



Interstate
BRIDGE
Replacement Program



IBR Program Progress

July 13, 2022

www.interstatebridge.org

Recent Partner Discussions and Feedback

- ▶ **May 10 – June 14: Program Modified LPA briefing and discussion at partner boards, councils, and commissions**
 - **Portland City Council - May 10**
 - *How has IBR incorporated lessons learned to improve bi-state leadership, governance, finance, and decision-making*
 - *How climate and equity metrics will be developed and achieved, including user experience, environment, and aesthetics*
 - **Metro Council - May 12**
 - *Right-sizing and limiting bridge footprint is important*
 - *Addressing equity concerns is critical and needs to be continued through meaningful engagement and applying the equity framework to decisions*
 - *Variable rate tolling and light rail transit with bus service are necessary to manage congestion, provide travel options, and meet climate goals*
 - **Vancouver City Council - May 16 and June 6**
 - *A desire to better understand how the interchanges within the Vancouver BIA will be improved*
 - *Questions about adequate capacity and freight accommodation with the recommended number of lanes*
 - *Ensuring the program is building equity into the program process, as well as tangible outcomes*
 - **TriMet Board of Directors - May 25**
 - *Maintaining and improving the performance of C-TRAN and TriMet's transit systems to support the Modified LPA is critical*
 - *Essential to update the project finance plan to identify clear project costs, agreements, and funding sources*

Recent Partner Discussions and Feedback Cont.

- ▶ **May 10 – June 14: Program Modified LPA briefing and discussion at partner boards, councils, and commissions**
 - **RTC Board of Directors - June 7**
 - *Finance equity, cost sharing the tolling limits*
 - *Auxiliary lanes to optimize system performance, safety, and freight movement (and high-wide-heavy)*
 - *Economic development opportunities, include aggressive job development and training programs*
 - *Community benefits and respect for archaeology resources on North Bank*
 - **Port of Portland Board of Commissioners - June 8**
 - *Access to and from Marine Drive is as important as balancing overall height of the bridge with PDX and river navigation needs*
 - *Centering equitable outcomes is essential*
 - **Port of Vancouver Board of Commissioners - June 14**
 - *Desire to study how two aux lanes perform as part of the next phase of design, at least in portions of the project area*
 - *Examine available smart technologies and methods (such as freight only lanes) to see if those mechanisms can mitigate the negative impacts of one aux lane*
 - **C-TRAN Board of Directors - June 14**

Upcoming Partner Discussions

- ▶ **June 16 – July 14: Program partner boards, councils, and commissions endorse the Modified LPA**
 - June 22, TriMet (*Modified LPA endorsed*)
 - July 11, Vancouver City Council (*Modified LPA endorsed*)
 - July 12, Port of Vancouver Board of Commissioners (*Modified LPA endorsed*)
 - July 12, C-TRAN Board of Directors (*Modified LPA endorsed*)
 - July 13, Port of Portland Board of Commissioners
 - July 13, Portland City Council
 - July 14, RTC Board of Directors
 - July 14, Metro
 - June 16, JPACT (*Modified LPA endorsed*)
- ▶ **July 21**
 - Executive Steering Group considers consensus recommendation to move the Modified LPA into the SEIS process for further evaluation
 - Bi-state legislative committee acknowledges the step to move the Modified LPA into the SEIS process for further evaluation

Timeline Beyond Summer 2022

▶ Late 2022 through 2023:

- Program develops a workplan to respond to partners' priorities and requests outlined in their LPA endorsement conditions of approval.
- Updates to the Conceptual Finance Plan once details of the Modified LPA are confirmed.
- Additional funding discussions as part of the 2023 legislative session.
- Begin applying for federal grant funding opportunities.

▶ 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 configuration, active transportation facilities, transit details, etc.

▶ Construction anticipated to begin by late 2025.



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Thank you!

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Interstate Bridge Replacement Program (IBRP)



Portland City Council, IBRP Modified LPA, July 13, 2022



PBOT
PORTLAND BUREAU OF TRANSPORTATION

IBRP Modified Locally Preferred Alternative

Council Action

- Resolution to endorse
- Modified Locally Preferred Alternative, Exhibit A
- Conditions of Approval, Exhibit B

City of Portland's Role

2019 regional letter of support, signed by Mayor Wheeler, emphasized:

need for **high-capacity transit**

cost effectiveness

demand management

equitable job creation

active transportation and local street safety

minimized negative impacts

accounting of historical negative impacts

right-sized interchange connection at Hayden Island

meaningful public engagement

Why does IBRP matter?

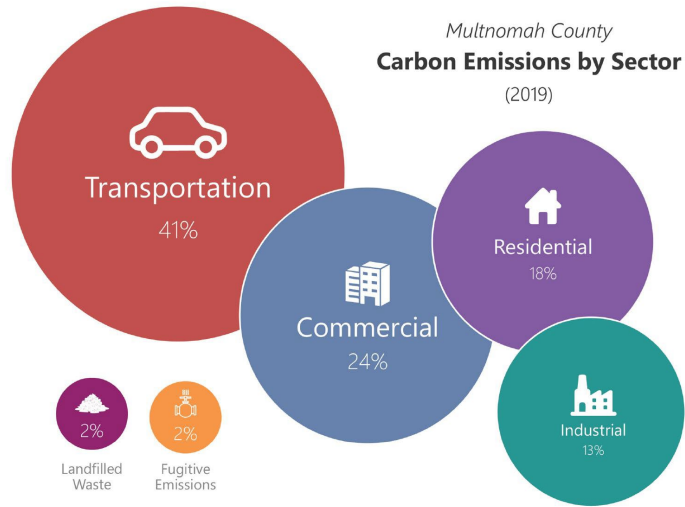
IBRP could be one of the **largest single projects** and expenditures of money in our region's history - **up to \$4.8B**.

A project this large can have a large impact, positive or negative, depending on the direction it is pointed.

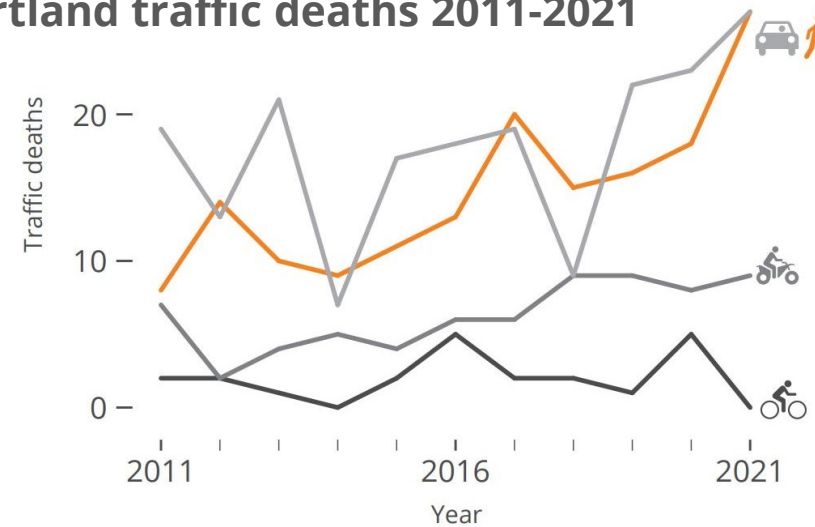
A lot is at stake because transportation touches every major issue in society right now – **mobility, racial justice, climate change**

WHY DOES THIS MATTER?

Climate, Equity, Safety, Mobility



Portland traffic deaths 2011-2021



27% of Black households in Portland do not have access to a car



compared to just 13% of white households.⁴

A greater proportion of BIPOC Portlanders (17%) ride public transit than white Portlanders (11%)⁵



20% longer commute

Between 2000-2019, bus speeds decreased by 14%,⁶ and average commute times are 20% longer for Black Portlanders than white Portlanders.⁷

More diverse neighborhoods experience pollution levels 2-3 times higher than the rest of the city



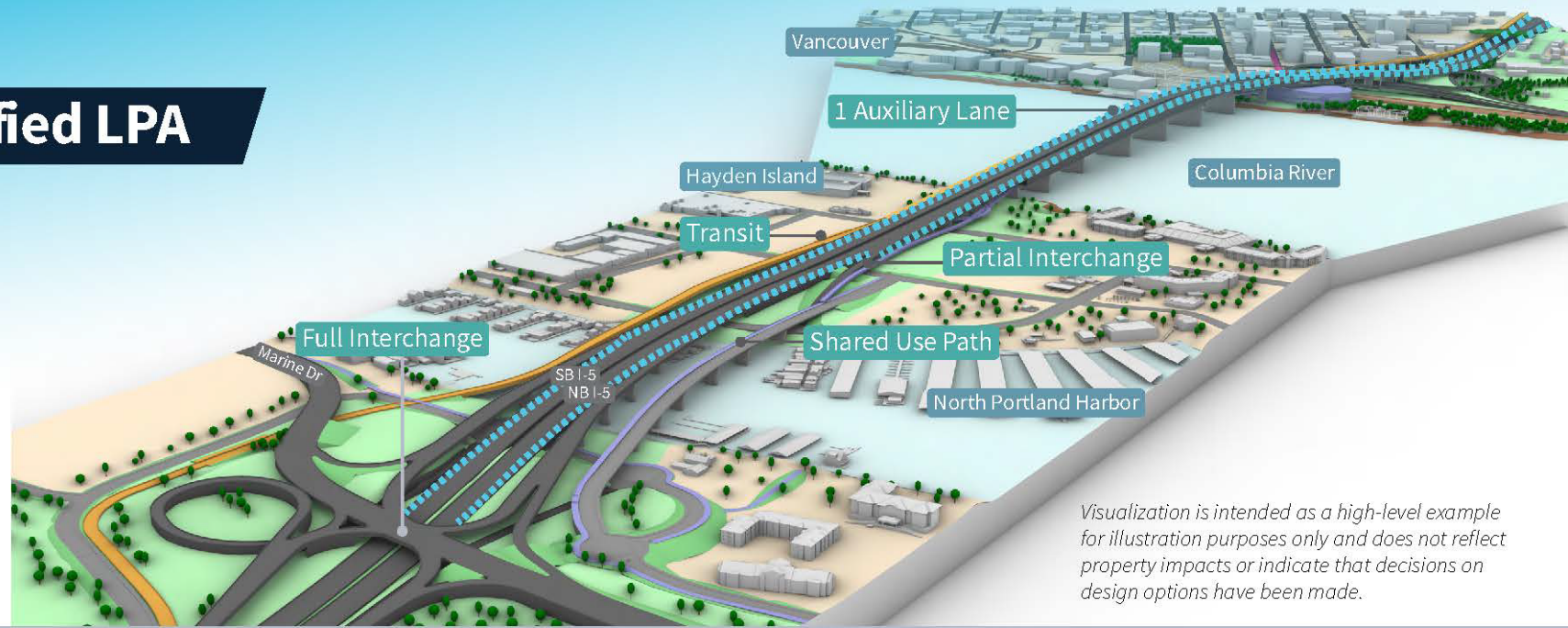
IBR Recommendation: Modified LPA

Hayden Island:
Partial Interchange

River Crossing
Auxiliary Lanes:
1

Transit:
Light Rail to Evergreen near I-5


Variable Rate
Tolling:
Yes




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.

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

What we heard

Bicycle/Pedestrian Advisory Committee

- Bridge grade
- Improved walking/biking environment
- Highway noise
- Long-term maintenance

Freight Committee

- Prioritize freight travel time and efficiency
- Access to Marine Drive interchange
- Congestion and truck circulation

Planning & Sustainability Commission

- Wealth-creation for equity communities
- Consistent w/local, state, regional climate commitments

Design Commission

- Urban Design Advisory Committee
- Add value to neighborhoods
- Excellent design for pedestrians

Historic Landmarks Commission

- Need more information on impacts to historic and cultural resources
- Type 4 Demolition Permit and Council approval
- Design of infrastructure is important

Equity Advisory Group

- Be accountable to Equity Framework
- Address unmet transit demand

Community Advisory Group

- Freight movement
- Transit competitiveness
- Strong overall support for Modified LPA

Portland Conditions of Approval

1. Climate & Environment
2. Equity
3. Active Transportation
4. Transit
5. Local Street Connections
6. Local Street Impacts
7. Freight Movement
8. Highway and Bridge Size, Height & Footprint
9. Process and Community Engagement
10. Urban Design of Infrastructure Improvements
11. Project Financing
12. Equitably Designed Variable-Priced Tolling
13. Decision-Making Process and Tradeoffs

Thank you