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Interstate Bridge Replacement Program

May 19, 2022

Initiating IBR efforts

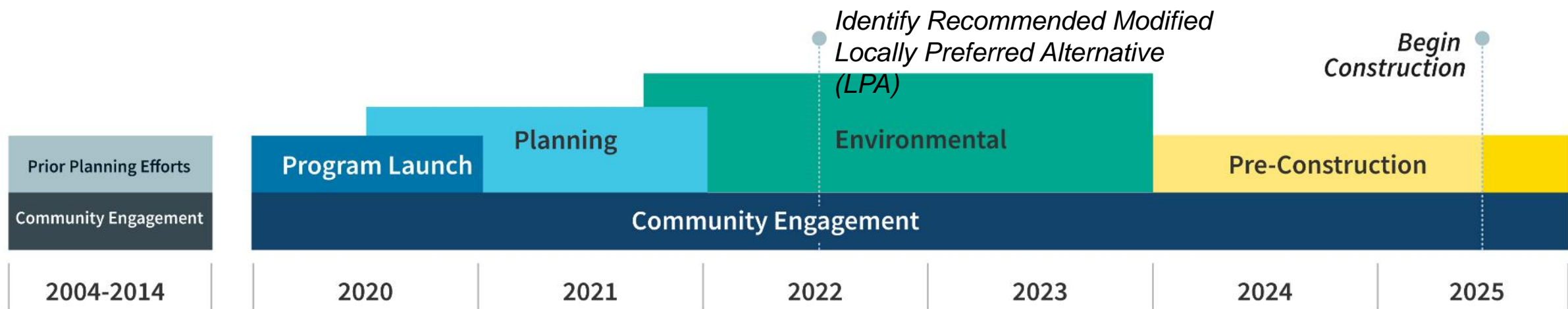
- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$90 million in combined funding dedicated by OR and WA as of March 2022
 - Move Ahead Washington revenue package allocates \$1 billion to fund Washington's share of the anticipated cost needed to complete the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



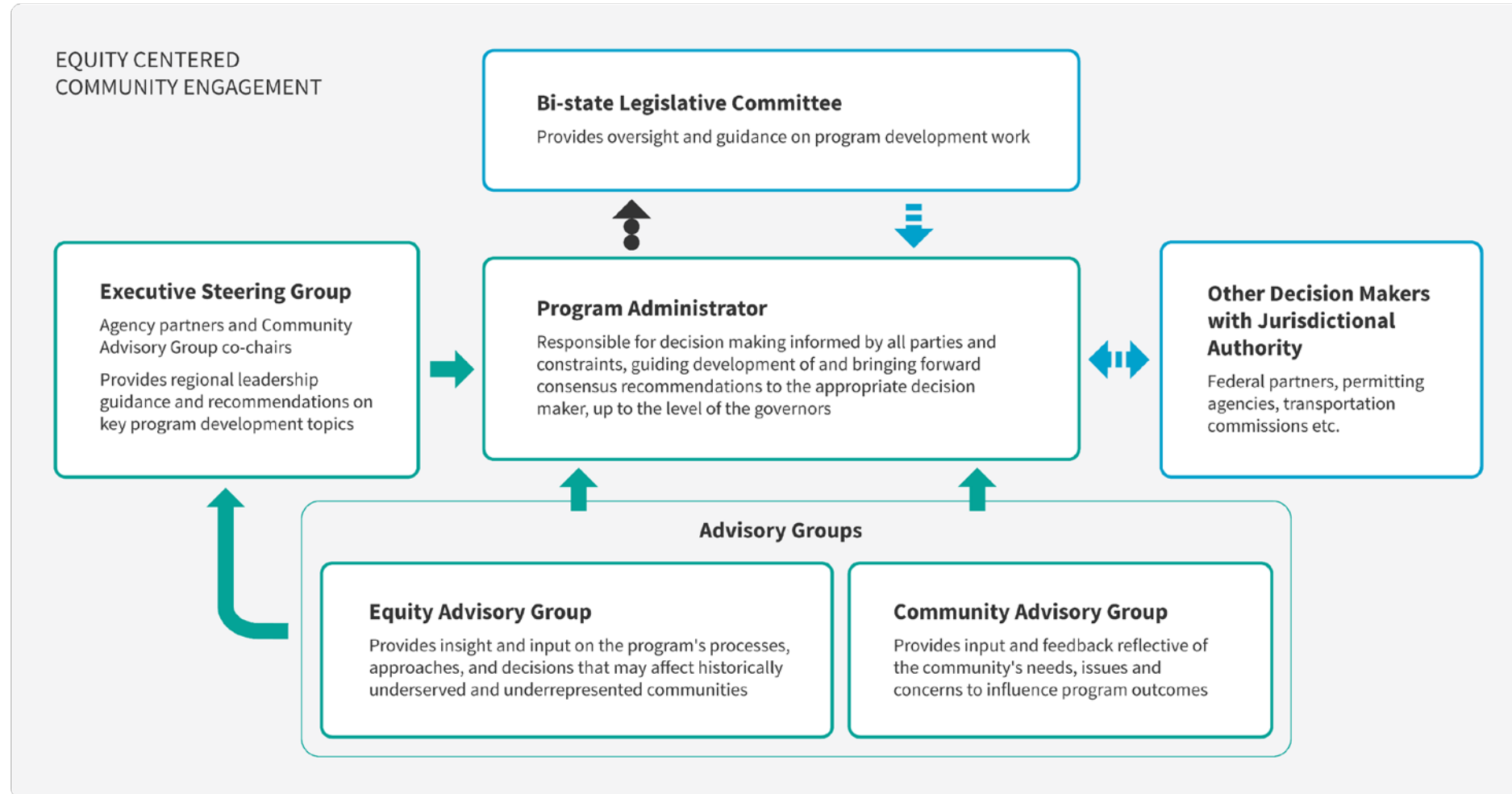
Photo courtesy of Office of Governor Kate Brown



Program Timeline



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

Modified Locally Preferred Alternative (MLPA)

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

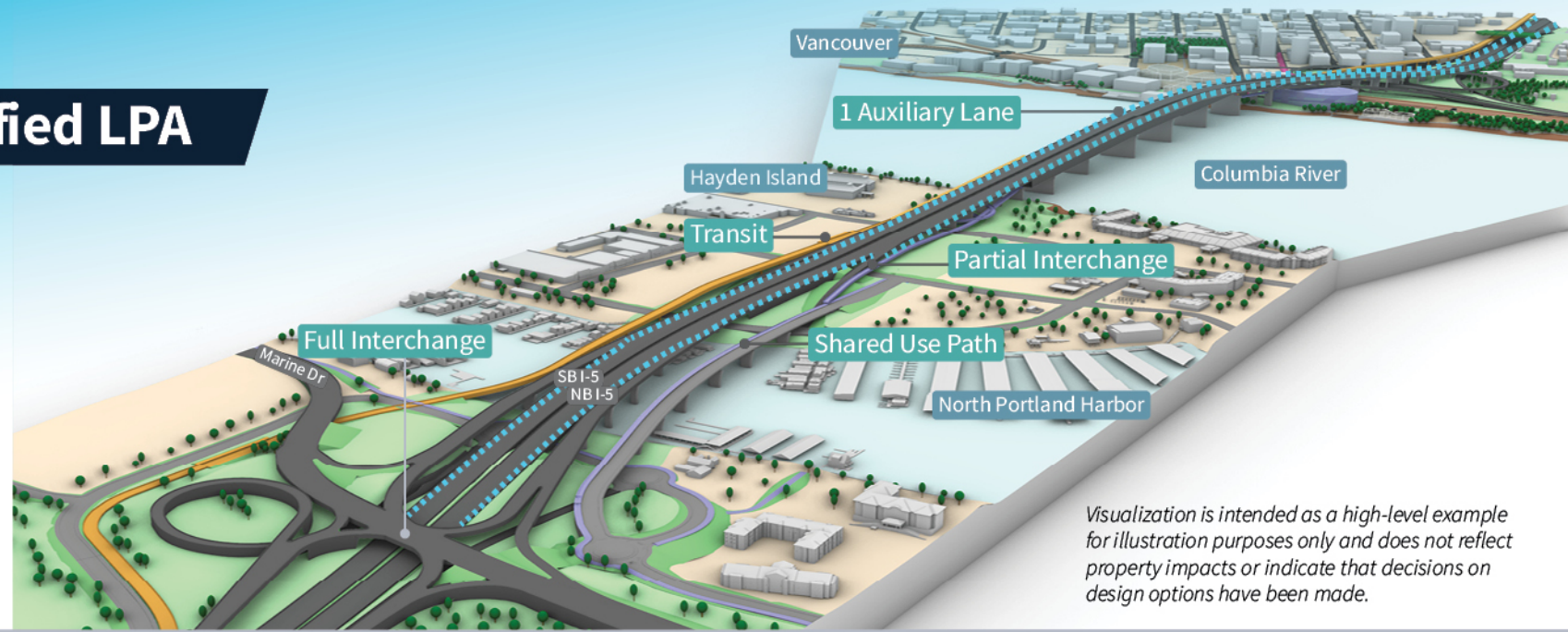
IBR Recommendation: Modified LPA

Hayden Island:
Partial Interchange

Transit:
Light Rail to Evergreen near I-5

River Crossing
Auxiliary Lanes:
1

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

Other Components of the Modified LPA

- ▶ Assumptions that are expected to be included in the recommendation for the Modified LPA:
 - Replace the current I-5 bridge over the Columbia River with a seismically sound bridge
 - Replace the North Portland Harbor Bridge with a seismically sound crossing
 - The construction of three through lanes northbound and southbound throughout the BIA (Bridge Influence Area)
 - Include active transportation and multi-modal facilities that adhere to universal design principles and facilitate safety and comfort for all ages and abilities
 - Study improvements of other interchanges within the BIA
 - Implement a variable rate toll on motorists using the river crossing, with a recommendation to the Oregon and Washington State Transportation Commission to consider a low-income toll program, including exemptions and discounts
 - Establish a GHG reduction target relative to regional transportation and land use impacts, and to develop and evaluate design solutions that contribute to achieving program, regional, and state-wide climate goals
 - Evaluate program design options according to their impact on equity priority areas including developing a Community Benefits Agreement



Cost, Funding, and Next Steps

Costs and Funding

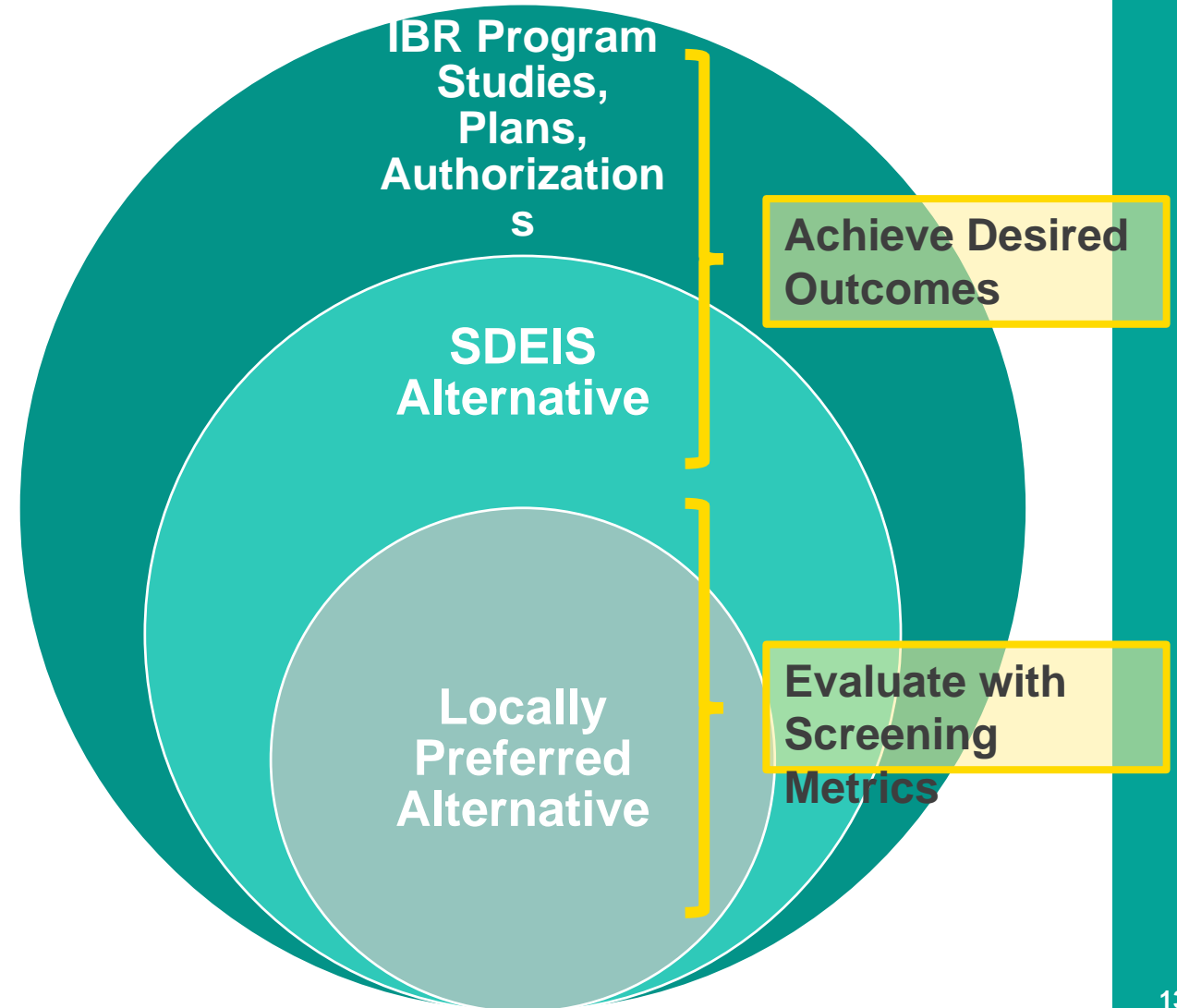
- ▶ The program identified a conceptual cost estimate as a preliminary range of \$3.2 to \$4.8 billion.
 - Cost estimates will be updated this fall once a Modified LPA is identified.
- ▶ The program is pursuing a variety of funding sources including state, federal, and tolling sources.
 - The Move Ahead 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.



Timeline

- ▶ This summer
 - Gather feedback from program partner boards, councils, and commissions regarding recommended Modified LPA
 - Executive Steering Group consider adoption of Modified LPA recommendation
 - Bi-state Legislative Committee consider and respond to Modified LPA
- ▶ Fall/winter 2022
 - Begin SDEIS process
 - Update conceptual finance plan
- ▶ 2023
 - Additional tolling and funding discussions as part of the 2023 legislative sessions
 - Anticipate applying for federal grant funding opportunities

Metro Next Steps

- ▶ TPAC considers the Modified LPA resolution on June 3
- ▶ JPACT considers the resolution on June 16
- ▶ Metro Council considers the resolution on July 7, pending JPACT action



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Thank you!

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