



Metro



I-5 Bridge Replacement Program Update

June 2, 2020

Oregon Partner Outcomes Letter



I-5 and I-205 Tolling

Managing Congestion and Raising Revenue



FY 2017-18 EQUITY IN CONTRACTING ANNUAL REPORT SUMMARY

Improving economic opportunity
through better access to Metro
contracting opportunities



TRI MET



PORT OF PORTLAND

Metro

August 20, 2019

The Honorable Kate Brown
900 Court St NE
Salem, OR 97301

The Honorable Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Brown and Governor Inslee,

We are writing to express our support for an Interstate 5 bridge replacement project. We appreciate your joint leadership to re-start the project development.

Interstate 5 is a corridor of significant regional, state and federal interest. As the primary trade corridor on the West Coast, our economy depends on it to remain competitive and support job growth in the Portland-Vancouver metropolitan area. The current bridge, part of which is 102 years old and built on timber pilings buried in the riverbed, poses a seismic risk and restricts movement of people, goods and services between our two states.

A new project that includes high capacity transit, congestion pricing and a structurally-sound bridge – designed with performance-based and practical design principles – could advance our regional goals on economic development, resiliency and reducing congestion. The new project should incorporate work that has already been completed in a way that is practical and efficient, while reflecting lessons learned from previous efforts and current circumstance.

As the Washington and Oregon governors and legislatures begin conversations about re-starting the process for planning a new interstate bridge, please take into account the local perspective. Experience makes it clear that our regional jurisdictions and transportation agencies need to be involved from the beginning to ensure that the project is designed to serve our communities' needs. Metro and the other signatories to this letter are committed to working with counterparts across the river to continue to identify bi-regional and bi-state solutions to our joint transportation challenges.

As the project moves forward, we respectfully request that you keep the following outcomes, processes and strategies in mind:

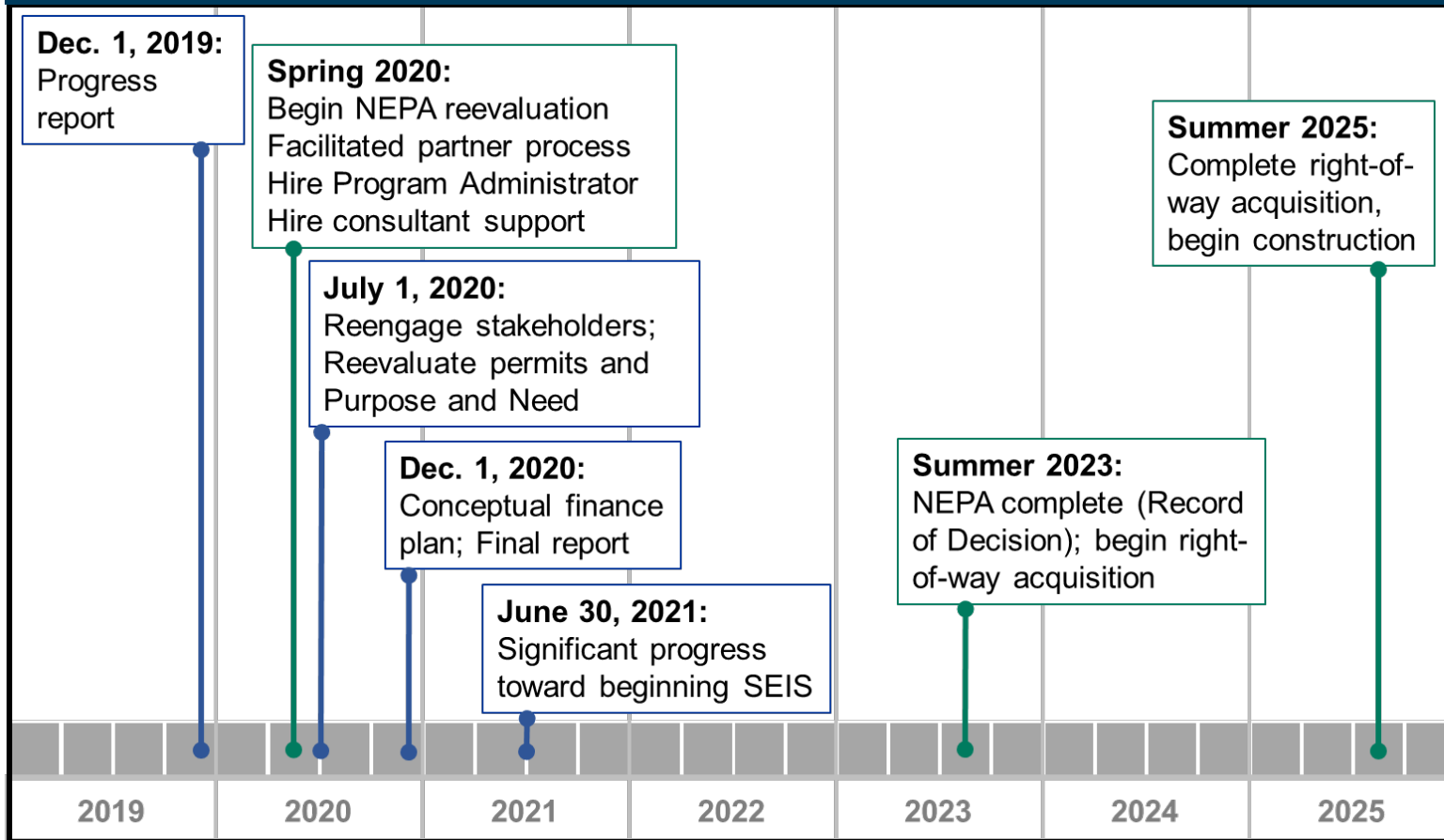
- Include high capacity transit (light rail and/or bus rapid transit) to consistently, efficiently and effectively accommodate the current and future transit demand north and south of the Columbia River,

Program Initiation



- 2017 – WA Substitute Senate Bill 5806 passed
- Summer 2019 – OR and WA commit funding
- August 2019 – Legislators identified for bi-state committee
- November 2019 – Governors sign Memorandum of Intent
- Fall 2019 – Bi-State Legislative Committee holds 3 meetings
- December 2019 – initial IBRP status report submitted
- FHWA grants extension for repayment to September 2024

Key Milestone Goals

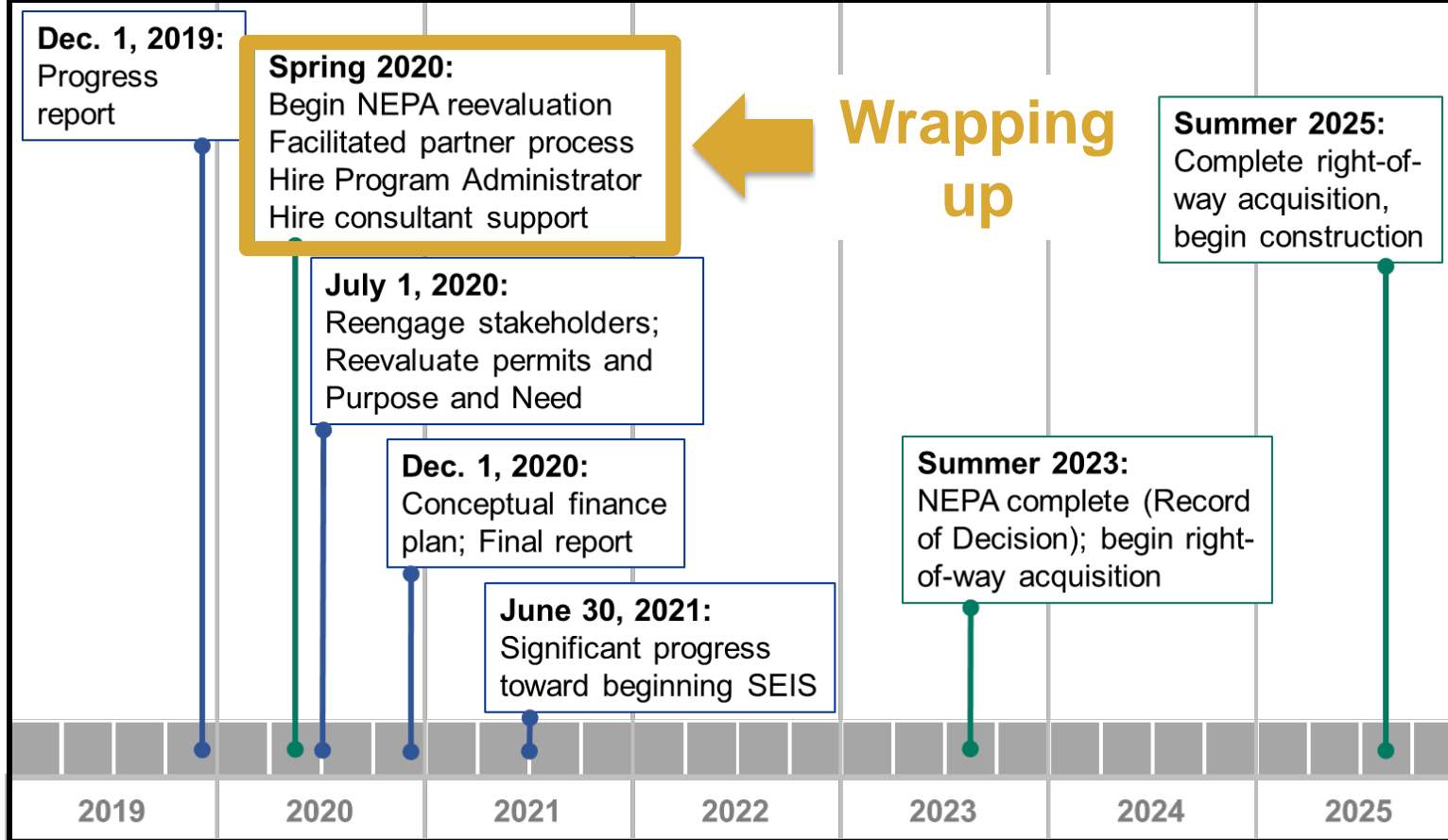


—●—
Legislative Milestone

—●—
Milestones Provided to FHWA

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

Key Milestone Goals



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**Legislative
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IBRP Partner Agencies

NEPA Co-Leads

ODOT

TriMet

Metro

City of
Portland

Port of
Portland

WSDOT

C-TRAN

RTC

City of
Vancouver

Port of
Vancouver

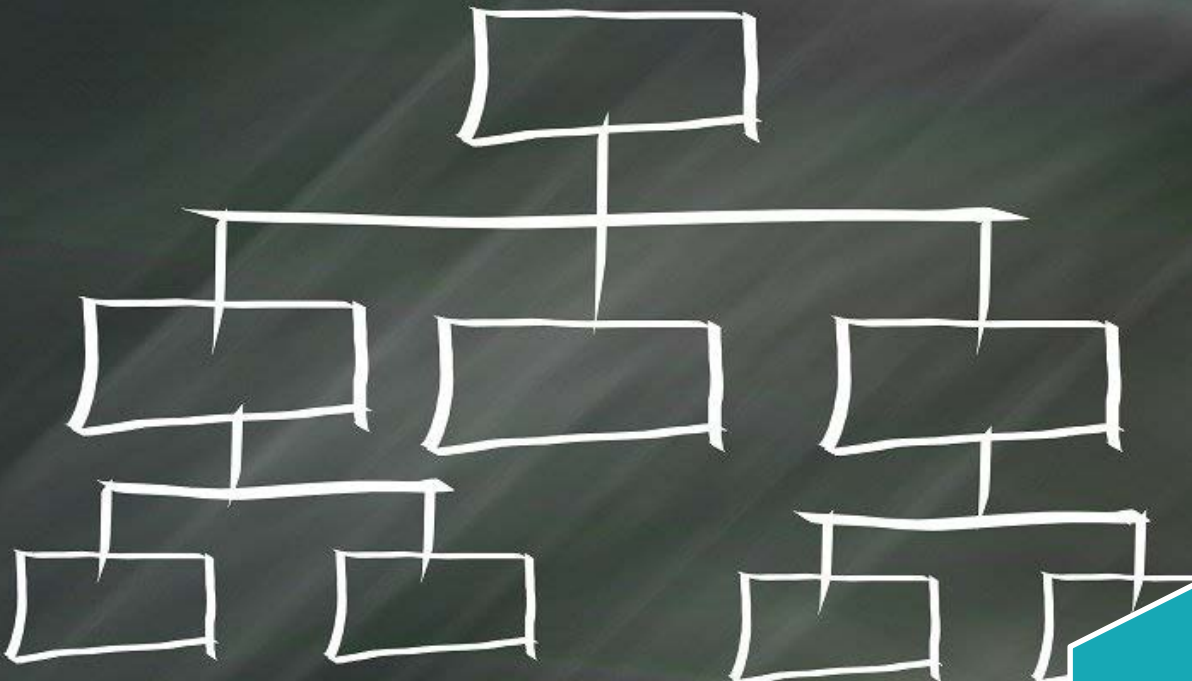
IBRP Partner Process





- Lessons learned
- Values discussion
- Key issues and principles
- Partnership approach
- Community engagement best practices

Workshop #1



- **Governance structure**
- **Community Advisory Group**
- **Executive Steering Group**
- **Process visualization**
- **Partnering framework documents**

Workshop #2



- **Process Diagram**
- **Shared Partner Expectations**
 - principles
 - commitments
- **ESG Issues List**
- **ESG Charter**
 - group roles & relationships

Workshop #3

Conceptual Partner Expectations

Context

Principles

Outcomes

Expectations

Conceptual Partner Outcomes



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Conceptual ESG Issues List

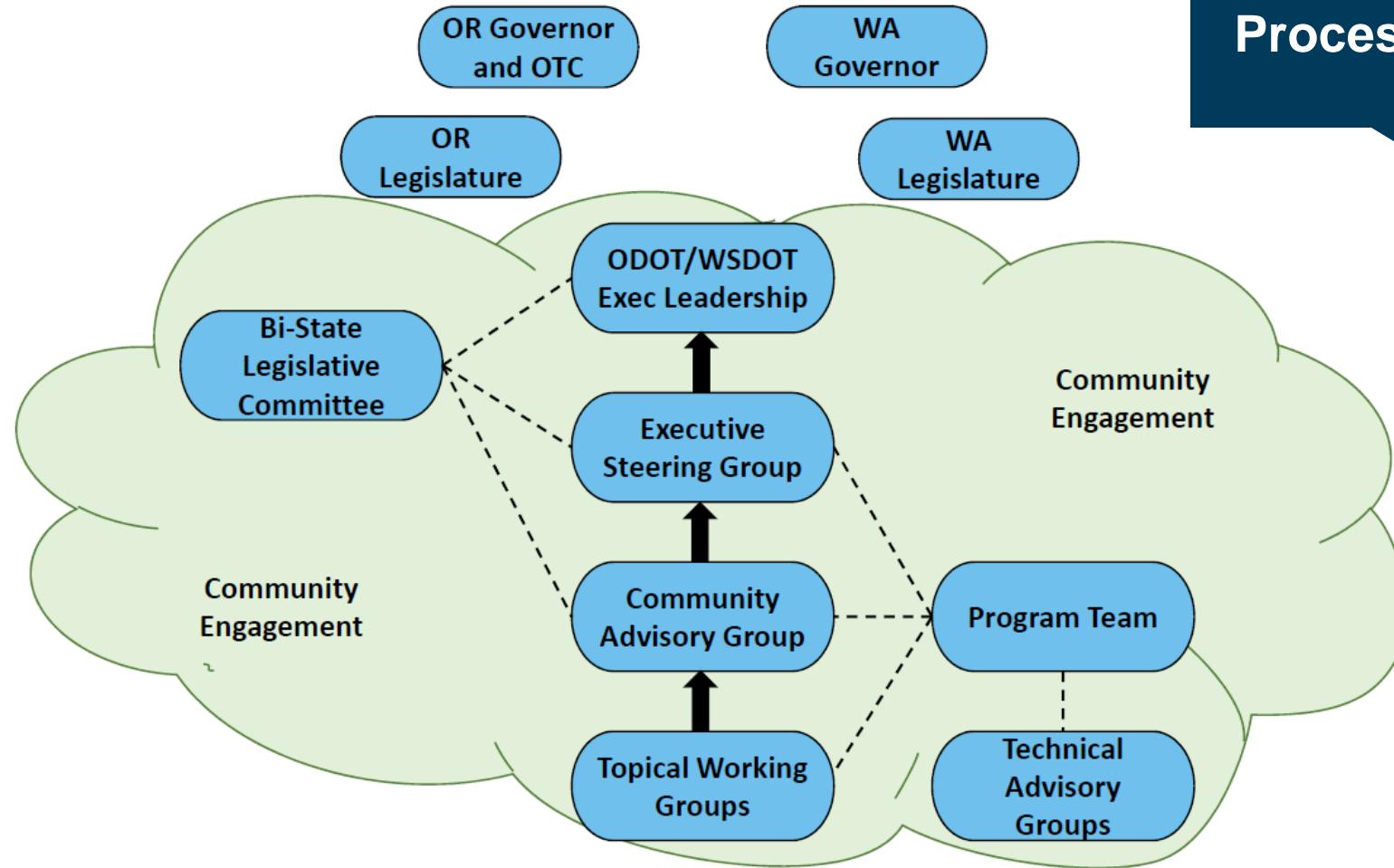
- Area, purpose & need
- Performance measures
- Equity & environmental justice
- TSM strategies
- TDM strategies
- High capacity transit
- Multimodal crossing type & configuration
- Multimodal local connectivity & improvements
- Freight considerations
- Community engagement strategies
- Program phasing
- Finance Plan (+ tolling)
- SEIS Alternatives
- LPA development & adoption process
- Affected properties mitigation approach

Role of the ESG

- Regional leadership and guidance
- Provides recommendations for program development
- Advises on community and stakeholder engagement strategies
- Considers and evaluates recommendations from the CAG
- Ensures integration of governance, funding, policy, and analysis considerations in recommendations



Process Diagram



Note: This graphic is a work in progress showing conceptual relationships between anticipated groups of partner agencies and community representatives. It does not represent all relationships, stakeholders or responsible parties that will be engaged (e.g. FHWA and FTA).

- Finalizing draft partnering documents
- Additional discussion of relationships
 - Legislative group, ESG, and CAG
- Partner Agreement Formalization

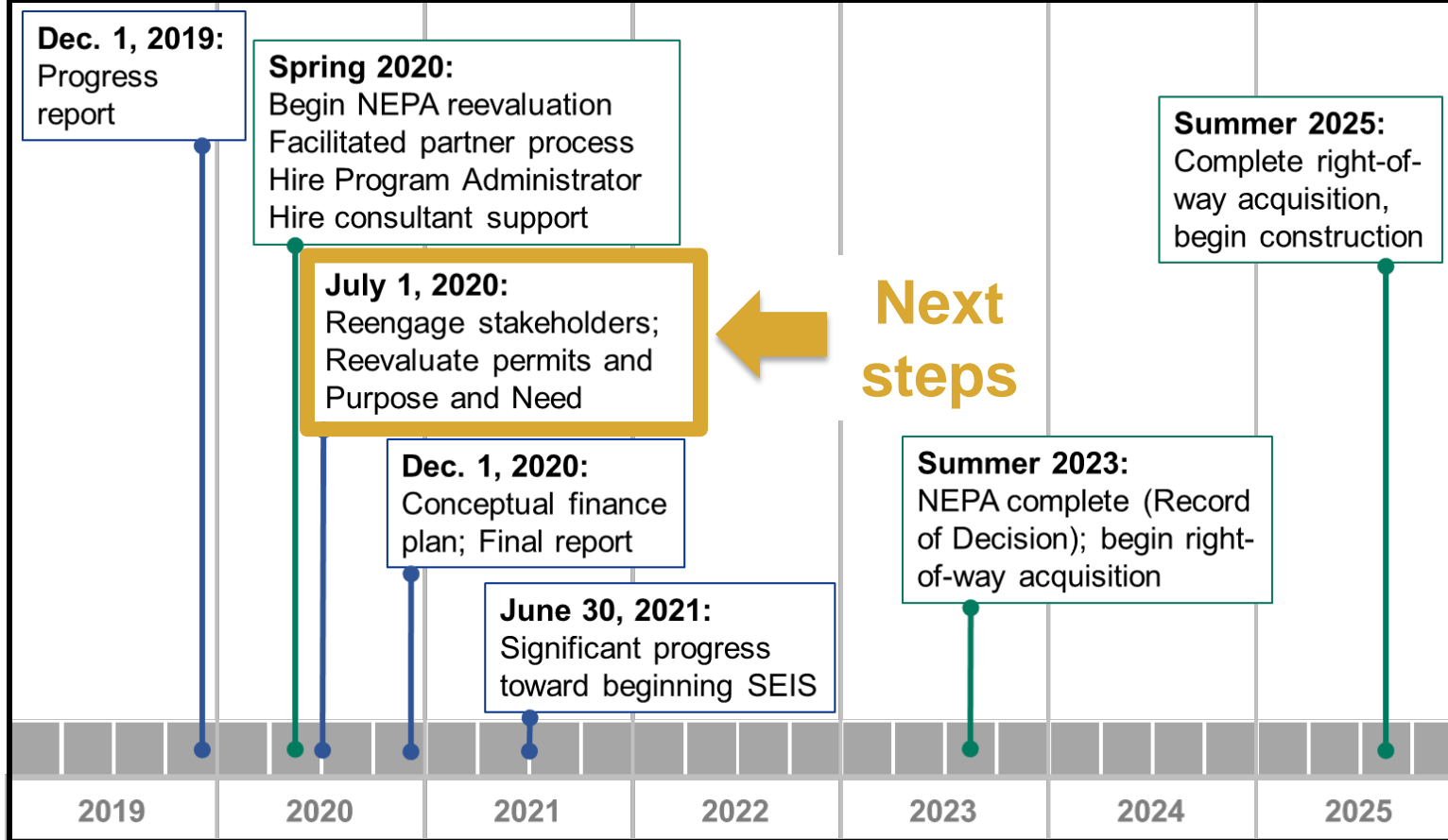
Workshop #4



- **General engineering consultant**
 - selection criteria
- **Program administrator**
 - hiring process
 - interview feedback

**GEC
& PA**

Key Milestone Goals

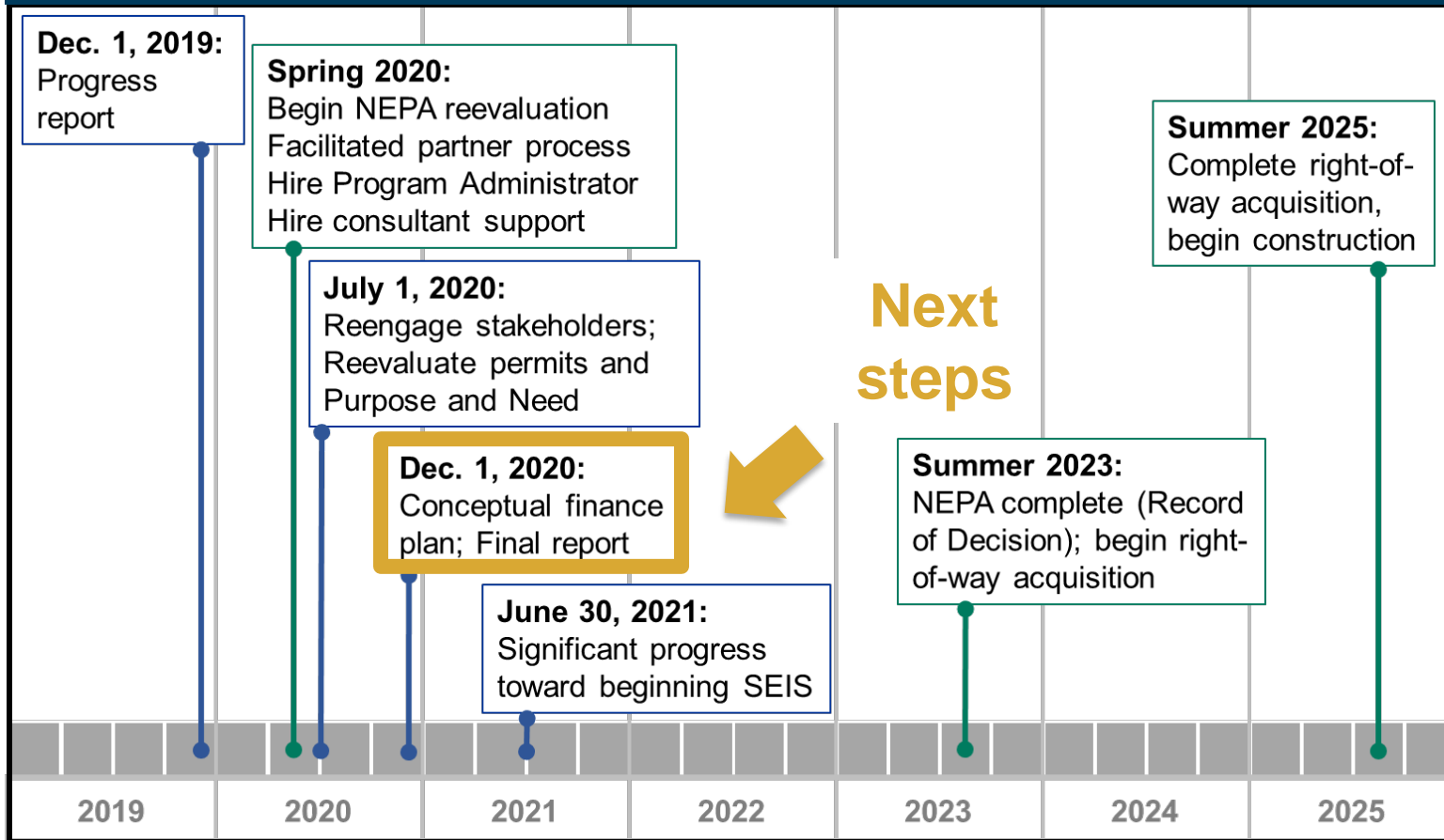


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Key Milestone Goals



— Legislative Milestone

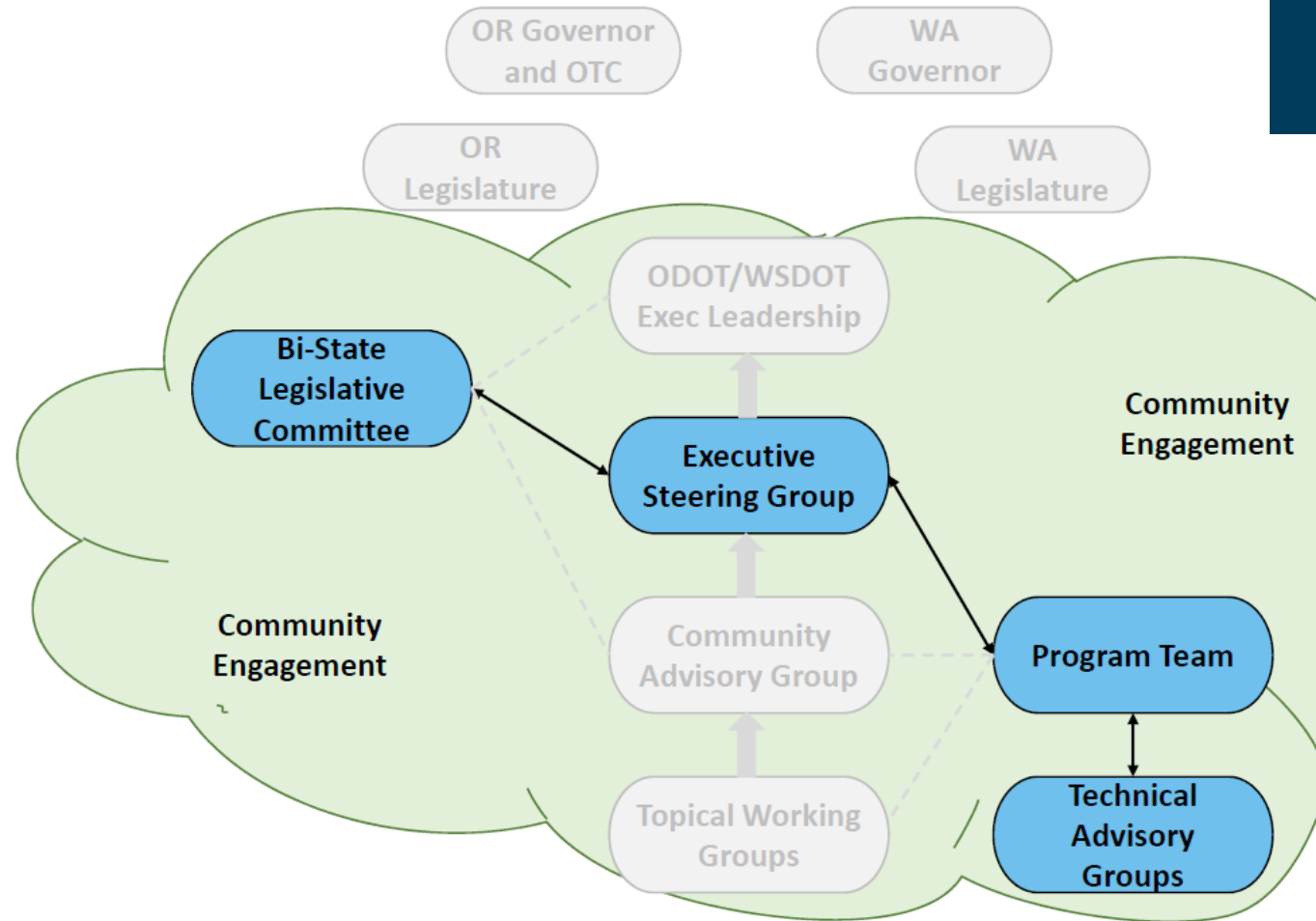
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oregonmetro.gov



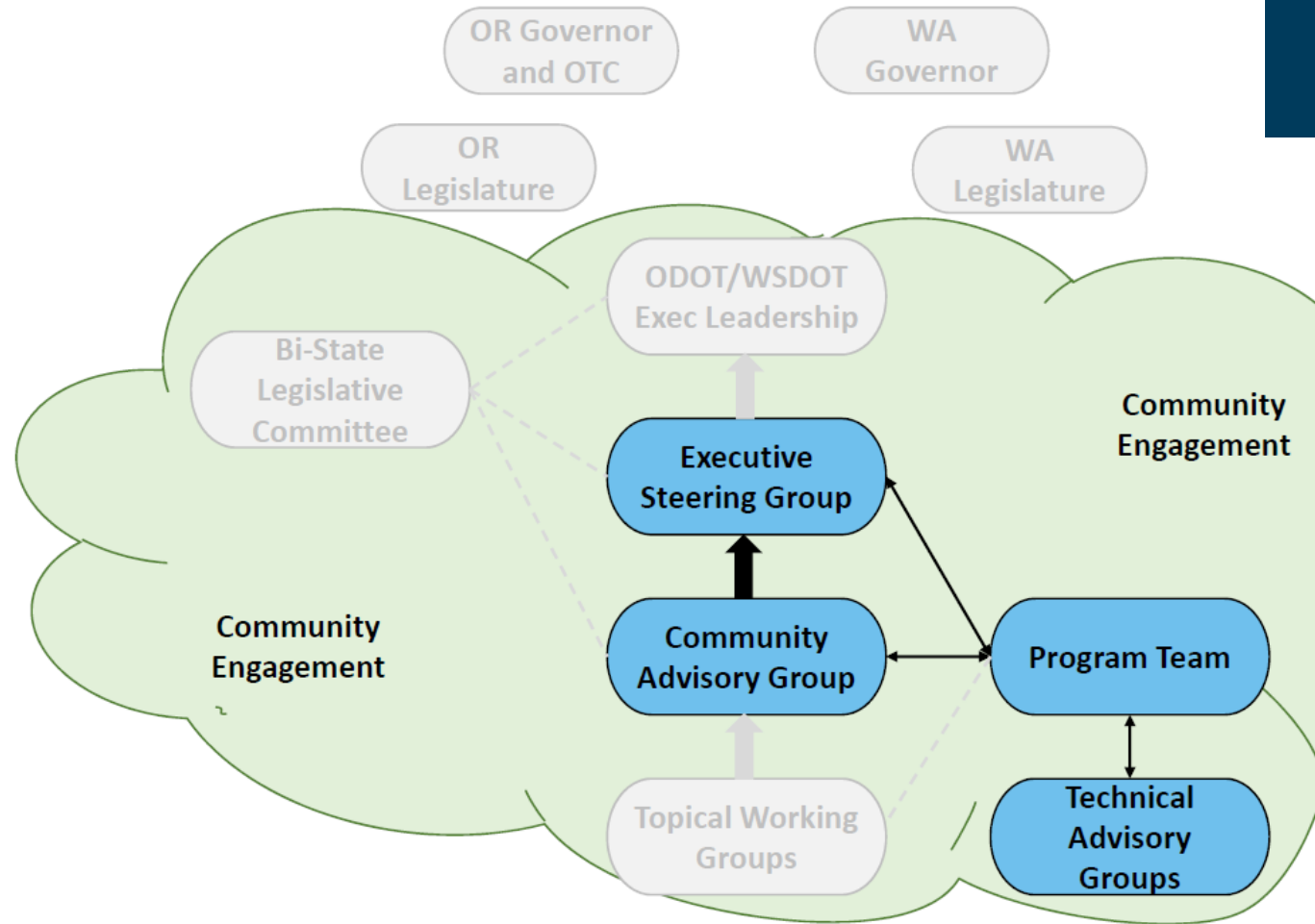
Process Diagram



IBR Program Purpose and Need

- Review previous planning efforts
- **Develop approach to identify the program purpose and need (P&N)**
- Determine if needs have been addressed (other projects/programs)
- Identify new data that is required to draft P&N
- Review new data and determine if there are new problems to address with the P&N
- Develop a DRAFT IBR Purpose and Need
- CAG/Program Team recommend DRAFT P&N to ESG
- ESG provides feedback on DRAFT IBR P&N
- Draft IBR P&N is presented to Bi-State Legislative Committee
- Develop FINAL IBR P&N
- ESG Recommends FINAL IBR Purpose and Need to ODOT/WSDOT

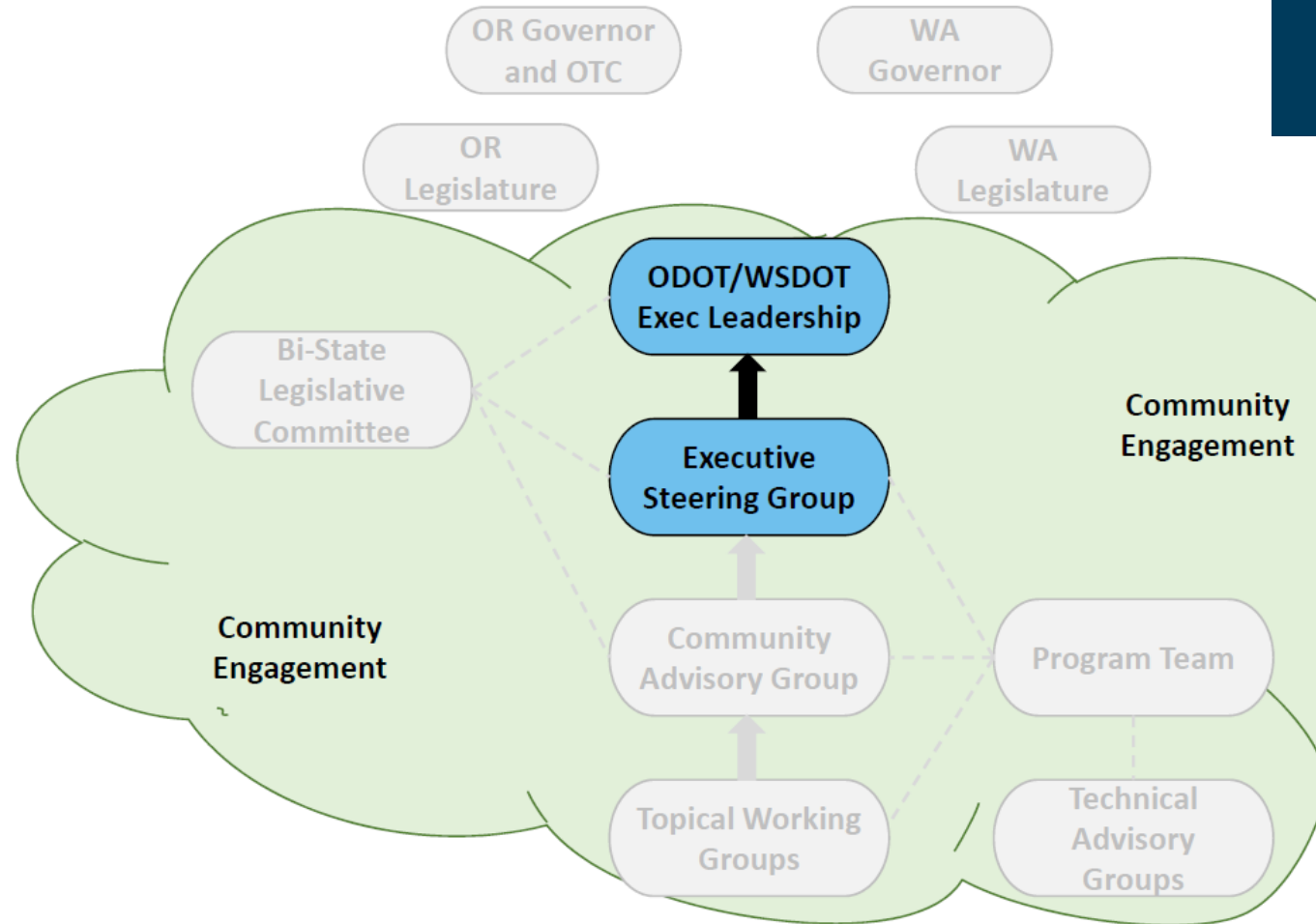
Process Diagram



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