



Interstate
BRIDGE
Replacement Program



IBR Program Progress

May 20, 2022

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IBR Program Progress

- ▶ Responding to Questions/Program Update
- ▶ Continued Discussion on Modified Locally Preferred Alternative Recommendation
 - Recap of Modified LPA Recommendation
 - Comments from IBR partners
 - Discussion: What additional questions or feedback do you have? Is there additional information you would like to have as we work toward July?
 - *June: Continued discussion and additional questions/feedback*
 - *July: Respond to the recommendation to move the Modified LPA into the SDEIS process for further evaluation*
- ▶ Next Steps

Program Update

Greg Johnson, Program Administrator

Ray Mabey, Assistant Program Administrator

Frank Green, Assistant Program Administrator

Responding to Questions: Federal Grant Timeline

- ▶ The recently passed federal infrastructure bill is a 5-year bill, so awards will be spread out across all 5 years.
- ▶ In order to be competitive, the program needs to have more detailed technical analysis, environmental analysis, and an updated finance plan.
- ▶ Currently, the bridge investment grant program requires that a project be ready to reach construction within 18 months of receiving funds.
- ▶ It is expected that other well known significant projects will be applying this year, so there could be less competition in future years.
- ▶ IBR has continued to meet with congressional members to share the timeline and ensure ongoing program support for when we are ready to apply.

Responding to Questions: Transit O&M

- ▶ Detailed O&M estimates specific to IBR will be available in late 2022
- ▶ Either mode comes with many similar improvements such as maintenance of the same number of stations and a dedicated guideway
- ▶ Differences between the 2 modes across the lifetime include maintenance of a track, labor for drivers, cost of vehicles, etc
- ▶ Estimates from CRC DEIS showed that O&M for BRT would cost ~\$4.4 million per year and for LRT would cost ~\$2.3 to \$3 million per year

Responding to Questions: Scope Changes During CRC

- ▶ Several improvements proposed for CRC in 2003 were considered for future phases and were removed from CRC's scope in 2012 to reduce costs.
 - Estimated cost savings at that time were \$515 to \$650 million
- ▶ **Scope reductions:**
 - Elimination of the SR 500 NB ramps in Vancouver
 - Retrofit North Portland Harbor Bridge instead of replacing
 - Removal of Marine Drive flyover and Victory Blvd braided ramp
 - Lowered profile of facility across Hayden Island
 - Reduce lanes across the Columbia River (3 aux lanes to 2 aux lanes)
 - Removal of one of the NB lanes connecting SR 14 to SR 500 in Vancouver

Responding to Questions: Why Aren't We Studying Multiple Alternatives?

- ▶ **IBR is preparing a SEIS that builds on prior NEPA analysis.**
 - 2008 Draft EIS evaluated four build alternatives and a no build alternative.
 - One alternative was identified as the Locally Preferred Alternative (LPA).
 - LPA was refined and evaluated in the Final EIS and selected in the 2011 ROD.
- ▶ **IBR is modifying the previous LPA for today's conditions and in response to physical and regulatory changes.**
- ▶ **Substantial analysis was conducted on four alternatives during prior planning.**
 - The design option process was used to identify changes and develop design modifications to address those changes in order to develop a single alternative for evaluation in the Draft SEIS.

Responding to Questions: Can Changes Be Made to the Modified LPA During SEIS Process?

- ▶ **The Draft SEIS will analyze the Modified LPA**
 - 60-day public comment period
- ▶ **Public comment will be taken into consideration as the Modified LPA is refined, analyzed, and documented in the Final SEIS**
 - Additional refinements and adjustments can be made to the Modified LPA to avoid and minimize impacts identified in the Draft SEIS
 - Additional analysis will be completed to confirm that the Modified LPA can adequately address the Purpose and Need for the program
- ▶ **A final decision will be documented in the amended ROD, which is anticipated to be published in combination with the Final SEIS**
 - All elements of the Modified LPA, including mitigation, can be refined prior to the amended ROD being published

Responding to Questions: Is there a Difference in Safety Between One and Two Auxiliary Lanes?

- ▶ **With the addition of any auxiliary lanes, safety in the corridor is improved. Some of the qualitative safety improvements include:**
 - Decrease in rear end and sideswipe crashes that occur when vehicles enter and/or exit mainline I-5 through lanes at slower speeds
 - Addresses close interchange spacing, allowing more space for vehicles to make on/off decisions
- ▶ **The program is working with FHWA to review the proposed safety methods and process to analyze safety impacts of current and future conditions in the corridor to identify quantitative differences.**
 - This work will be completed during the NEPA phase of this program.

Responding to Questions: Why Were Endpoints Chosen to Model Travel Time Savings?

- ▶ The program has travel time information summarized for the program area plus outside the program area to account for influences from other bottlenecks on the program area.
- ▶ The program has travel time information from I-5/I-205 split to the Marquam Bridge in Portland.
- ▶ The two travel time pairs chosen were to summarize the impacts of those outside influences as well as match up with some of the transit travel markets that use the Interstate Bridge.

Responding to Questions: Community Opinion Survey (Poll) Overview

- ▶ Additional tool to collect feedback as part of ongoing commitment to community engagement
 - Conducted 1,005 interviews with registered voters in Clark, Clackamas, Multnomah and Washington counties from April 13-20, 2022
 - Overall margin of sampling error of $\pm 4\%$ at the 95% confidence level
 - Voters in the City of Vancouver and BIPOC voters were oversampled
- ▶ Helps reinforce what we heard from other engagement efforts around design options that included:
 - > 9,600 online survey responses
 - > 300 listening session participants
 - 4 Community Working Groups
 - > 2 dozen steering and advisory group meetings between Oct. 2021 - May 2022

Community Engagement By the Numbers 2021

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.



Responding to Questions: Community Opinion Survey (Poll) Takeaways

- ▶ **85% of overall respondents support replacing the I-5 bridge**
 - Portland Metro Area (OR): 86%; Clark County: 81%
- ▶ **79% of overall respondents support extending light rail from Expo Station to Vancouver**
 - Portland Metro Area (OR): 84%; Clark County: 61%
 - Overall support for a station near Evergreen Blvd/Vancouver Library: 56%
- ▶ **Large majorities of support overall for adding either one (85%) or two (74%) auxiliary lanes**
 - Clark County: overall support for both options, with slightly higher intensity for the two auxiliary lanes (one auxiliary lane: 85% overall support/49% strongly support; two auxiliary lanes: 81% overall support/58% strongly support)
 - Portland Metro Area: overall support between the options varied more but intensity was similar (one auxiliary lane: 85% overall support/42% strongly support; two auxiliary lanes: 73% overall support/45% strongly support)
- ▶ **Hayden Island questions focused on frequency of trips and general interest in future changes**
 - Clark County: 44% drive to Hayden Island at least a few times a month or more; 34% are very interested in what happens regarding the new proposed interchange options and 39% have a little interest
 - Portland Metro Area: 82% drive to Hayden Island a few times a year or not at all; 83% have little (41%) or no (42%) interest in what happens regarding the interchange options

Responding to Questions: Community Feedback on Hayden Island/Marine Drive

▶ Community Feedback Helped Inform Development and Screening of Options

- Prioritize congestion relief and improving connections/travel mobility and safety
- Desire for local connection between N. Portland and Hayden Island
- Improve active transportation facilities and multimodal connections
- Maintain and/or improve east-west connectivity
- Consider local impacts

▶ Community Advisory Group

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

▶ Equity Advisory Group

- Screening summary demonstrates that equity was incorporated
- Focus on the human experience and impact

▶ Community Working Group

- Desire to separate local and interstate traffic
- Address congestion/connections including freight
- Strong opposition to no interchange option
- Consider pedestrian safety and accessibility
- Concerns about construction impacts

▶ Community Survey Results

- WA more likely to prefer direct access to Hayden Island
- OR more likely to prefer access via Marine Drive and arterial bridges

▶ Freight Community

- Consider high, wide, and heavy freight movement
- Consider truck-only lanes, reduction in on/off ramps, removal of height restrictions and bridge lifts

Responding to Questions: Freight Engagement

▶ Freight Movement Listening Session

- May 27, 2021: Provided IBR information and heard from the freight community about their issues and concerns within the program area
 - *46 participants, including representatives of freight interests, ports, industry associations, and legislative offices*

▶ Freight Leadership Meetings (hosted in partnership with the Ports of Portland and Vancouver)

- Nov. 19, 2021: Gathered insight from freight leaders on how to engage with the broader freight community and incorporate freight interests as the program reaches a Modified LPA
 - *22 participants, including representatives of freight interests, ports, industry associations, and legislative offices*
- March 8, 2022: Captured feedback on design options and operational considerations from a freight perspective
 - *23 participants, including representatives of freight interests, ports, industry associations, and legislative offices*

Responding to Questions: Freight Engagement

► Key themes/takeaways:

- Unimpaired freight movement is important to regional, national, and international economies
- Congestion through the I-5 corridor increases freight operational costs and negatively impacts the ability to attract and retain employees
 - *Trucks avoid peak travel times if possible (6-9 AM, 3-9 PM)*
 - *Concerns regarding unreliability, narrow turns, safety, and bridge lifts*
 - *Concern that current exponential freight volume growth may increase congestion connected to I-205*
- Consider high, wide, and heavy freight movement, including bridge and overpass heights
 - *Inability to use the Interstate Bridge due to current overpass height and weight limitations*
 - *Challenges regarding travel path and turning radius*
 - *Desire that road and pathway alignment be designed with consideration for optimal freight movement*
- Interest in learning about impacts to freight connectivity, including on/off ramp locations and east/west access to Terminal 6 in North Portland

► Suggestions for improvement include:

- Truck-only lanes
- Reducing the number of on/off ramps
- Remove current overpass height restrictions and bridge lifts

Responding to Questions: Freight Engagement

How is the IBR program prioritizing freight?

▶ Process:

- Purpose and Need identifies impaired freight movement as one of the transportation issues that needs to be addressed to improve the efficient movement of people and goods across the Columbia River
- Recommendations and decisions are being made through discussions with the program advisory groups, partner agencies, lead federal agencies, and the bi-state legislative committee
- Design options were evaluated using freight-specific measures, specifically crafted in conjunction with the Ports of Portland and Vancouver

▶ Outcomes:

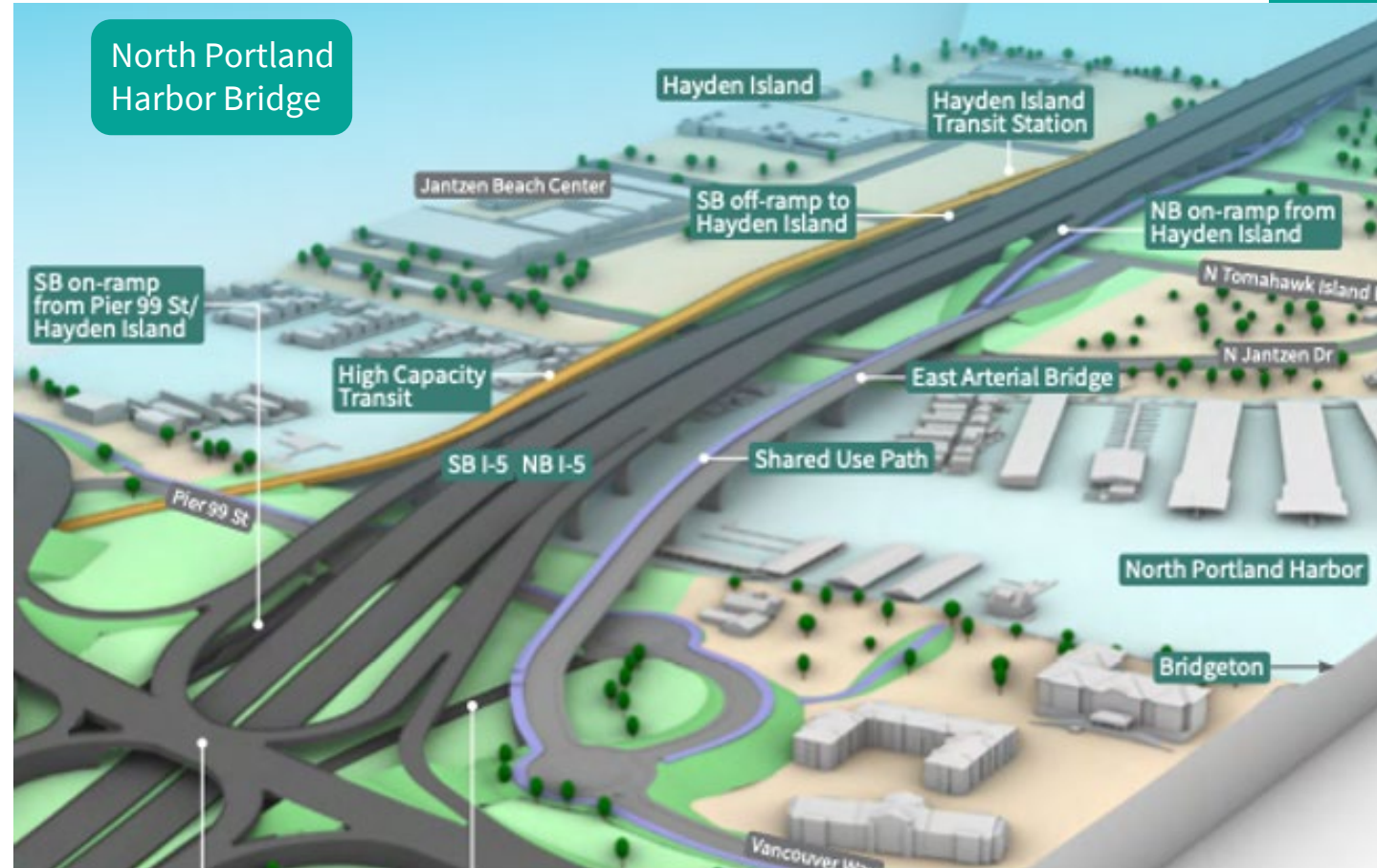
- Marine Dr. interchange conceptually designed for improved capacity
- Mill Plain interchange conceptually designed for improved capacity and wind blade transport
- Mainline profile limited to 4%
- Auxiliary lane between Mill Plain and Marine Dr.
- Interchange ramp profiles minimized where practical

▶ Continued Engagement:

- The program is coordinating closely with the Ports to identify opportunities for continued engagement
- The Modified LPA will undergo additional environmental impact analysis and design refinements with opportunities for feedback and public comment

Responding to Questions: North Portland Harbor Bridge

- ▶ Replacement of the North Portland Harbor Bridge is recommended given the increased age of the structure and the need for a seismically resilient corridor
 - The current structure is built in liquifiable soils and vulnerable to seismic events.
 - Retrofitting the bridge would be too expensive relative to the bridge's remaining service life and would not provide consistent seismic reliability.



Responding to Questions: TriMet Yellow Line Ridership

- ▶ Projected ridership numbers have been met or nearly met for four out of the five MAX lines.
- ▶ COVID-related changes in the Yellow Line are consistent with decreases on other MAX and bus lines in TriMet's system.
- ▶ TriMet is working to restore pre-pandemic levels of service in their system in the next two years, which will result in further ridership increases.

Yellow Line:

- ▶ **Opening Year Ridership**
 - Projected 2005: 13,900 (1999 FEIS)
 - During 2005: 11,730 (actual)
- ▶ **Pre-Pandemic Ridership**
 - During 2019: 13,000
- ▶ **Pandemic Ridership**
 - During April 2020: 4,910
 - During August 2021: 5,800
 - During April 2022: 7,250

Program Update: Coast Guard Navigation Clearance Permit Process

- ▶ **IBR conducted a river user survey to identify navigation needs and impacts, and submitted this info to the U.S. Coast Guard**
 - This report identified impacts with a proposed minimum vertical clearance of 116 feet, the same clearance that was permitted during CRC
- ▶ **Next Step: The Coast Guard will provide a preliminary navigation clearance determination to the program, anticipated to be significantly higher than 116 feet**
 - A preliminary determination is the next step in the process and the program will continue working with the Coast Guard to identify the final bridge height
 - IBR will continue coordinating with the Coast Guard to identify options for avoiding impacts to river navigation
 - Challenges with a higher clearance include airspace restrictions, grade requirements, and connections for freight, transit, and active transportation



Questions or Feedback?

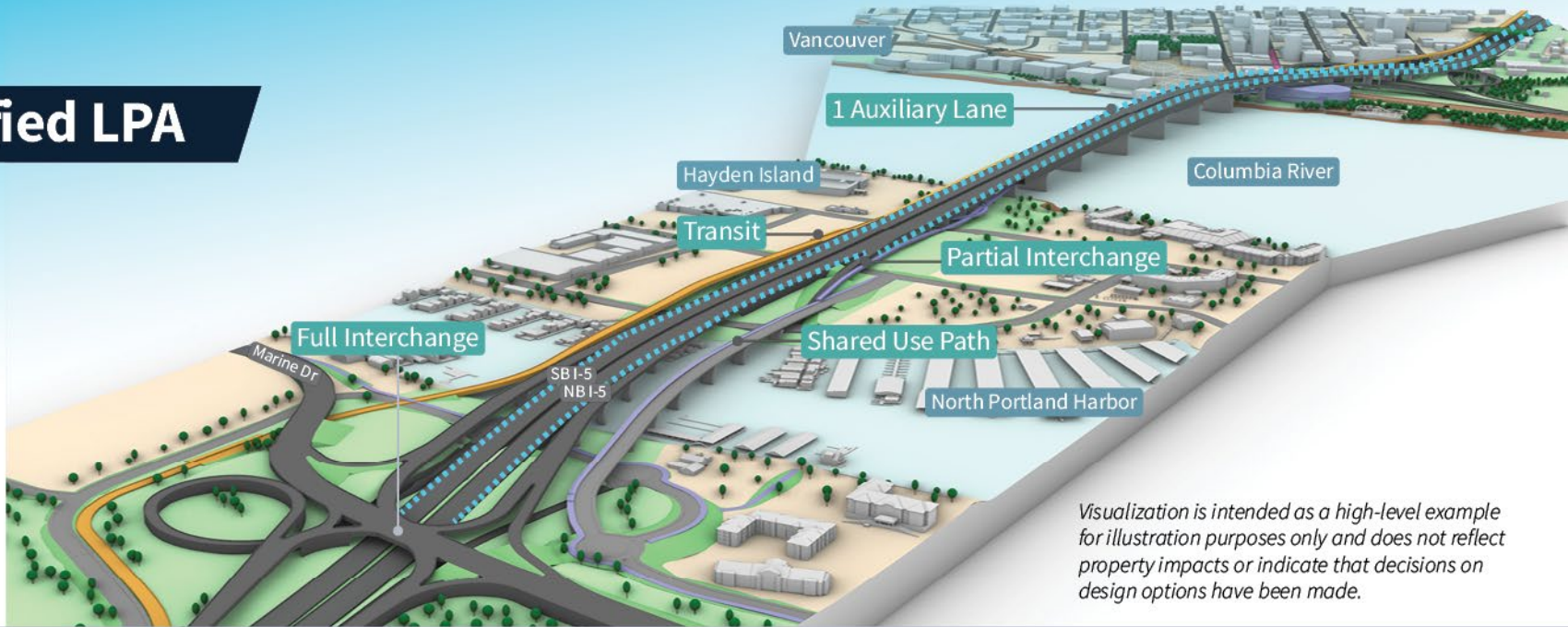
Continued Discussion on Modified Locally Preferred Alternative Recommendation

Greg Johnson, Program Administrator

Partner Comments: Julianna Marler, CEO, Port of Vancouver

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* 

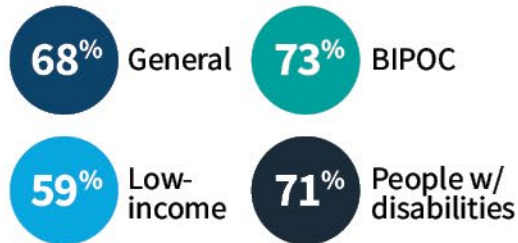
3,000+ Residents are within a half mile walk

26% BIPOC **41%** Low-income



*Includes the existing Expo station and 3 new stations.

Equity - Jobs Accessible via Transit (% increase)*



*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



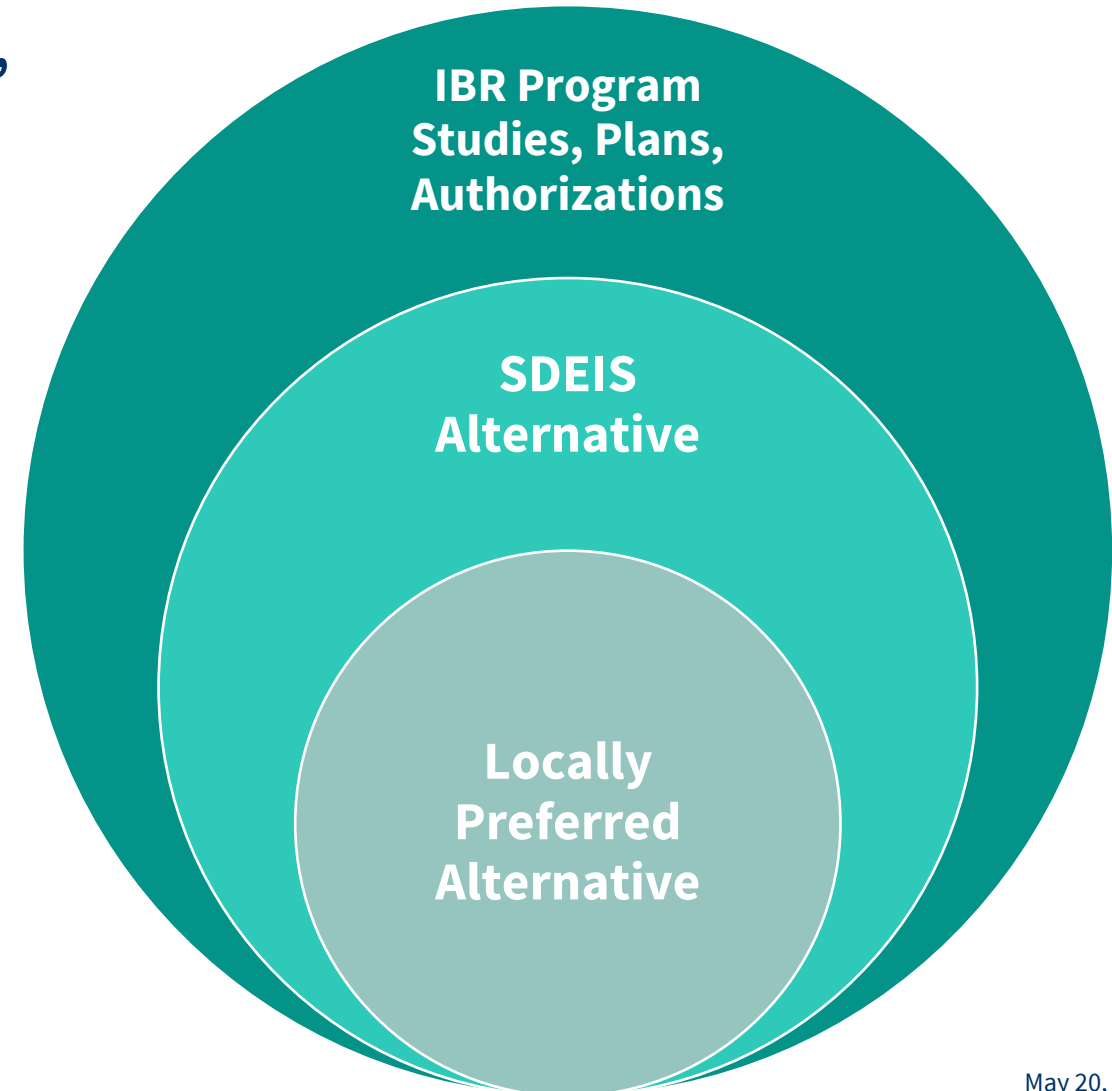
- Demand Management, including Variable Rate Tolling (tolling will consider price reductions for low-income users and low-carbon vehicles)
- Increase traffic operation efficiencies (ramp metering and auxiliary lanes)
- Mode shift from cars to active transportation and transit
- Low-carbon emission construction strategies

Other Components of the Recommended 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.

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.



Recent Steering/Advisory Group and Partner Presentations

- ▶ **Steering and advisory groups continue to meet regularly to provide feedback on the Modified LPA recommendation:**
 - Community Advisory Group (5/12; upcoming: 5/26, 6/9)
 - Equity Advisory Group (5/16; upcoming: 6/20)
 - Executive Steering Group (upcoming: 6/15)
- ▶ **ESG 5/5: partners provided unanimous support to bring the Modified LPA recommendation to their respective boards/councils/commissions for discussion. Recent partner presentations:**
 - City of Portland: 5/10 (Council Work Session), 5/17 (Bicycle and Pedestrian Advisory Committee)
 - Metro: 5/12 (Council Meeting), 5/19 (JPACT)
 - TriMet: 5/10 (Transit Equity Advisory Committee)
 - City of Vancouver: 5/16 (Council Meeting)
 - RTC: 5/20 (RTAC)

Please note that details on past and upcoming meetings and events hosted by IBR, including meeting materials and videos, are available on the [IBR Meetings & Events](#) page.



Questions or Guidance?

- ▶ What additional questions or feedback do you have?
- ▶ Is there additional information you would like to have as we work toward July?

Next Steps

Greg Johnson, Program Administrator

Near Term Timeline

- ▶ **May – Mid-June**
 - Presentation and discussion of IBR Modified LPA recommendation at program partner boards, councils, and commissions
- ▶ **June 15**
 - Executive Steering Group discussion on initial feedback from boards/councils/commissions and confirmation of support to move Modified LPA forward for board/council/commission action
- ▶ **June 17**
 - ***Bi-State Legislative Committee** continued discussion on Modified LPA recommendation including an update on initial feedback from partner boards/councils/commissions
 - *What additional questions do you have or information do you need?*
- ▶ **Mid-June – Mid-July**
 - Program partner boards/councils/commissions endorse the Modified LPA
- ▶ **July 21**
 - Executive Steering Group considers consensus recommendation to move the Modified LPA forward to the SDEIS process
 - *** Bi-State Legislative Committee** responds 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 or Feedback?



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Thank you!

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