



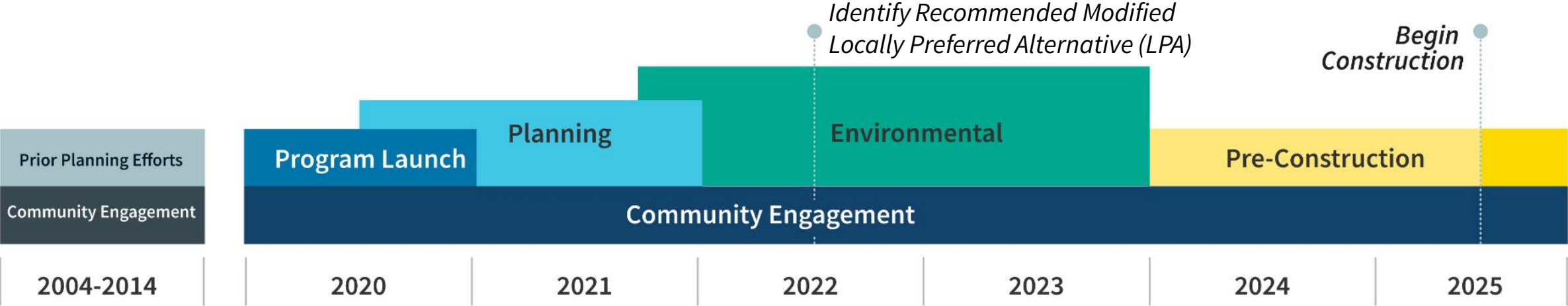
Greg Johnson,
Program Administrator

Interstate Bridge Replacement Program

May 25, 2022



Program Timeline



Initiating IBR efforts

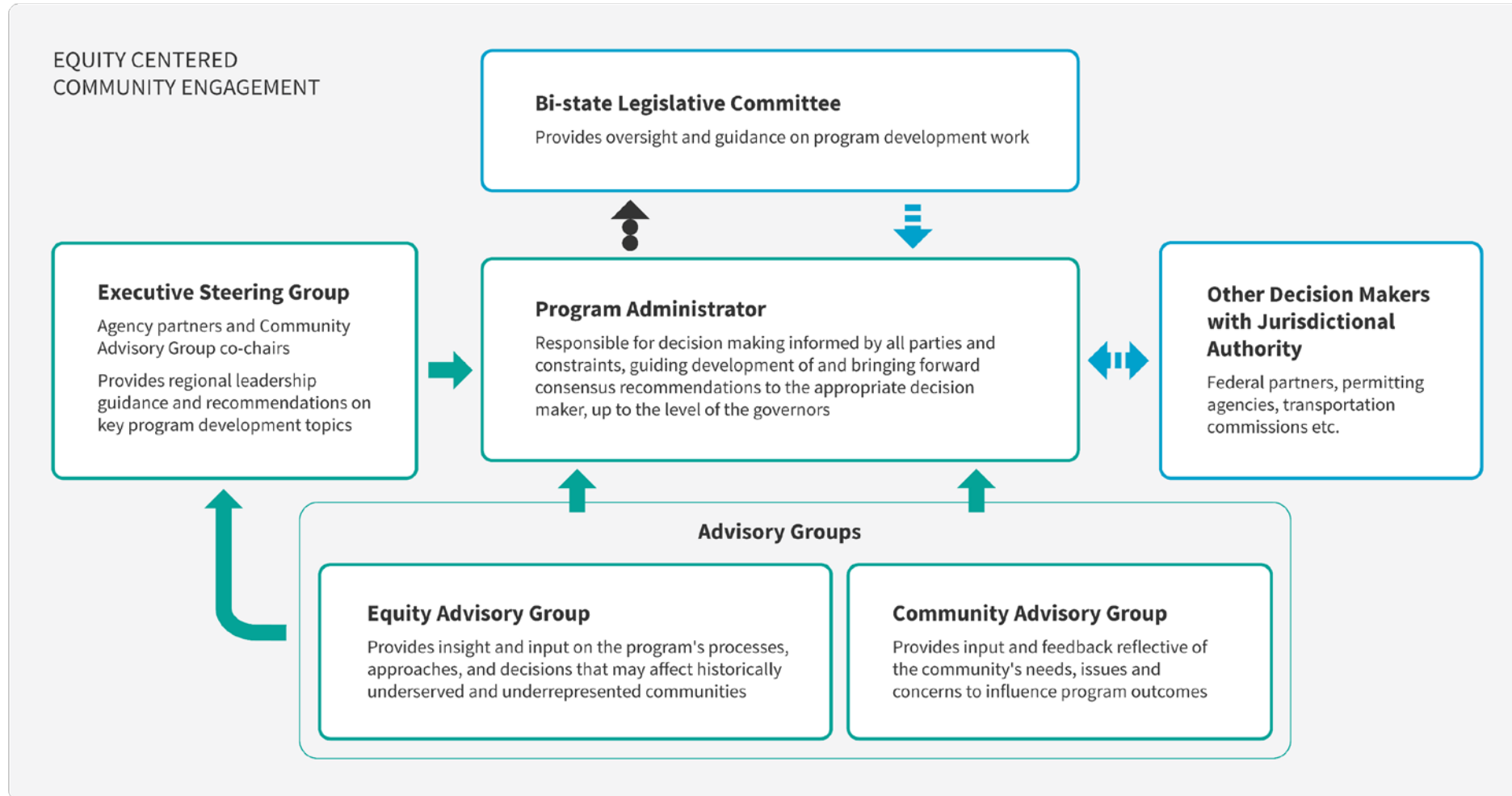
- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$90 million in combined funding dedicated by OR and WA as of March 2022
 - Move Ahead Washington revenue package allocates \$1 billion to fund Washington's share of the anticipated cost needed to complete the 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



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.

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**

Community Engagement

Community Engagement By the Numbers

29,000

Engagements!

Via online meetings, community briefings, listening sessions, surveys, newsletters, social media, and direct email comments.

Advisory Groups

Three advisory groups and working groups, reflective of our community, inform, shape the program, and build consensus.

Community Values

Established community values and priorities with the Community Advisory Group and community feedback.

Equity Framework

Developed with the Equity Advisory Group to outline the program's approach and the resources it will use to advance equity.

79 Virtual public meetings and events.

18,700 Responses collected from two community surveys.



- ▶ **Year in Review Video:**
 - [Youtube.com/IBRprogram](https://www.youtube.com/IBRprogram)
- ▶ **Accountability Dashboard**
 - Updated quarterly

CBO Mini Grant Participants



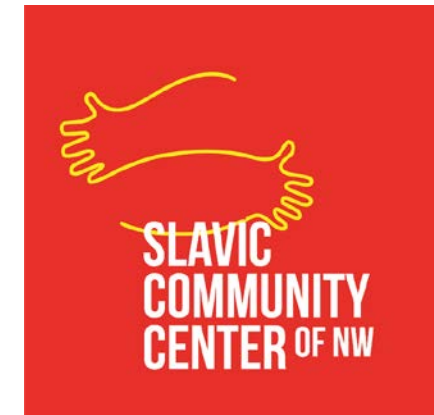
#TST



NEXT
UP



uniteoregon



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

IBR Recommendation: Modified LPA

Hayden Island/
Marine Drive:

**Partial
Interchange**

Transit:

**Light Rail to
Evergreen near
I-5**

River Crossing
Auxiliary Lanes:

1

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

Transit Investments

Recommended Transit Investment

- ▶ **IBR recommended transit investment components:**
 - **Mode – Light Rail Transit**
 - **Alignment – I-5 Running/Adjacent**
 - **IBR Terminus – Near Evergreen**
- ▶ **Other components that will be studied further:**
 - General station locations
 - General Park & Ride location and size
 - Operations and maintenance facility
 - System improvements to transit speed and reliability

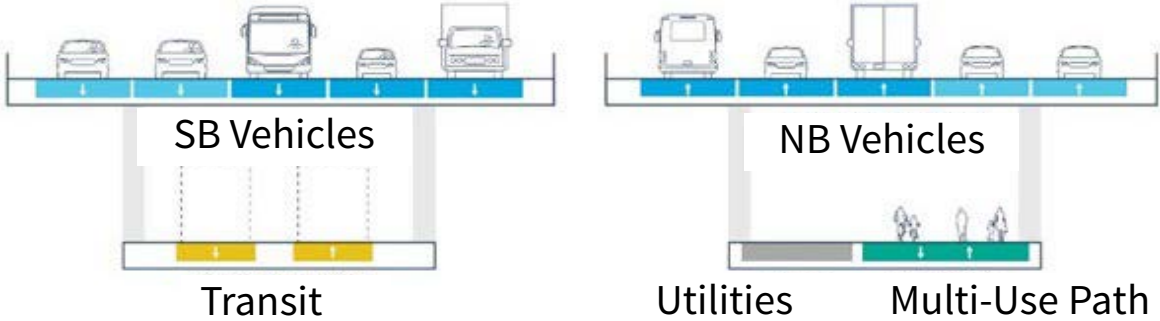


- Park and Ride
- LRT Station
- LRT in Dedicated Guideway
- CTRAN - 4th Plain Vine BRT Stations
- CTRAN - 4th Plain Vine BRT
- CTRAN - Mill Plain BRT Stations (Opening in 2023)
- CTRAN - Mill Plain BRT (Opening in 2023)
- CTRAN - Highway 99 BRT (Proposed)
- TriMet - Max Station
- TriMet - Max Yellow LRT
- Bus Line



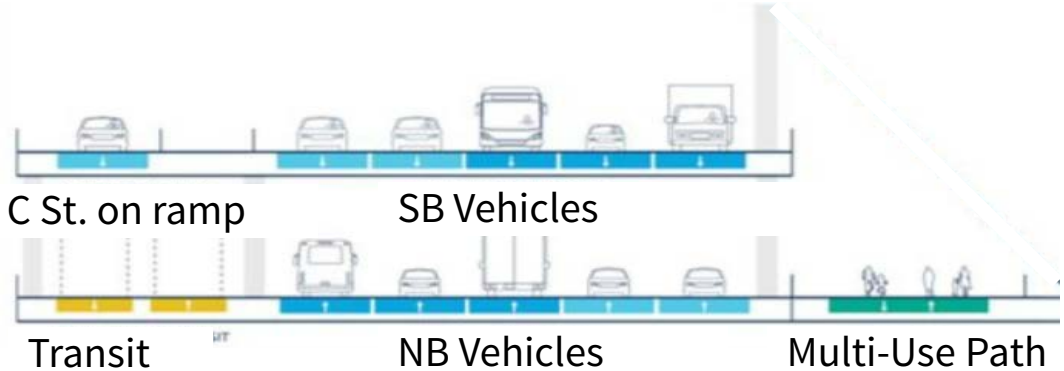
Dedicated Transit Guideway

Two Bridge Option



----- OR -----

One Bridge Option



Various configurations of the one bridge option are under review, such as:

- transit on a separate structure on west side
- multi-use path on west side instead of east
- C St. ramp removed or retained

Transit Investments

► Key Takeaways:

- A combination of Vine BRT, LRT, and express bus service utilizing Bus on Shoulder, where available, will be needed to serve identified markets and demand.
 - *Transfers from other transit vehicles are the highest mode of access for all representative transit investments, highlighting the importance of connecting the existing systems.*
- An LRT extension of the Max Yellow Line from Expo Center into Vancouver best integrates existing transit investment in the region.
 - *LRT allows for preservation of the C-TRAN Vine and express bus current and future system while providing convenient connections to new LRT stations.*
- Capacity on LRT options allows the program to maximize trips.
- LRT provides more competitive travel time vs. trips that require a transfer at Expo.
- LRT investments improve access to jobs to a greater degree than BRT alone.
- For IBR, LRT is will more competitive for higher levels of FTA discretionary funding.

Transit Investments

▶ Additional Considerations:

- Evergreen terminus has fewer potential property impacts and connects directly to the downtown library, the Historic Reserve, jobs, services, and amenities.
- Evergreen terminus maximizes transfer opportunities given direct connections to several local routes as well as planned BRT routes.
- The City of Vancouver has worked with C-TRAN to design robust station environments for the Vine system on Broadway and Washington in the Central Business District.
- The City of Vancouver has seen substantial growth in the Waterfront District as planned for in the Waterfront Development Plan.

Transit Investments – What We’ve Heard

▶ Community Advisory Group Feedback:

- Overall, Community Working Groups were supportive of HCT options, with many preferring LRT or a combined LRT/BRT option.
- Congestion relief is a top priority.
- Reliability of mode is important.

▶ Equity Advisory Group Feedback:

- Equity-priority communities expressed high interest in accessible and dependable transit options, including:
 - *Desire for multiple transportation options that are efficient, reliable, and user-friendly.*
 - *Support for infrastructure that promotes HCT and low-stress active transportation options.*

Transit Investments – What We’ve Heard

▶ Community Survey Feedback:

- Overall support for implementation of a HCT system, with noted interest in LRT specifically.
- Desire for greater connectivity from Clark County into Portland and the regional transit system.
- Travel time ranked as most important transit priority.
- Highest preferences for potential transit stations located at or near Expo Center, Hayden Island, Vancouver Waterfront, Vancouver Library (Evergreen) and Clark College.

▶ Community Opinion Polling Results:

- There is strong support among residents in the entire region and solid majority support throughout Clark County for the concept of extending the Max Yellow Line from Expo Station to Vancouver in a dedicated space across the new I-5 bridge.
 - *79% of total respondents strongly or somewhat support light rail across the bridge:*
 - Portland Metro Area (OR): 84%
 - City of Portland: 90%
 - Clark County: 61% (Clark County excluding Vancouver: 57%)
 - City of Vancouver: 69%

Costs, Funding and Next Steps

Costs and Funding

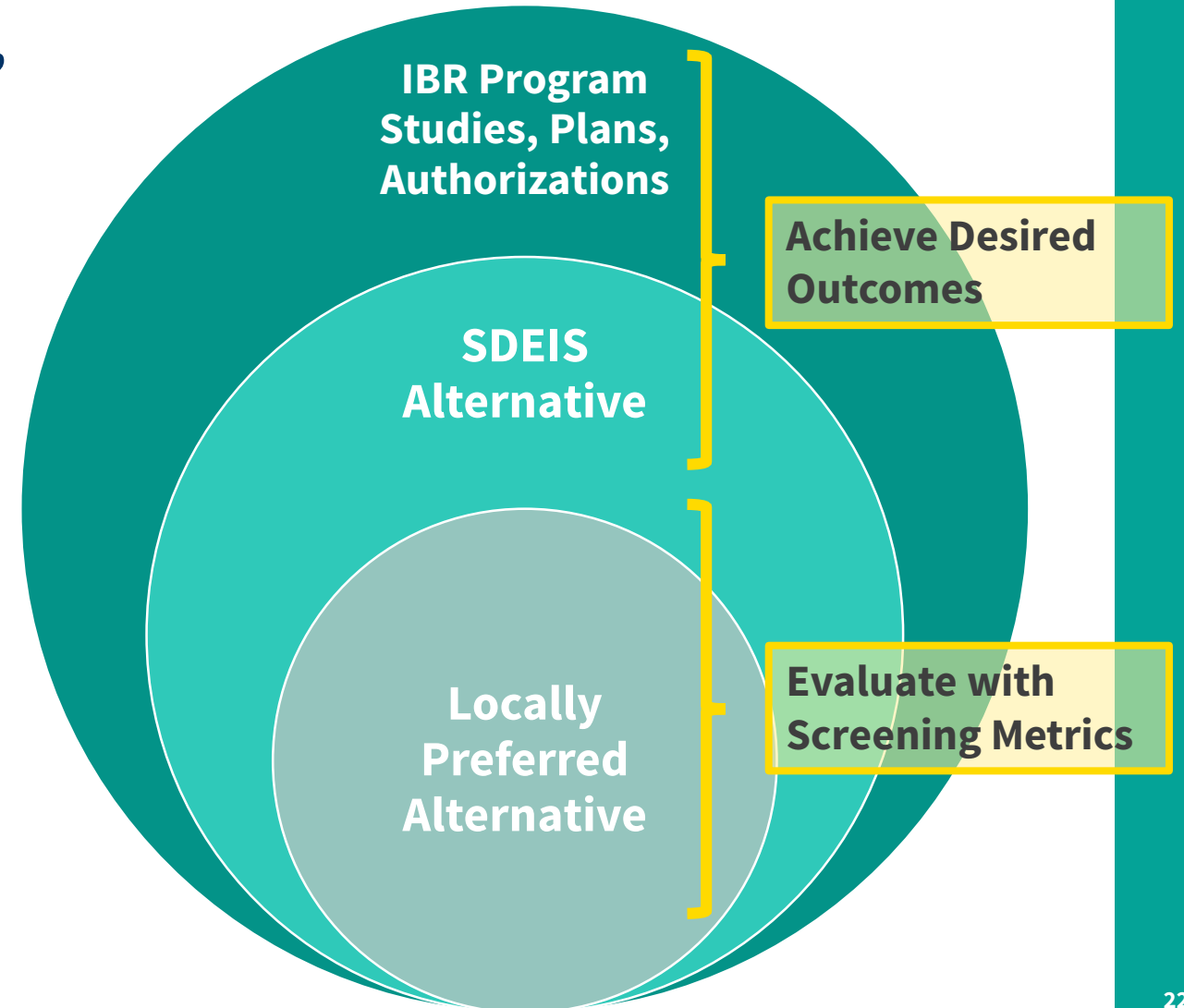
- ▶ **The program identified a conceptual cost estimate as a preliminary range of \$3.2 to \$4.8 billion.**
 - Cost estimates will be updated this fall once a Modified LPA is identified.
- ▶ **The program is pursuing a variety of funding sources including state, federal, and tolling sources.**
 - The Move Ahead Washington transportation package, recently signed by the Governor, allocates \$1 billion in IBR construction funding.
 - IBR anticipates applying for federal grant funding beginning in 2023.
 - The FTA Capital Investment Grants (CIG) Program, along with the Competitive Bridge Investment Program and/or the National Infrastructure Project Assistance Program appear to be the best fit for IBR to apply.

Variable Rate Tolling

- ▶ IBR program and ODOT toll program are separate but related efforts
- ▶ Tolling objectives include revenue generation, managing congestion, and improving multimodal mobility in the corridor
- ▶ Expected to vary by time of day, and day of week based on a set schedule so the cost is predictable for the traveler.
- ▶ The program is committed to recommending an equitable tolling system informed by national best practices for tolling in urban areas
 - Oregon Transportation Commission and the Washington State Transportation Commission will determine exemptions and discounts
- ▶ Soonest tolling could begin on Interstate Bridge is in late 2025/early 2026

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.



Near Term Timeline

- ▶ **May 10 – June 14**
 - IBR recommended Modified LPA briefing and discussion at program partner boards, councils, and commissions.
- ▶ **June 15/17**
 - Executive Steering Group (6/15) discussion on initial feedback from boards/councils/commissions and confirmation of support to move Modified LPA forward for board/council/ commission action
 - Bi-State Legislative Committee (6/17) continued discussion on Modified LPA recommendation
- ▶ **June 22 – July 13**
 - Program partner boards/councils/commissions endorse the Modified LPA.
- ▶ **July 21**
 - Executive Steering Group meets to consider consensus recommendation to move the Modified LPA forward to the SDEIS process
 - Bi-State Legislative Committee meets to respond to the recommendation to move the Modified LPA into the SDEIS process for further evaluation

Timeline Beyond Summer 2022

▶ Late 2022 through 2023:

- Updates to the Conceptual Finance Plan once details of the Modified LPA are confirmed.
- Additional tolling and funding discussions as part of the 2023 legislative sessions.
- Anticipate applying for federal grant funding opportunities in 2023.

▶ Ongoing through 2024:

- Additional analysis and continued community engagement as part of the federal environmental review process.
- Additional development of design details such as bridge type, active transportation facilities, transit details, etc.

▶ Construction anticipated to begin by late 2025.

Questions and Discussion



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Thank you!

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