

I-5 Bridge Replacement Project – Agency Partnering Update

At a glance

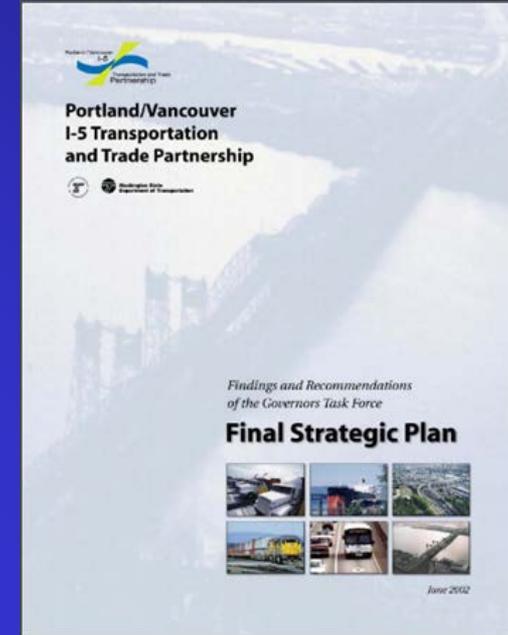
- ◆ *Provide an update about the engagement and partnering process in restarting the I-5 Bridge Replacement Program*

Overview

- ◆ Background
- ◆ I-5 Bridge- Existing Conditions
- ◆ OR & WA – Actions to restart process
- ◆ Local & Regional Support
- ◆ IBRP Partners working group
- ◆ Next Steps

Background: Pre-CRC long range planning

- ◆ Bi-state Transportation Committee (1999)
- ◆ Freight Feasibility and Needs Assessment (2000)
- ◆ Portland/Vancouver Transportation and Trade Partnership Final Strategic Plan (2001):
 - ◆ December 2, 2002: RTC Board endorsement of I-5 Transportation and Trade Recommendations



Background: Columbia River Crossing

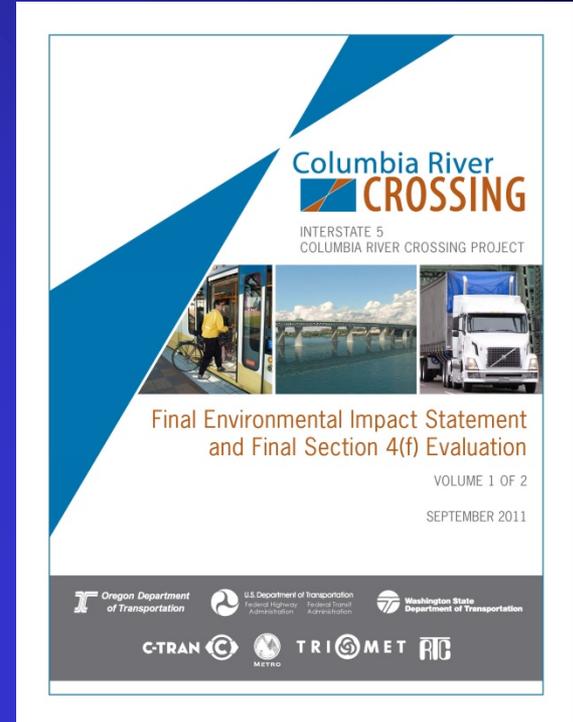


- ◆ Corridor of national significance
- ◆ Bridge congestion causes one of worst bottlenecks on entire I-5 corridor
- ◆ Key economic connector
- ◆ Impacts regional livability



Background: RTC CRC Resolutions

- ◆ *July 22, 2008*: Adoption of I-5 Columbia River Crossing LPA
- ◆ *August 2, 2011*: Adoption of I-5 Columbia River Crossing Final Environmental Impact Statement



Interstate 5 Bridge: Current Conditions

- ◆ Growing travel demand and congestion
- ◆ Safety challenges
- ◆ Impaired freight movement
- ◆ Limited public transportation
- ◆ Poor bicycle and pedestrian facilities
- ◆ Seismic vulnerability

Background: Recent RTC Policy Resolutions

- ◆ *February 3, 2017*: Recommendation to WSDOT that a Future I-5 Bridge Replacement Project be designated as a transportation project of Statewide Significance
- ◆ *February 3, 2017*: Support clearing of Impediments to Funding a Future I-5 Bridge Replacement Project
- ◆ *October 2, 2018*: Supporting the Replacement of the Interstate Bridge between the State of Washington and the State of Oregon

Context for restarting bridge replacement effort

Local Leadership

- ◆ Support for replacing the Interstate Bridge and adding high capacity transit across the Columbia River documented by RTC and local jurisdictions
- ◆ Resolutions by Southwest Washington agencies
- ◆ Joint letter by Portland Metro agencies
- ◆ Designated improvement project in both the RTC and Metro regional transportation plans

Interstate Bridge Replacement Program



Last Updated June 25, 2020

Initiating a New Effort

- State leadership
 - WA SSB 5806 (2017) & WA 2019-2021 transportation budget (ESHB 1160)
 - Oregon Governor and Transportation Commission Actions (2019)
 - Bi-State Memorandum of Intent (Nov. 2019)
 - Bi-state legislative group held three public meetings in 2019
- FHWA repayment extension (Sept. 30, 2024)



Photo courtesy of Office of Governor Kate Brown



Initiating Work: Conceptual Timeline



Dec. 1, 2019:
Initial progress
report (submitted)

- Facilitated partner process: *Winter-spring 2020*
- Hire program administrator: *Start date July 6*
- Hire consultant support: *In progress*

Initiating Work

Planning

Draft SEIS

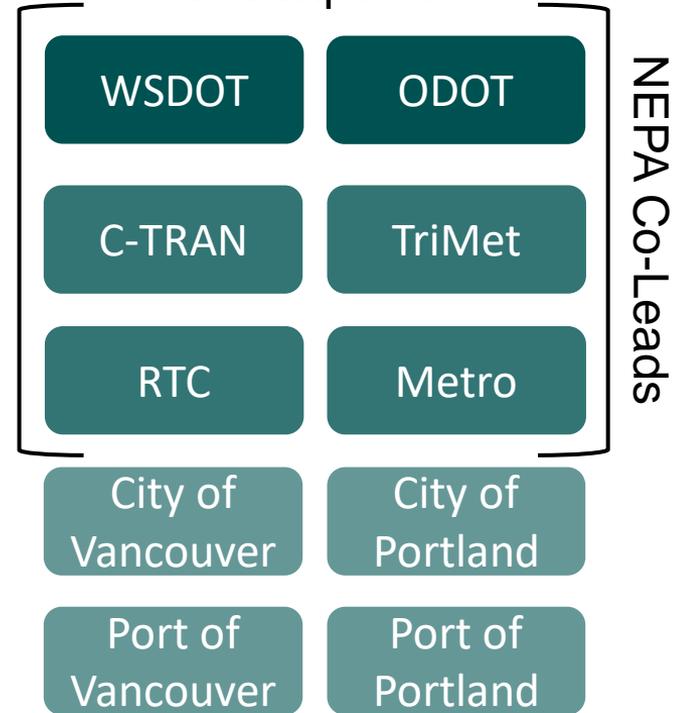
Final SEIS

Pre-Construction

Partner Agencies

- DOTs are committed to effective work with partners to build broad regional support
- The partners central to program development are those with a direct role in the integrated multi-modal system, given their position as an:
 - Owner
 - Operator
 - Transportation policymaker
 - Public economic development entity
- DOTs have specific responsibilities to the states and to FHWA

Facilitated Process Participants



Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Partnering Process

- Series of facilitated workshops and staff work sessions conducted with bi-state agency partners to:
 - Identify shared commitment to the program
 - Determine how to work together to identify a solution with broad regional support that reflects community values, is rooted in outcomes, and can successfully advance to construction
 - Outline an advisory structure to provide regional leadership guidance and meaningful engagement with the broader community

Initiating Work

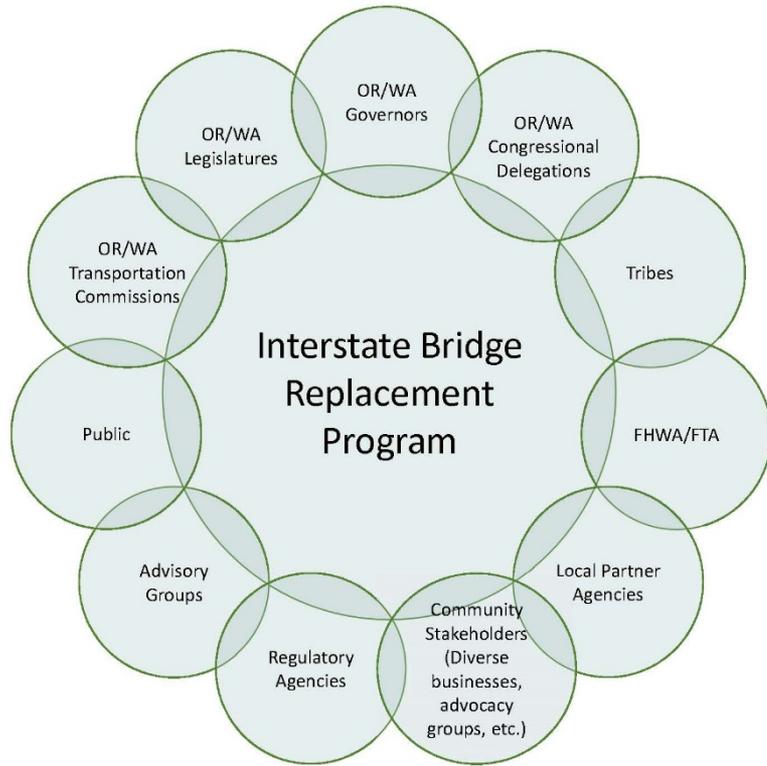
Planning

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Final SEIS

Pre-Construction

Stakeholder Reengagement



- Determine with partner agencies how to effectively engage a wide variety of stakeholders to ensure regional input and guidance
- Ongoing direction and guidance provided from legislative, executive, and state oversight bodies
- Collaboration with federal lead agencies and cooperating agencies

Initiating Work

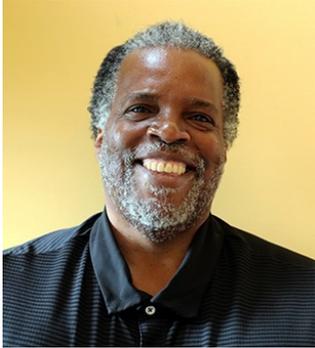
Planning

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Pre-Construction

Program Administrator



*Greg Johnson,
Incoming program
administrator as
of July 6*

- Greg Johnson was selected from a national pool of candidates with input from regional partner agencies and community stakeholders
- Will jointly represent both ODOT and WSDOT to lead program development efforts using a transparent, data-driven process that prioritizes equity and inclusion
- Will have the authority to act on behalf of both DOTs and will be equally responsible to both states to the fullest extent possible to lead the integrated, bi-state program team

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

General Engineering Consultant

- GEC advertisement is underway with the goal to have a consultant on board this summer. The GEC will bring on specialized staffing resources needed to support program development
 - Contract selection process will provide a fair and equal opportunity for all consultants and will include a 15% mandatory Disadvantaged Business Enterprise (DBE) goal
- A pre-submittal consultant workshop was held to:
 - Address questions
 - Give small or disadvantaged firms an opportunity to meet prospective prime consultants

Initiating Work

Planning

Draft SEIS

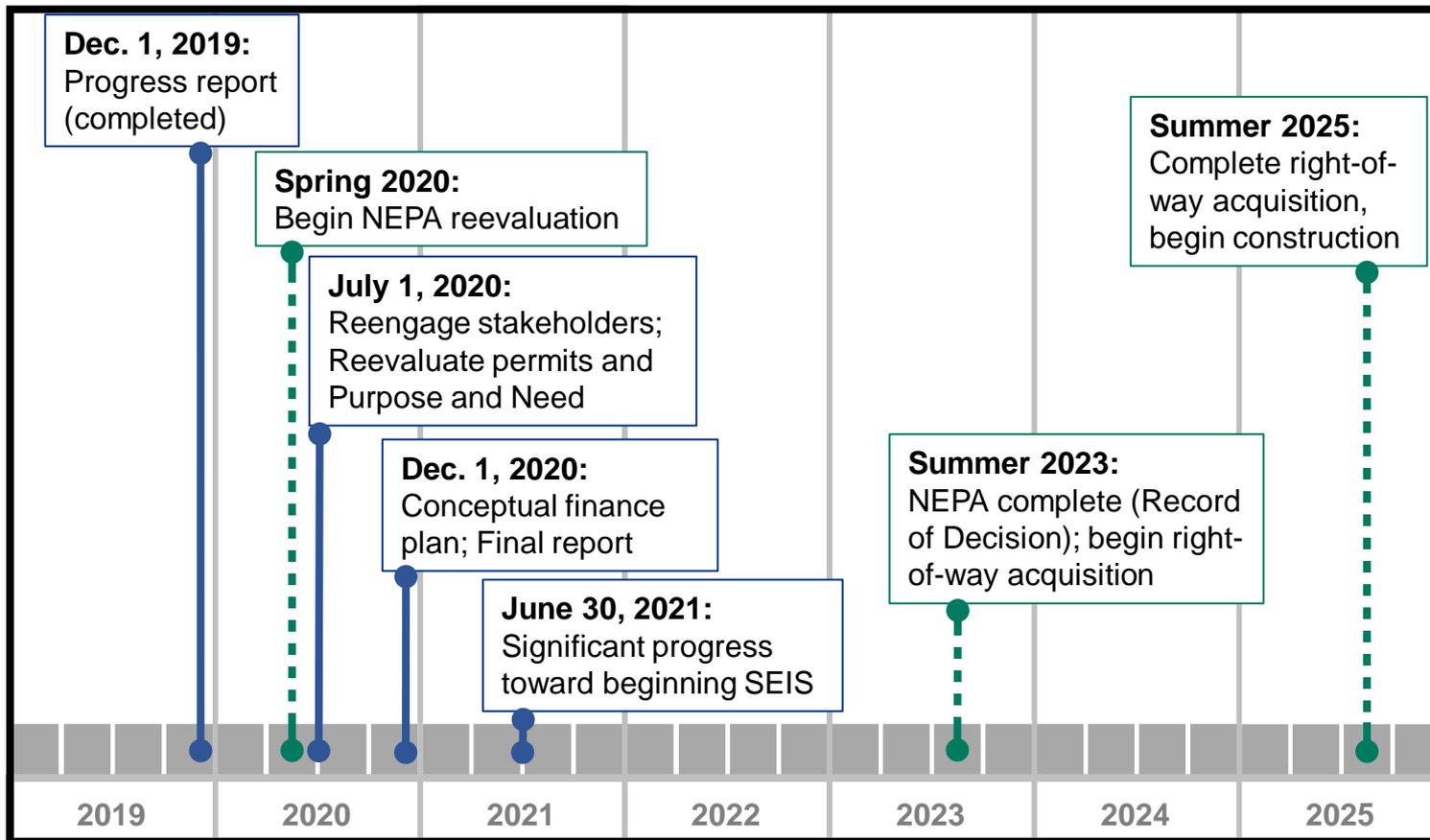
Final SEIS

Pre-Construction

Program Development Process Priorities

- The program development process will be guided by the values and priorities identified through engagement with the community and partners
- Extensive and inclusive community engagement will be critical to successfully identify a solution that truly reflects community needs and values
- Program development will be guided by expectations and milestones established by the legislatures, governors and departments of transportation
- Federal NEPA guidelines will be followed using a transparent, data-driven process that prioritizes equity and inclusion
- The program will utilize past work and lessons learned to ensure effective and efficient decision making throughout the process as appropriate within current context

Interstate Bridge Replacement Milestone Goals



—●— Legislative Milestone

- - -●- - - Milestones Provided to FHWA

Note: Meeting milestone dates is contingent upon funding and bi-state agreement

Questions?

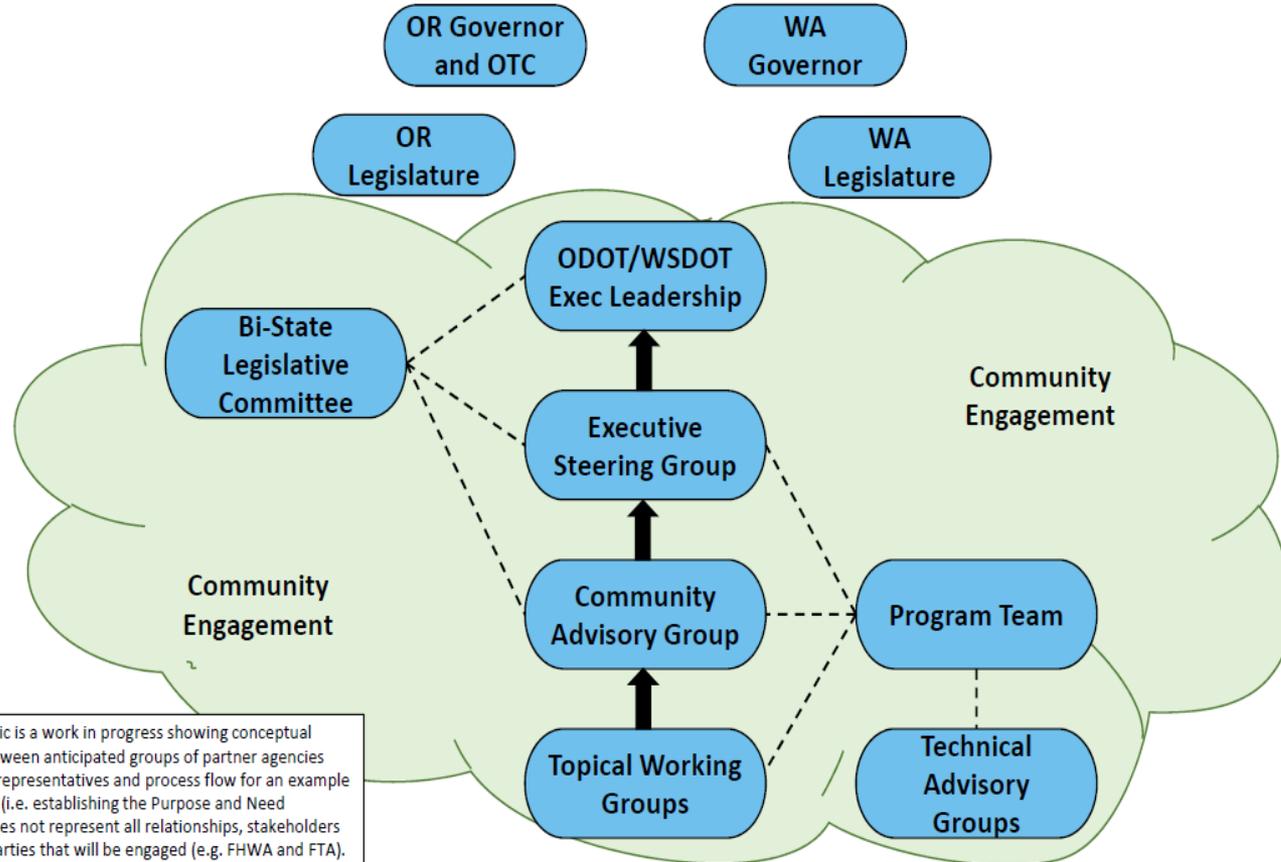
www.wsdot.wa.gov/projects/i5/interstate-bridge/home



IBRP Partner workshops

- ◆ Draft Conceptual Partner Expectations: identifies shared context, key problems to address, initial shared principles, shared key outcome expectations, and shared partner expectations.
- ◆ Draft ESG Issues List: initial draft list of issues that a future Executive Steering Group may consider.
- ◆ Working process draft diagram: Purpose and Need: illustrates conceptual relationships between partner agencies and community representatives and process flow for an example program activity.

Interstate Bridge Replacement Program Working Draft Process Diagram – Purpose and Need



Note: This graphic is a work in progress showing conceptual relationships between anticipated groups of partner agencies and community representatives and process flow for an example program activity (i.e. establishing the Purpose and Need statement). It does not represent all relationships, stakeholders or responsible parties that will be engaged (e.g. FHWA and FTA).

Next Steps

- ◆ ODOT and WSDOT to convene a regional leadership group- the Executive Steering Group (ESG) and Community Advisory Group (CAG) to provide guidance on a variety of topics related to the IBR Program
 - ◆ Topics will relate to project development, some noted on: DRAFT Issues List
- ◆ RTC participation on Executive Steering Group
 - ◆ *Multi-year engagement*
- ◆ RTC future Actions:
 - ◆ Board, RTAC feedback on key topics during project development
 - ◆ RTC to be co-signer on EIS documents at: Draft and Final stages of publication.
 - Nexus will be as MPO: consistency with Regional Transportation Plan

Questions?

