



Pre-briefing Read-Ahead

# Interstate Bridge Replacement Program

*This high-level summary of project information is intended as a read-ahead prior to City of Portland Commission and Committee briefing*

*Update: May 23, 2022*

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*\*See attached Project Fact Sheet*

# Why Replace the Interstate Bridge?

# Project 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.

# Executive Steering Group IBR Desired Outcomes

- ▶ **IBR's Executive Steering Group (ESG) worked with the IBR Program to develop the Desired Outcomes for the project.**
- ▶ **The ESG is composed of representatives from the 10 bi-state partner agencies with a direct role in the transportation system around the Interstate Bridge, as well as the co-chairs of the Community Advisory Group.**

# IBR Desired Outcomes

PURPOSE AND NEED	DESIRED OUTCOMES
<b>1. Travel demand and congestion</b>	<p>More people can move through the program area.</p> <hr/> <p>Travel times through the program area are faster and more predictable.</p> <hr/> <p>People of all ages, abilities, and incomes have access to move through the program area, regardless of mode.</p> <hr/> <p>Regional trips stay on I-5.</p>
<b>2. Freight movement</b>	<p>Freight travel through the program area is more reliable.</p> <hr/> <p>Freight travel times through the program area are faster.</p> <hr/> <p>Accommodates high, wide, and heavy cargo in existing and future routes.</p>
<b>3. Public transportation</b>	<p>More people use transit.</p> <hr/> <p>Travel by transit is competitive with other modes.</p> <hr/> <p>Transit connects people to their origins and destinations.</p> <hr/> <p>Travel by transit is predictable, reliable, and consistent.</p> <hr/> <p>More people have access to high-quality, affordable, and reliable transit.</p>

# IBR Desired Outcomes

PURPOSE AND NEED	DESIRED OUTCOMES
<b>4. Safety</b>	<p>Reduce overall crashes on I-5, including severe injury and fatal crashes.</p> <hr/> <p>Reduce overall crashes, including severe injury and fatal crashes, on I-5 ramps, local streets, and active transportation networks in the program area.</p> <hr/> <p>Fewer diverted trips from I-5 to local streets.</p> <hr/> <p>Safety is reflected in designs for all modes.</p>
<b>5. Bicycle and Pedestrian</b>	<p>Active transportation is an attractive mode, and more people walk and cycle, both to access transit and instead of travelling by autos.</p> <hr/> <p>Traveling by walking, biking, and rolling feels safe because facilities are separated from moving vehicles and the shared use path environment is visible and connected.</p> <hr/> <p>The high-quality networks for walking/biking/rolling are convenient and connect destinations that are important for most trips.</p> <hr/> <p>More people have access to high-quality active transportation facilities.</p>
<b>6. Seismic</b>	<p>Bridges will be designed and constructed so that they will not collapse and will remain operable in a Cascadia subduction zone earthquake.</p>

# IBR Desired Outcomes

## CLIMATE CHANGE & RESILIENCY

Reduce GHG emissions in support of state climate goals.

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Minimize operational and embodied carbon during construction.

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All structures are resilient to and operable following anticipated climate disruptions (e.g., heat events, flooding, sea level rise).

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Program limits other environmental impacts that exacerbate effects of climate change (e.g., heat island, runoff).

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# IBR Desired Outcomes

## EQUITY (as excerpted from the Equity Framework and to be refined by EAG)

Improved mobility, accessibility, and connectivity especially for lower income travelers, people with disabilities, and communities who experience transportation barriers.

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Fewer identity-based disparities in travel time, access, transportation costs, and exposure to air pollution, road noise, and traffic crashes.

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Local community improvements are implemented in addition to required mitigations.

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Economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

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Equity priority communities have access, influence, and decision-making power throughout the program in establishing objectives, design, implementation, and evaluation of success.

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Disproportionate impacts on equity priority communities are avoided rather than simply mitigated.

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# IBR Desired Outcomes

## COST EFFECTIVENESS AND FINANCIAL RESOURCES

Pursue and leverage any and all federal, state, and other funding sources that support all modes and address long-term needs.

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Identify equitable tolling and pricing strategies supporting multimodal construction costs and improved operations and access, in coordination with statewide tolling programs and in support of each state's climate goals.

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Consider fiscal responsibility across the program and into the future, including new technology to solve future problems.

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# The Process and Timeline

# Initiating IBR efforts

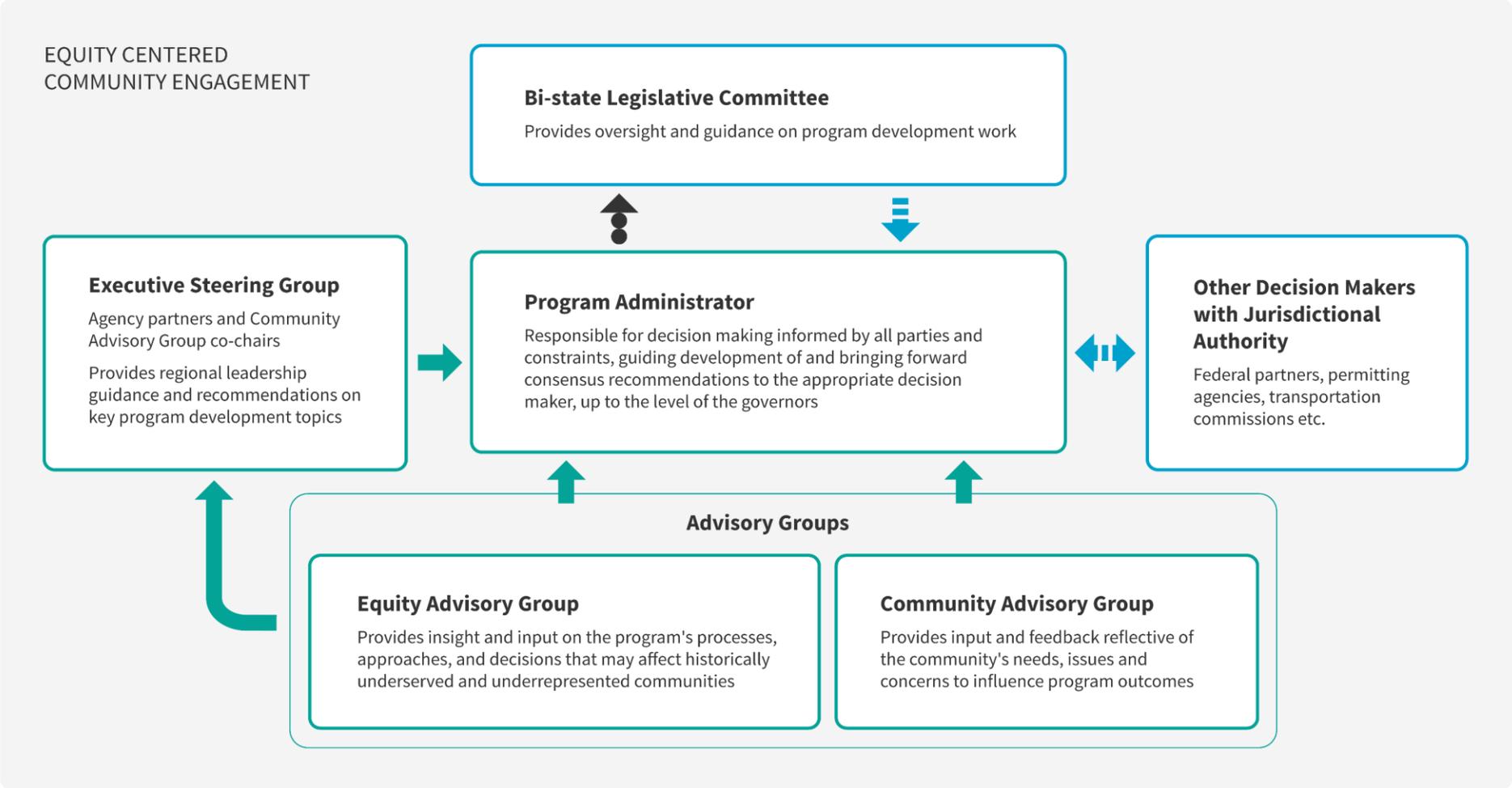
- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$90 million in combined funding dedicated by OR and WA as of March 2022
  - Move Ahead Washington revenue package allocates \$1 billion to fund Washington's share of the anticipated cost needed to complete the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



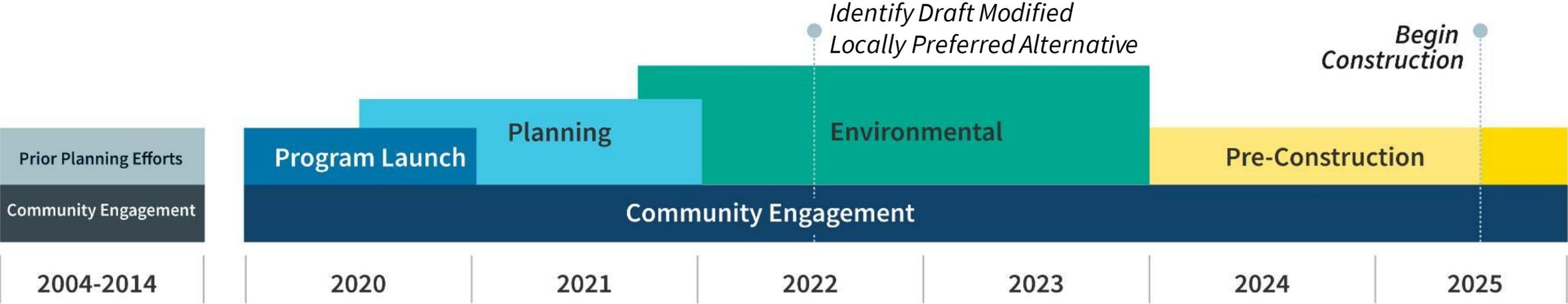
# Recommendation and Decision-Making Framework



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.

# Program Timeline



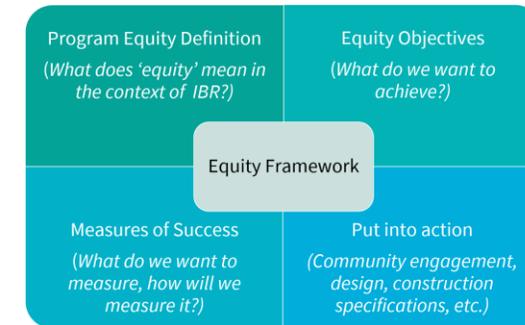
# Portland City Council Process

- ▶ **City Council Work Session: May 10, 2022**
- ▶ **Advisory Committee & Commission briefings:**
  - Joint Bicycle & Pedestrian Advisory Committees – May 17th
  - Landmarks Commission – May 23rd
  - Planning & Sustainability Commission – May 24th
  - Design Commission – June 2nd
  - Portland Freight Committee – June 2nd
- ▶ **City Council Hearing: June/July**

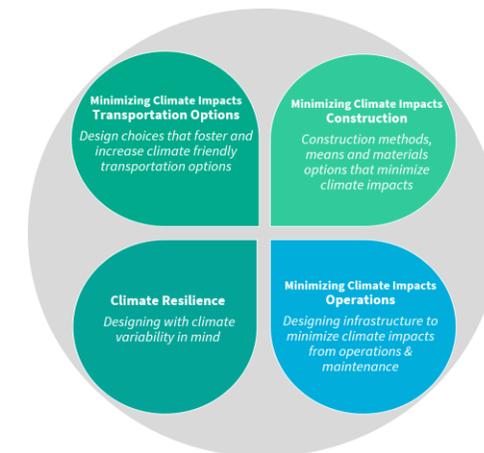
# Equity and Climate

# We are committed to embedding equity and climate into the program.

- The program is embedding equity and climate considerations throughout the program in actionable and measurable ways.
- Work with advisory groups and partner agencies is shaping these critical components
- Using **equity and climate frameworks**, these considerations will be addressed **throughout design and construction** in:
  - ▶ Screening criteria to evaluate design
  - ▶ Performance measures
  - ▶ Design and construction specifications
  - ▶ Letters of agreement
  - ▶ Program commitments: community enhancements and mitigation



Equity Framework



Climate Framework

# How we are centering equity\*

- ▶ Grounding the program in the **history** of the river, the I-5 corridor, and the region
- ▶ **Principal Equity Officer** (Johnell Bell) who leads an Equity Program team
- ▶ An **Equity Advisory Group** to guide the program towards equitable processes & outcomes, including development of Equity Framework
- ▶ Inclusive and intentional **community engagement** strategies
- ▶ Equitable **procurement & contracting**
- ▶ Robust **demographic analysis** to inform program design and strategies to further equity
- ▶ **Language** accessibility & inclusion
- ▶ Accessibility & inclusion for **people with disabilities**
- ▶ **DEI education & training** for IBR program staff

*\*See attached Equity Fact Sheet*

# How we are centering climate\*

## ► Objectives

- Reduce idling of vehicles
- Increase mode shift to low or no emission travel
- Support and increase mode shift to transit
- Variable-priced tolling will be used to manage vehicle travel demand
- Support intelligent transportation systems
- Improve resilience to uncertain climate conditions
- Foster complete communities

## ► Desired Outcomes

- Reduce greenhouse gas emission in support of state climate goals
- All structures are resilient to and operable following anticipated climate disruptions
- Program limits other environmental impacts that exacerbate effects of climate change
- Minimize operational and embodied carbon during construction

*\*See attached Climate Fact Sheet*

# Community Engagement

# 2021 Year in Review

## 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.

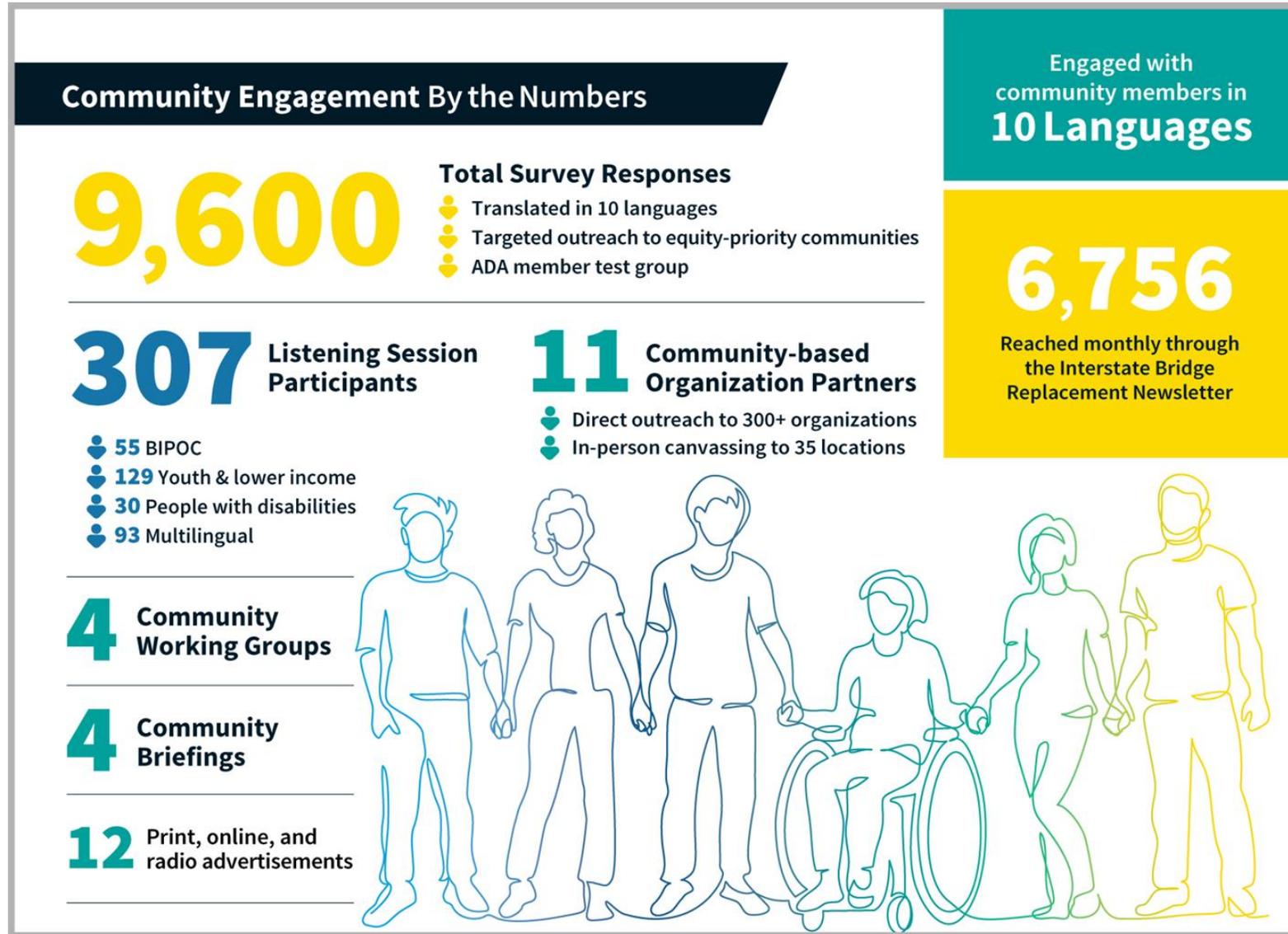
**79** Virtual public meetings and events.

**18,700** Responses collected from two community surveys.

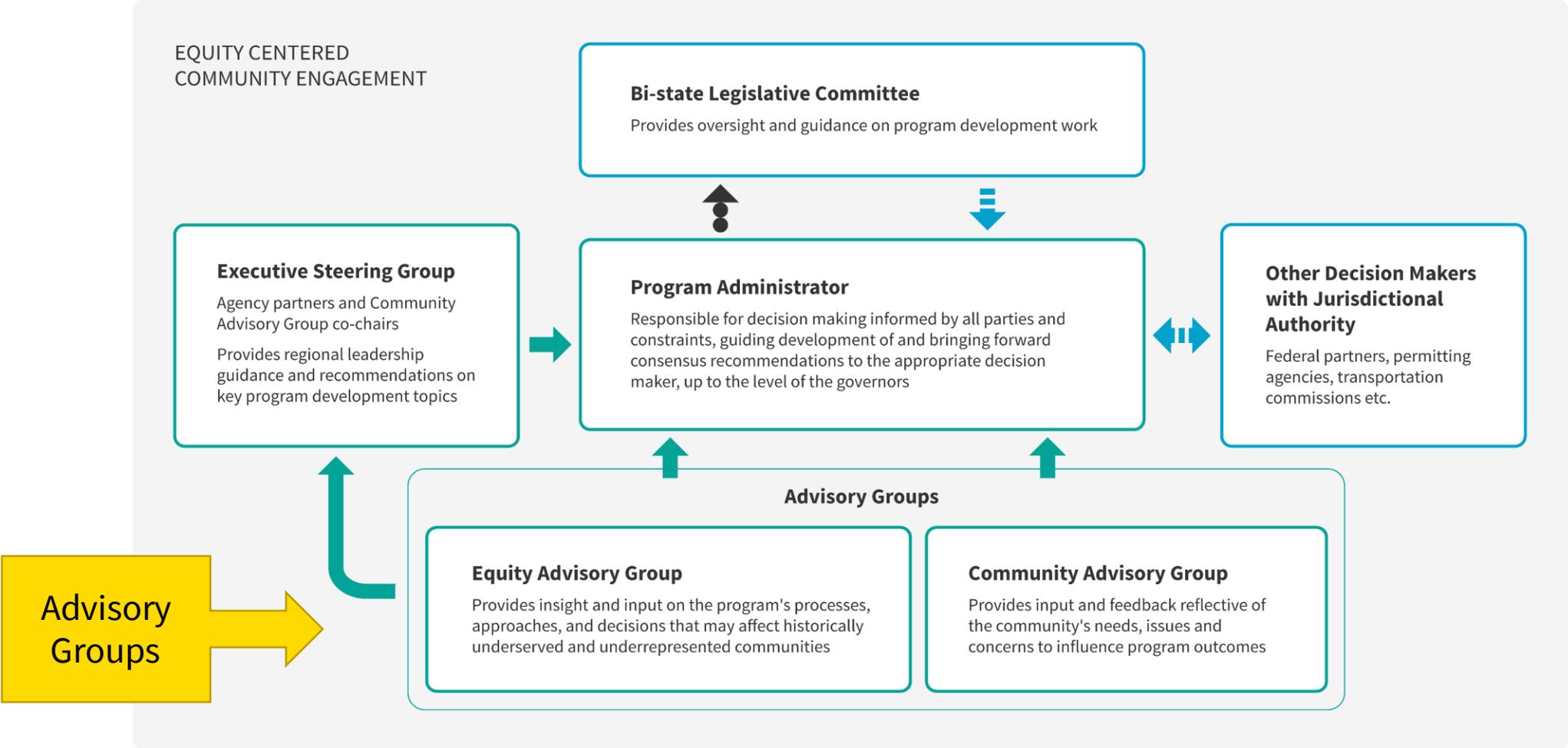


- ▶ **Year in Review Video:**
  - [Youtube.com/IBRprogram](https://www.youtube.com/IBRprogram)
- ▶ **Accountability Dashboard**
  - Update end of January

# Community Engagement: Design Options



# Recommendation and Decision-Making Framework



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.

# Community Feedback: Design Options

- ▶ Desire to both relieve congestion and reduce greenhouse gas emissions
- ▶ Trip time, ease of trip, and avoiding a toll reported as most influential factors when choosing how to travel across the bridge in the future
- ▶ Number of auxiliary lanes: Mixed feedback, with some wanting to see the number of lanes increased, others do not due to environmental concerns

# Community Feedback: Design Options

- ▶ **High-capacity transit: 750 survey comments mention public transit; 67% express support for expanding transit options across the Interstate Bridge, 30% unsupportive of transit expansion**
- ▶ **Most important values and priorities expressed for design option considerations**
  - Improve travel times for vehicles and public transit
  - Improve safety for all users
  - Reduce congestion on I-5
  - Improve access and connectivity between North Portland, Vancouver and Hayden Island

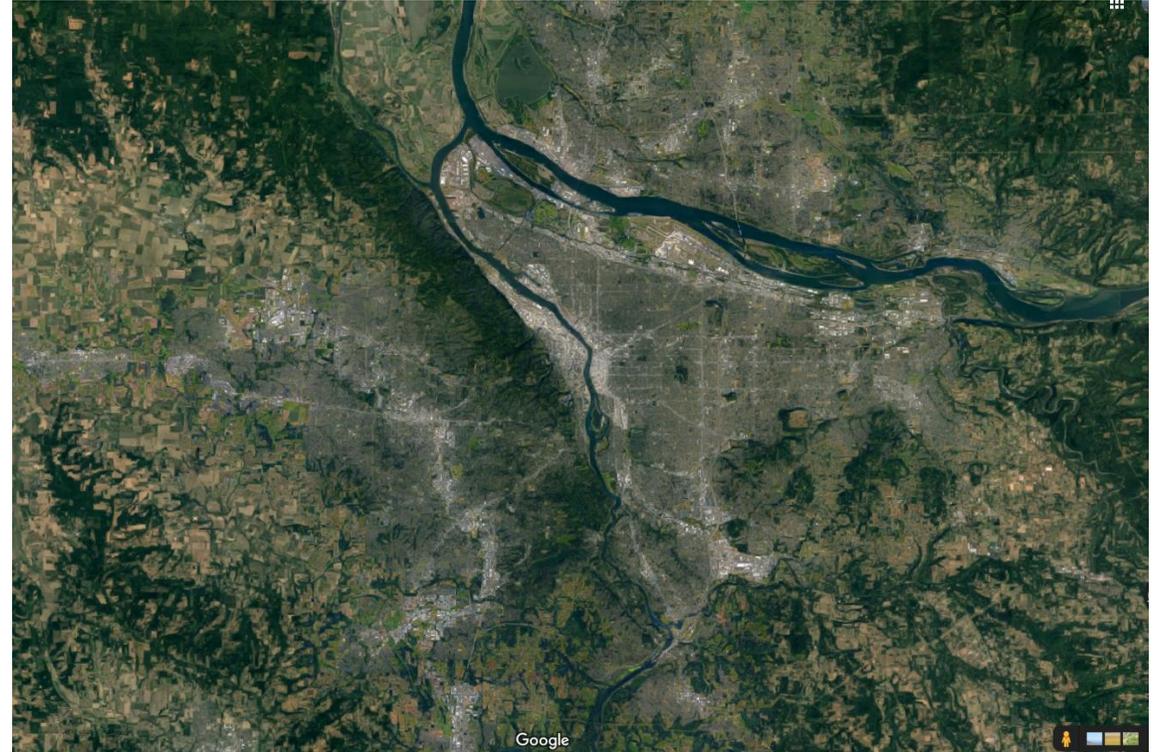


# Demographic Changes

The region is growing and changing, especially in Clark County and Vancouver

# 2010-2020 Population Changes

- ▶ The region\* added over 274,000 residents from 2010-2020, a 13% increase.
- ▶ Most of the growth in the region was among people of color, increasing 49% over the past decade.
- ▶ The region went from 20% to 32% of the population comprised of people of color.

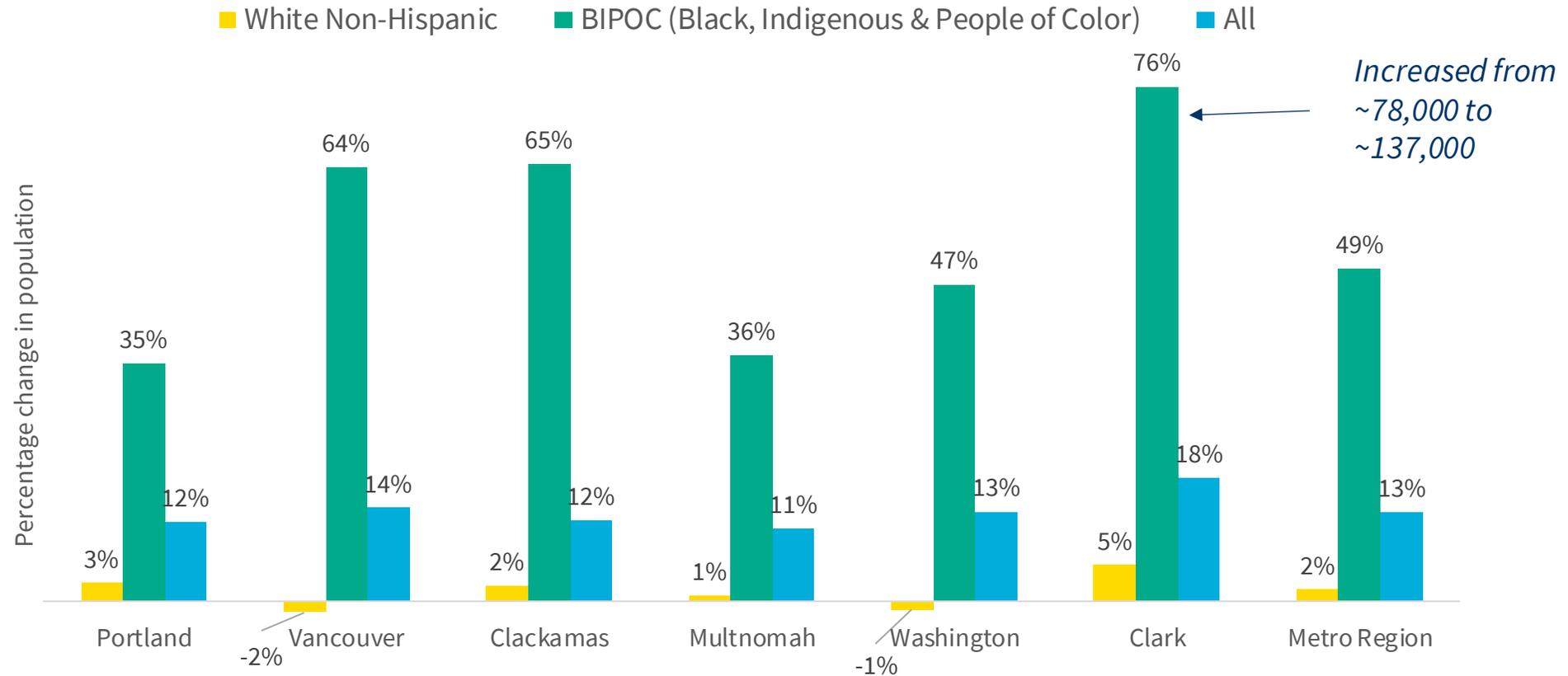


*Sources: 2010 and 2020 U.S. Census.*

*\*Region is defined as Clark, Clackamas, Multnomah, and Washington Counties.*

# 2010-2020 Population Growth

## BIPOC, White Non-Hispanic, and Overall Population Growth 2010-2020



Sources: 2010 and 2020 U.S. Census. Metro Region is defined as Clark, Clackamas, Multnomah, and Washington Counties.



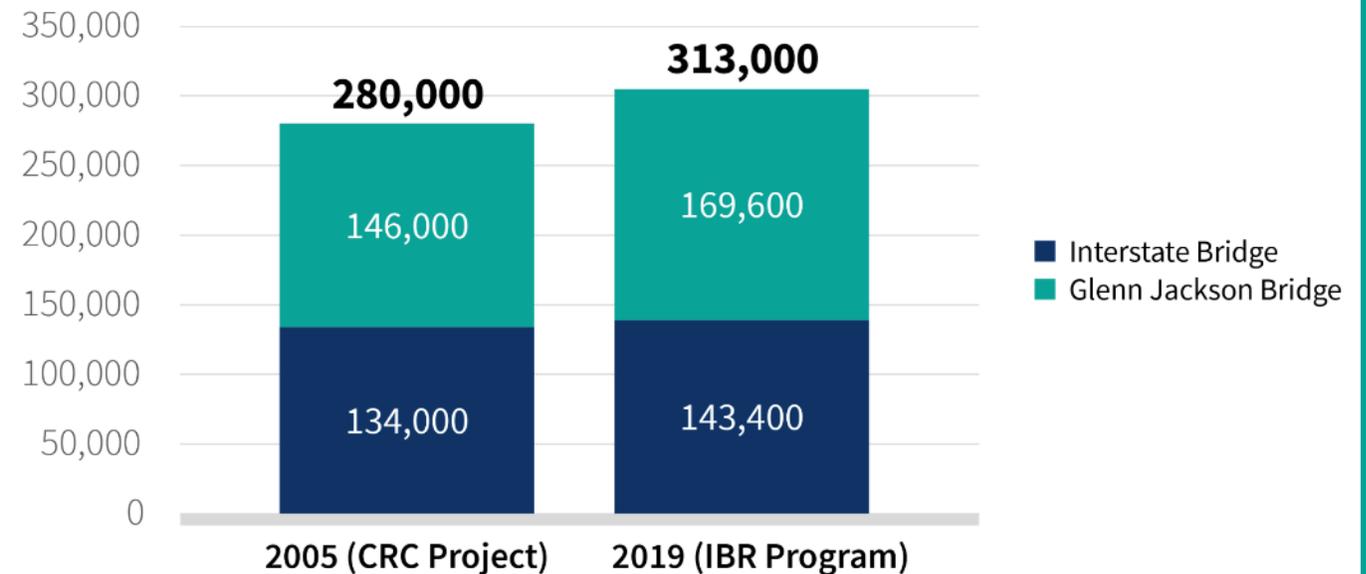
# Traffic Growth and Users

More residents, more jobs, larger economy = more interstate travel demand

# Traffic Growth Rates

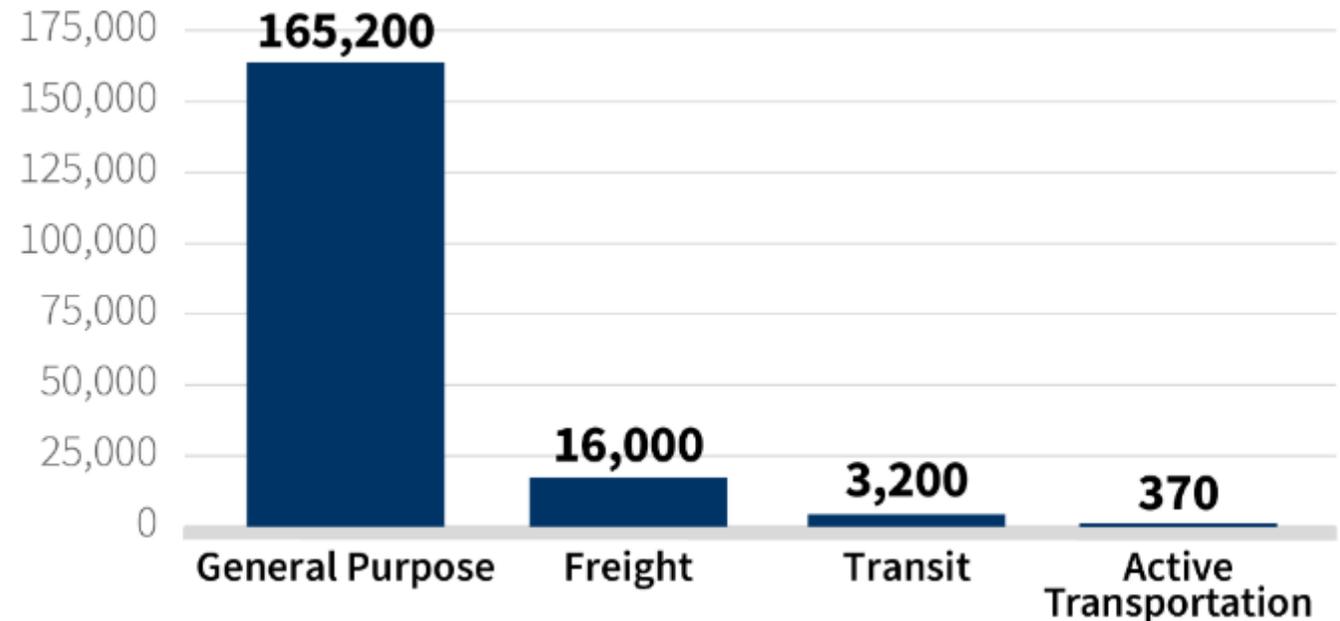
- ▶ Overall average weekday daily traffic (AWDT) increased 12% between 2005 and 2019.
  - The Interstate Bridge AWDT increased 0.3% per year annually.
  - The Glenn Jackson Bridge AWDT increased 1% per year annually.
  - Of the total growth in river crossing trips (33,000 AWDT), 72% of the increase occurred on the Glenn Jackson Bridge due to capacity constraints and extensive congestion over the Interstate Bridge.

Overall Average Weekday Volumes by Bridge



# Interstate Bridge Weekday Person Trips by Mode

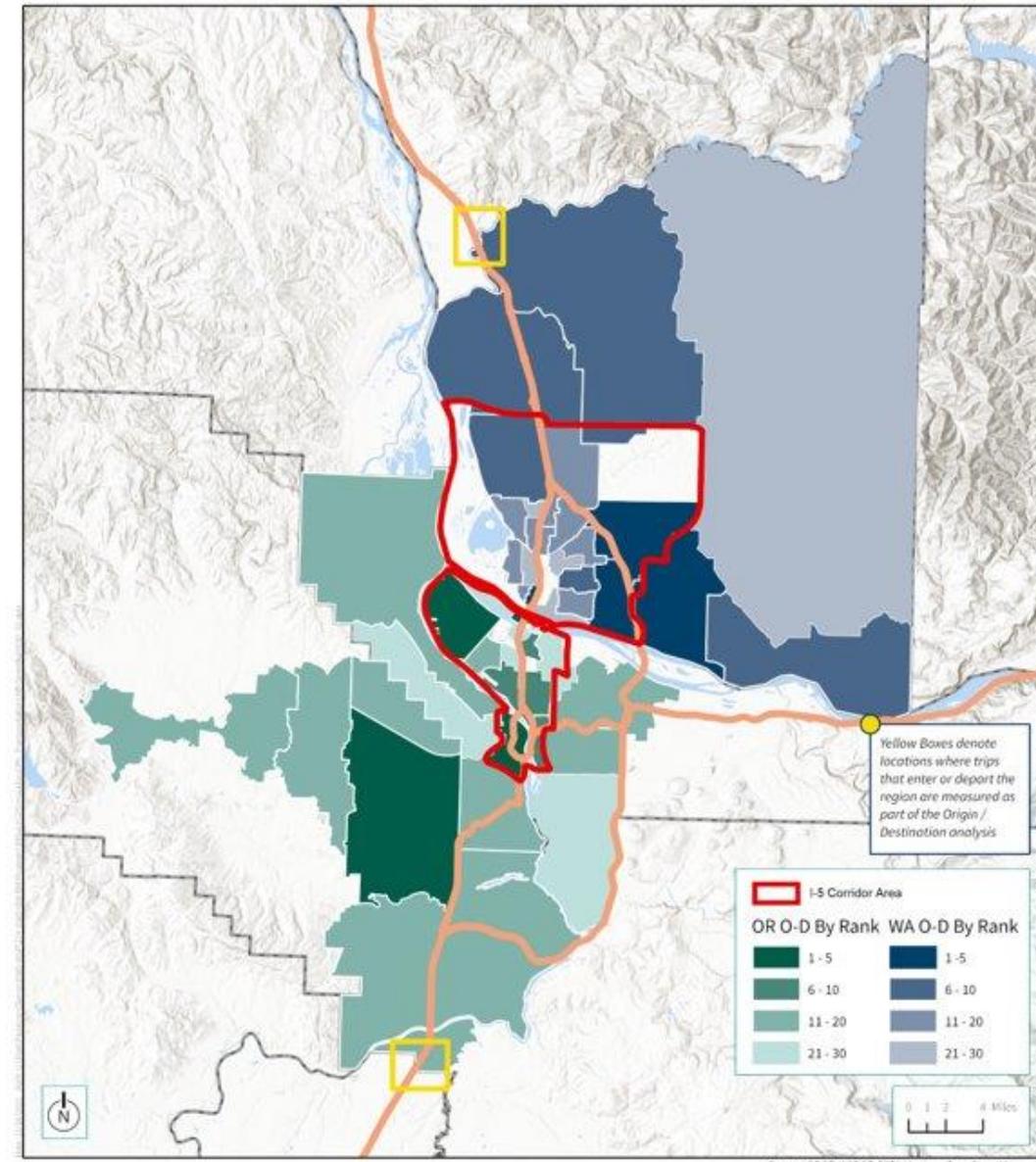
- ▶ The Interstate Bridge primarily serves general purpose traffic.
- ▶ The lack of dedicated transit facilities limits the ability to provide effective transit service.
- ▶ The limited active transportation facilities and connections in the program area limit the ability for people to use active transportation modes to cross the river.



# I-5 Bridge Users

Average Weekday - All Vehicles

- ▶ **Nearly two thirds of trips using the I-5 Interstate Bridge have a starting or ending point within the I-5 corridor area.**
- ▶ **Top 5 Oregon origins/destinations**
  - Beaverton/Tigard (9%)
  - Downtown Portland (8%)
  - Hayden Island (7%)
  - Rivergate/N Portland (6%)
  - West/south of downtown Portland (OHSU/South Waterfront) (6%)
- ▶ **Top 5 Washington origins/destinations**
  - North of Clark County on I-5 (14%)
  - East of I-205 (11%)
  - Orchards (8%)
  - West of I-205 (7%)
  - Downtown Vancouver (5%)



Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap

# Historical and Cultural Resource Impacts



# Analysis of Existing Conditions

- ▶ **CRC Documentation and Reports**
- ▶ **OR and WA Windshield Survey Reports**
- ▶ **Annotated Bibliography**
  - A living document that will be added to as more research is conducted.
  - Sent to Consulting Tribes for their review.
- ▶ **Archaeology Summary Report**
- ▶ **Contextual Development**
  - Section 106 Consulting Party Outreach for Info.

# Programmatic Agreement

- ▶ Memorandum of Agreement (MOA) last step in Section 106 process
- ▶ CRC MOA executed in 2011
- ▶ Project PA will terminate existing MOA
- ▶ CRC mitigation to IBR PA



# Section 106 Consulting Parties

- ▶ Invitations were sent out to 47 Section 106 Consulting Parties in March.
- ▶ The Cultural Resources Team will host a monthly meeting with Consulting Parties, which will provide general progress updates on cultural efforts for the IBR program and discuss materials for review.
  - Meeting date and time: Fourth Tuesdays of every month at 9:30 AM.
  - Recordings of the meeting will be shared with parties.
- ▶ Of the 47 organizations invited, 26 accepted the invitation, four declined, and 17 did not respond.



# Tribal Consultation – History Listening Sessions

- ▶ IBR Program offered Listening Sessions to all consulting Tribes.
- ▶ Four tribes presented on foundational knowledge and historical context of the project area in February and March 2022.
- ▶ Themes heard:
  - Importance of Hayden Island
  - The interconnectedness of cultural resources and natural resources
  - Columbia River as a connector of people and trade
  - Guiding principles for mitigation



# Fieldwork: Built Environment Surveys

- ▶ Based on the previous CRC Section 106 efforts and modified LPA footprint.
- ▶ Fieldwork to begin this summer.
- ▶ Cultural team estimates that there are ~200 resources in WA and ~50 resources in OR.



# Key Components of the Draft Modified Locally Preferred Alternative

# Section Overview

- ▶ **Transit investments**
- ▶ **Hayden Island / Marine Drive interchanges**
- ▶ **Auxiliary Lanes**
- ▶ **Program recommendation and other considerations**



# Transit Investments

# Preferred Transit Investment

- ▶ The IBR Preferred 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
- ▶ After a preferred transit investment is selected project components will be optimized and refined as design advances and benefits and impacts are better understood.

# 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 compared with trips that require a transfer at Expo.
- LRT investments improve access to jobs to a greater degree than BRT alone.
- LRT is more competitive for 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 Vancouver Waterfront, Clark College, Expo Center, Hayden Island, Vancouver Library (Evergreen).

## ▶ 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%

# Hayden Island / Marine Drive Interchanges

# Hayden Island/Marine Drive Design Assumptions

- ▶ North Portland Harbor bridge replacement
- ▶ Local auto access bridge between North Portland and Hayden Island
- ▶ Local pedestrian/bicycle connections with shared use path
- ▶ High-Capacity Transit station on Hayden Island

# Program Recommendation: Hayden Island/Marine Drive Interchange

Partial Interchange



Partial Interchange



\*Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.

3.22.2022 | Copyright 2023 Interstate Bridge Replacement Program



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# Hayden Island/Marine Drive Interchange: Partial Interchange

## ► Key Takeaways:

- Smaller footprint over North Portland Harbor.
- Fewer floating home impacts.
- Smaller scale/complexity of I-5 over Hayden Island provides higher quality experience for active transportation and transit access on east-west streets.
- Hayden Island vehicle/freight access to/from Portland via local roads and I-5 ramps that cross under Marine Drive.
- Hayden Island vehicle/freight access to/from Vancouver via Jantzen Drive I-5 ramps.

# Hayden Island/Marine Drive Interchange: What We've Heard

## ▶ Community Advisory Group Feedback:

- Preference for option with smallest footprint over Hayden Island.
- Important to consider freight needs.
- Consider active transportation safety and access.

## ▶ Equity Advisory Group Feedback:

- Screening summary demonstrates that **equity was incorporated** into the process. However, it is difficult to understand all the information and tradeoffs.
- Crucial to focus on the **human experience** and impact.
- **Wayfinding** signage needs to be a priority given the complexity.

# Hayden Island/Marine Drive Interchange: What We've Heard

## ▶ Community Survey Feedback:

- Prioritized congestion relief on I-5 near Hayden Island, safe intersections and road improvements, and convenient access to services, shopping, and restaurants.
- Survey respondents who indicated they live in Washington were more likely to prefer direct access to Hayden Island.
- Oregon residents more likely to prefer island access via Marine Drive and local access bridge.

## ▶ Community Opinion Polling Results:

- Oregon residents drive to Hayden Island only a few times a year, if at all. They don't express much interest in what happens regarding the highway interchange options.
- Washington residents are more likely to drive to Hayden Island and are more likely to be interested in the highway interchange options.

# Auxiliary Lanes

# What are Auxiliary Lanes?

- ▶ **Ramp-to-ramp connections** to facilitate acceleration and deceleration, weaving, merging, and diverging for automobiles and trucks between two or more interchanges.

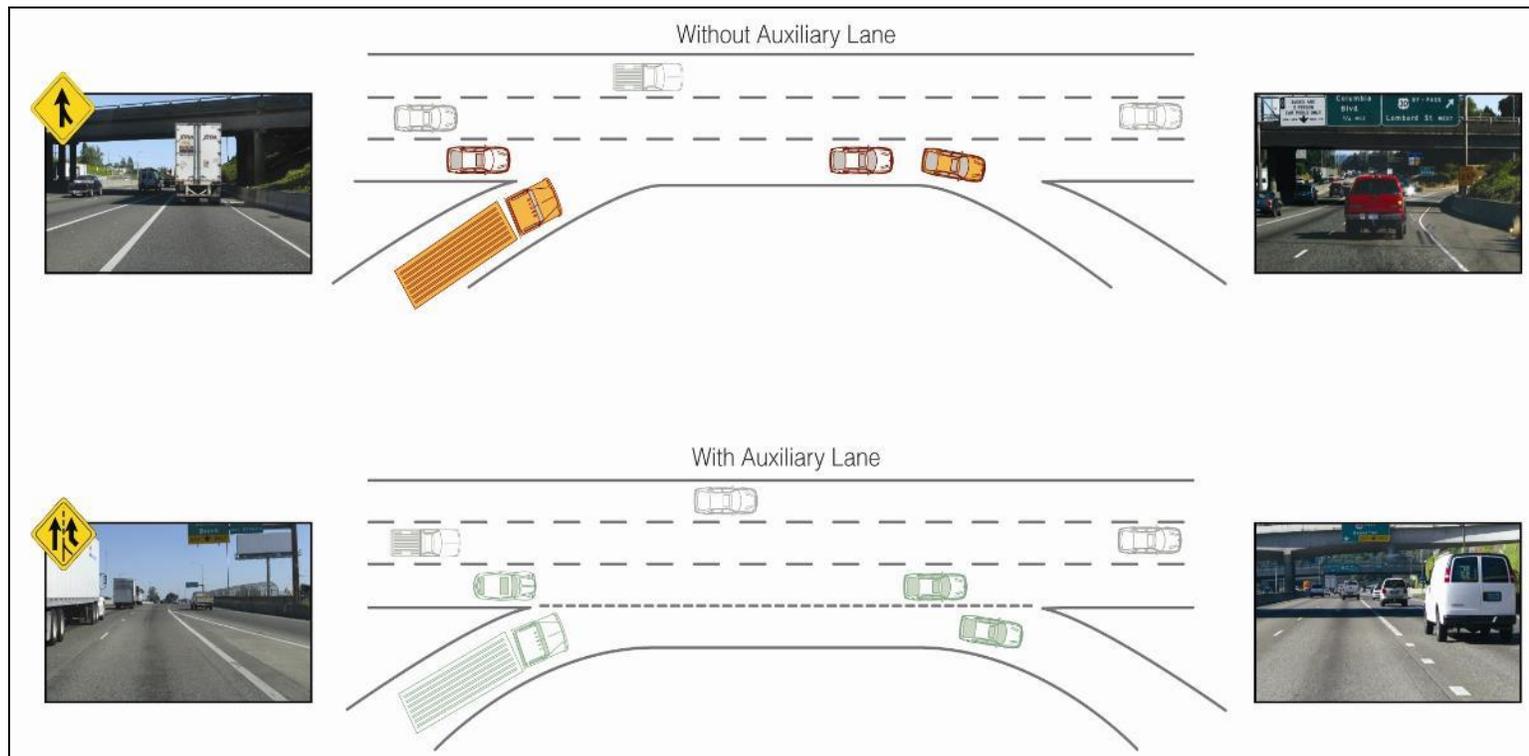
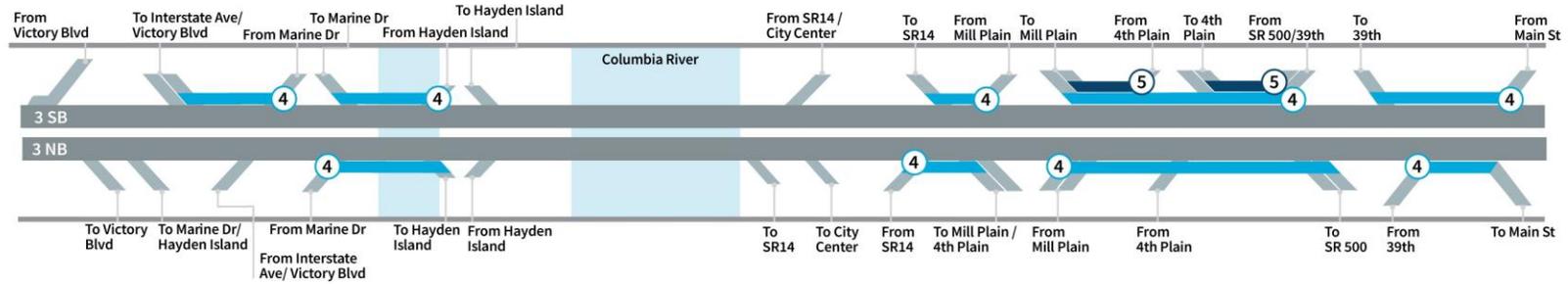


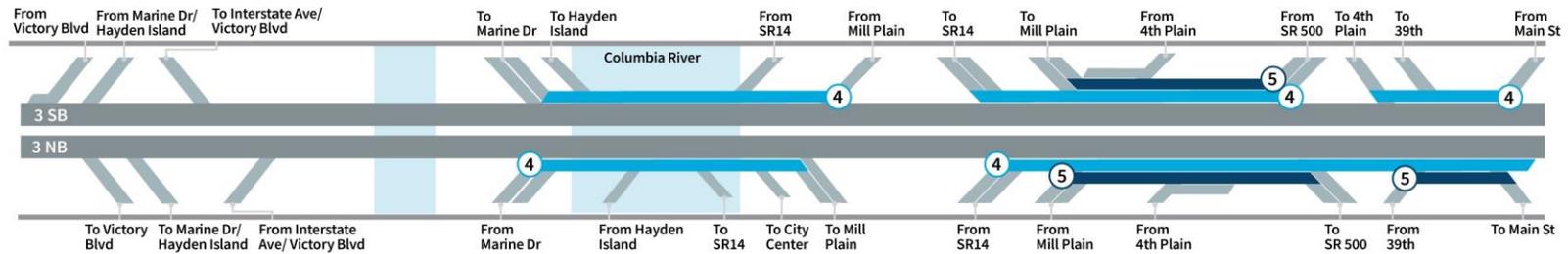
Figure shows typical highway Merge and Diverge Conditions, with (top) and without (bottom) an auxiliary lane.

# IBR Program - Auxiliary Lane Options

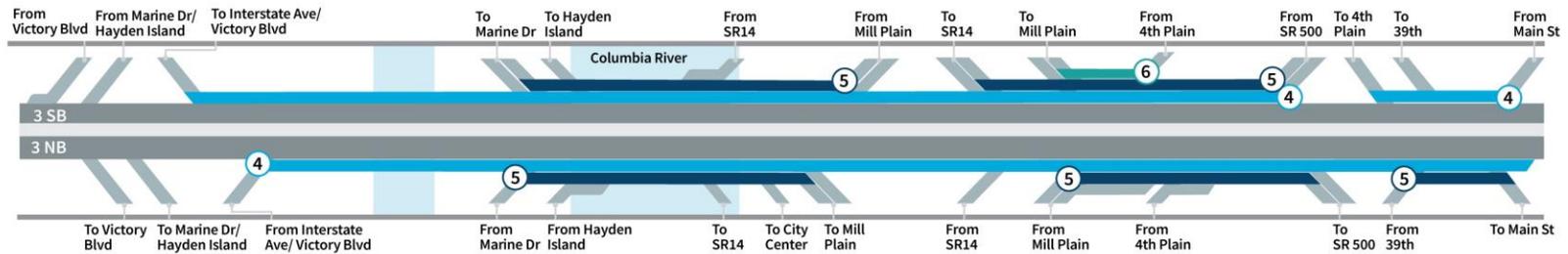
No Build



1 Auxiliary Lane



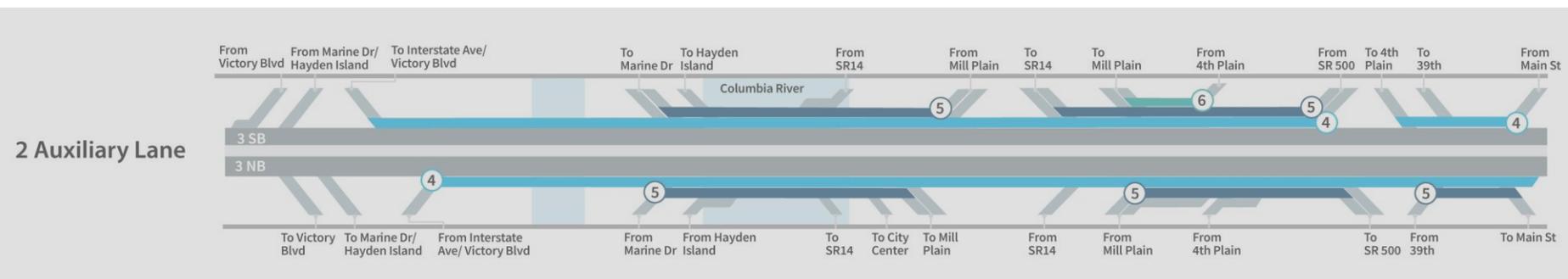
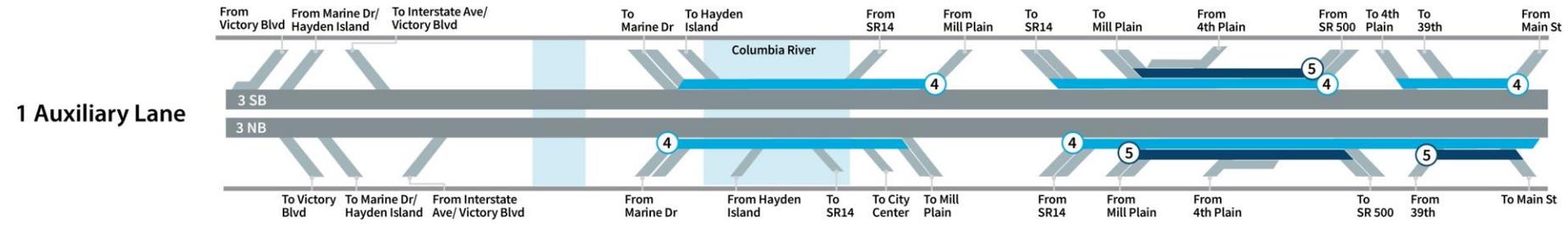
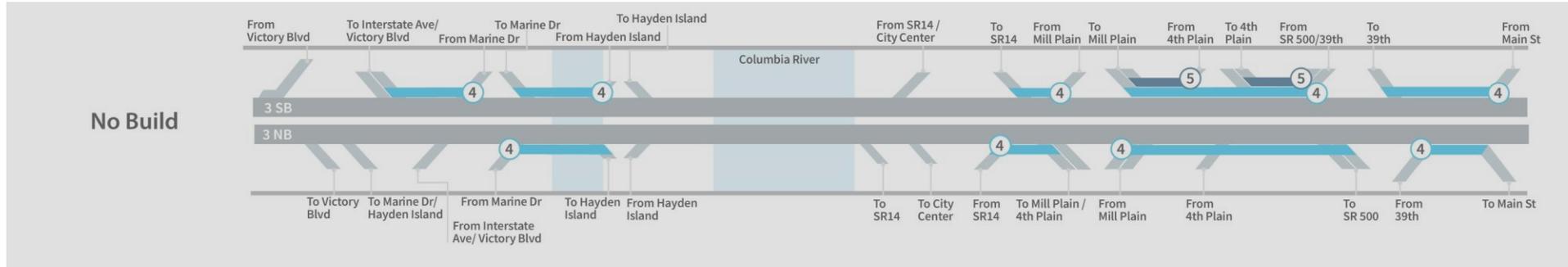
2 Auxiliary Lane



All options, have 3 lanes thru traffic Northbound and Southbound

- Through lanes
- Auxiliary lane 4
- Auxiliary lane 5
- Auxiliary lane 6
- Collector-distributor roads and ramps

# IBR Program - Auxiliary Lane Options



All options, have 3 lanes thru traffic Northbound and Southbound

- Through lanes
- Auxiliary lane 4
- Auxiliary lane 5
- Auxiliary lane 6
- Collector-distributor roads and ramps

# Auxiliary Lanes

- ▶ **Benefits of one auxiliary lane compared to 2045 no-build:**
  - **Travel time improvements**
    - *SB AM travel time is reduced by 3 minutes between I-5/I-205 split and I-405*
    - *NB PM travel time is reduced by 11 minutes between Broadway Ave and SR-500*
  - **Reduces overall congestion**
    - *While congestion is similar in the AM/PM peak, there are off-peak benefits, including weekends*
    - *Less diversion to local streets*
    - *Faster congestion recovery from crashes and incidents*
    - *Decrease in crashes, improving safety*
  - **Mode shift**—daily transit share is expected to increase 4% from No Build to 11% total
  - **Fewer lane changes required** (i.e. lane balance)
  - **Climate**—GHG reduction due to less congestion, VMT reduction, mode shift, and tolling
  - **Large safety improvements**
    - *Lane widths to allow for current vehicle widths, turning, and comfort*
    - *Fewer sideswipe crashes*
    - *Full shoulders to recover from breakdowns and allow for emergency vehicle access and Bus on Shoulder*
    - *Improved visibility*
    - *No bridge lifts*

# Auxiliary Lanes – What We’ve Heard

## ▶ Community Advisory Group Feedback:

- The option that maximizes capacity and minimizes congestion.
- Two auxiliary lanes seems like the right decision.
- Combined with transit considerations, one auxiliary lane is appropriate.
- Two auxiliary lanes addresses congestion and is the best value.
- Congestion and safety are major CAG values and priorities, having auxiliary lanes addresses these priorities.

## ▶ Equity Advisory Group Feedback:

- Want to understand differences in property impacts & displacements between one and two auxiliary lanes.
- Both travel time and environmental impacts are important from an equity standpoint.
- Consider projected demographic changes.

# Auxiliary Lanes – What We’ve Heard

## ▶ Community Survey Feedback:

- Desire to both relieve congestion and reduce greenhouse gas emissions.
  - *Mixed feedback on the number of lanes (some want to see the number of lanes increased, other do not due to environmental concerns).*
- Concern around potential impacts to residences, businesses, and neighborhoods.

## ▶ Community Opinion Poll Results:

- Large majorities of support overall, with one auxiliary lane receiving slightly more support than the two auxiliary lane option:
  - *85% of total respondents strongly or somewhat support the one auxiliary lane option.*
  - *74% of total respondents strongly or somewhat support the two auxiliary lane option.*
  - *After hearing potential tradeoffs, respondents tended to favor the two auxiliary lane option by a slim majority:*
    - Clark County residents were more likely to select the two auxiliary lane option.
    - Oregon residents were more split with the two auxiliary lane option slightly more preferred by those living outside of Portland city limits.

# Program Recommendation

# Scenario Development



Scenario A	Scenario B
Bridge - <b>Replace</b>	Bridge - <b>Replace</b>
River Crossing Auxiliary Lanes - <b>1</b>	River Crossing Auxiliary Lanes - <b>2</b>
System and Demand Management - <b>Yes</b>	System and Demand Management- <b>Yes</b>
HI/MD - <b>Partial</b>	HI/MD - <b>Full</b>
Transit- <b>Light Rail</b>	Transit- <b>Light Rail</b>



# 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

# Other Components of the Draft Modified LPA

- ▶ Current I-5 bridge replacement with a seismically sound bridge with three through lanes northbound and southbound.
- ▶ Prioritizing a comprehensive transit network.
- ▶ Safe and comfortable active transportation.
- ▶ Replacement of the North Portland Harbor Bridge with three through lanes, northbound and southbound.
- ▶ Assumption that Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multimodal mobility within the I-5 corridor.
- ▶ Improvements to additional interchanges within the program corridor.

# Developing Program Commitments

- ▶ Identifying a Draft Modified LPA provides an important foundation for what to study in the SEIS process.
- ▶ The program is developing a draft list of additional work that will need to be part of considerations moving forward.

# Costs and Funding

# 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 Revenue 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

# Tolling

- ▶ **IBR program and ODOT toll program are separate but related efforts**
- ▶ **Tolling objectives include revenue generation and congestion relief**
- ▶ **IBR model is expected to include variable priced tolling on I-5 Bridge**
  - Toll varies by time of day and day of week based on set schedule; the cost is predictable for the traveler
- ▶ **The program is committed to identifying an equitable tolling system informed by national best practices for tolling in urban areas**
  - Washington State Transportation Commission and Oregon Transportation Commission will determine exemptions and discounts
- ▶ **Soonest tolling could begin on Interstate Bridge is in late 2025**



# Next Steps and Resources

# Next Steps

## ▶ Near term timeline

- Identify initial recommendations on Modified LPA components - May 2022
- Review and endorsement by boards, councils, and commissions – May-July 2022
- Bi-State Legislative Committee consideration of Modified LPA - July 2022

## ▶ Beyond summer 2022

- Additional analysis will occur as part of the NEPA process beginning in 2022, with the Final Supplemental EIS estimated to be published by late 2023
- Additional development of design details such as bridge type, active transportation facilities, transit details, etc. —mid-2022 through mid-2024
- Updates to the conceptual finance plan will occur in fall 2022 in preparation for the 2023 OR and WA legislative sessions

*We know transportation projects of this size require multiple funding sources including federal, state, and tolling revenue*

# Website Resources

## ▶ Homepage

- Happening Now: Announcements/ News, Upcoming Meetings & Events
- Myths vs. Facts
- FAQs
- [www.interstatebridge.org](http://www.interstatebridge.org)

## ▶ Meetings/Events Page

- Meeting materials: agendas, meeting summaries, presentations, written public comments, meeting videos
- [www.interstatebridge.org/calendar](http://www.interstatebridge.org/calendar)

## ▶ Library

- Reference for program related documents including reports and factsheets
- [www.interstatebridge.org/library](http://www.interstatebridge.org/library)

## ▶ Accountability Dashboard

- Transparency tool to share engagement results and reporting
- [www.interstatebridge.org/accountability-dashboard](http://www.interstatebridge.org/accountability-dashboard)

## Happening Now

### HEADLINE NEWS

#### April Newsletter 2022 [↗](#)

Climate-Smart Solutions, Tolling Information, Hayden Island/Marine Drive Interchange Analysis and more.

POSTED APR 14 2022

[READ MORE →](#)

#### March Newsletter [↗](#)

Black History Month roundtable event recap, Senator Annette Cleveland & Representative Susan McLain, High-Capacity Transit Analysis and more!

POSTED MAR 09 2022

[READ MORE →](#)

### MEETINGS & EVENTS

#### CAG May 12, 2022 Meeting [↗](#)

Thu, May 12, 2022 — 4:00 PM - 6:00 PM

[Community Advisory Group](#)

[DETAILS →](#)

#### EAG May 16 Meeting

Mon, May 16, 2022 — 5:30 PM - 7:30 PM

[Equity Advisory Group](#)

[DETAILS →](#)

#### ESG May 19, 2022 Meeting

Thu, May 19, 2022 — 10:00 AM - 12:00 PM

[Executive Steering Group](#)

[DETAILS →](#)

#### Bi-state Legislative Committee

Fri, May 20, 2022 — 2:00 PM - 5:00 PM

Bi-State Legislative Committee

[DETAILS →](#)

### ANNOUNCEMENTS

#### IBR Recommended Modified LPA [↗](#)

##### Identifying a Modified LPA + Next Steps

The program is seeking feedback from its Community Advisory Group, Equity Advisory Group and Executive Steering Group, in addition to the eight partner agencies, with the goal of receiving approval in July 2022.

[LEARN MORE →](#)

#### Transparent Transportation [↗](#)

Listen in as Program Administrator, Greg Johnson lightheartedly addresses tough comments from social media.

[WATCH NOW →](#)

All News

All Events



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# Questions?

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