2022*.

Outcome

- JPACT will be briefed at a high level about the IBR project and will understand the components of the IBR Modified LPA.
- JPACT members will leave with the materials and information needed to answer remaining questions they may have in preparation for JPACT's June 16 vote to endorse the IBR Modified LPA. All questions may not be able to be answered in the time allotted, but Metro and IBRP staff will be able to follow up with JPACT members as necessary.
- If JPACT votes to endorse the IBR Modified LPA, Metro Council will consider endorsement on July 7, 2022.

What has changed since JPACT last considered this issue/item?

Guided by the Bi-State legislative Committee, the Executive Steering Group, the Equity Advisory Group, and the Community Advisory Group, the IBR program has identified a Modified LPA. While many details of the proposed project will be determined through the upcoming environmental study, the Draft LPA identifies critical components including the replacement bridge and number of lanes on the bridge, interchange treatments, and the high capacity transit mode, alignment, and terminus. See the Modified LPA in *Attachment 4: IBR_LPA_Memo_final*, and details on the development of the Modified LPA in *Attachment 5: IBR Modified Locally Preferred Alternative Briefing Packet* for more details on the Modified LPA.

Over the next months, project partners will consider the modified LPA for adoption. In June, TPAC will review a draft JPACT resolution to endorse the modified LPA. By summer of 2022, the goal is to submit the modified LPA for environmental review. During the environmental review phase, the IBR team will continue to advance a preliminary design, acquire permits, and update the cost and funding analysis. Construction is estimated to begin in late 2025.

What packet material to you plan to include?

Attachment 1: IBR Factsheet

Attachment 2: Centering Equity

Attachment 3: Interstate Bridge Replacement Program Update, April 2022

Attachment 4: IBR_LPA_Memo_final

Attachment 5: IBR Modified Locally Preferred Alternative Briefing Packet