



# IBR Program Update

Director Kris Strickler, ODOT

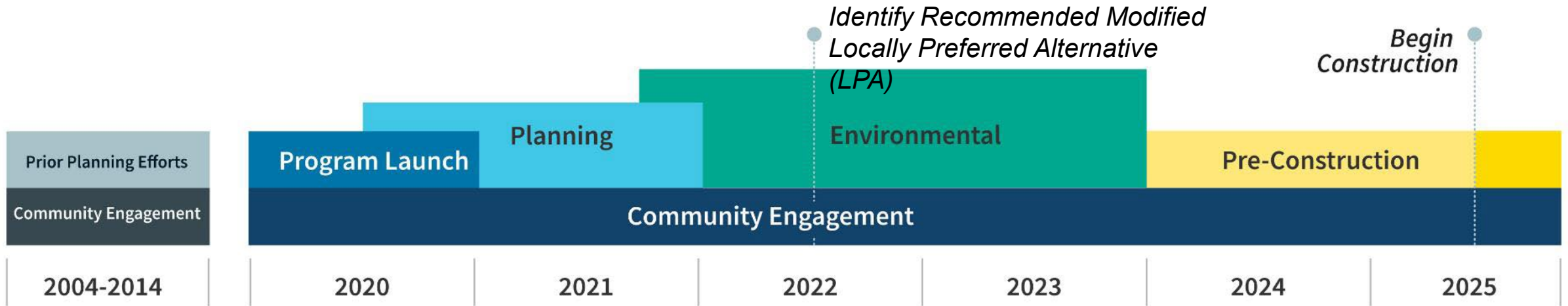
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Joint Committee on Transportation



# Program Timeline



# 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.

# Reusing past work and addressing regional changes

- ▶ The program has been working to maximize past investment by updating and improving upon past work to account for changes since previous efforts.
- ▶ In the years since the previous planning efforts, the baseline conditions, regulatory and policy context, and community priorities have changed.
  - ▶ The program worked with partners to identify the changes that need to be addressed in a solution.

## Examples of these changes include:

- ▶ Regional, state, and local equity policies and priorities
- ▶ Regional, state, and local climate goals and priorities
- ▶ Freight and Industrial activity
- ▶ Demographics along the I-5 corridor and nearby neighborhoods
- ▶ Expanded transit service in the corridor (i.e., VINE BRT and bus-on-shoulder on I-5 in Vancouver)
- ▶ Land use policies, planned development, and zoning changes

# Community Engagement

## 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.



# 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

# Overall Program Benefits

- ▶ Roadway design improvements that improve safety and reliability—sufficient lane widths, safety shoulders, no bridge lifts, improved visibility
- ▶ The addition of ramp-to-ramp connections (auxiliary lane)
- ▶ Overall smaller program footprint with one ramp-to-ramp connection, partial Hayden Island interchange, and transit alignment adjacent to I-5

# Overall Program Benefits

- ▶ Local access improvements for residents and visitors on Hayden Island
- ▶ Multimodal mobility improvements from variable rate tolling
- ▶ I-5 corridor earthquake resiliency with replacement of the bridge over the Columbia River, and the North Portland Harbor Bridge
- ▶ Increased mode choice outside of single occupancy vehicles, helping address state climate goals

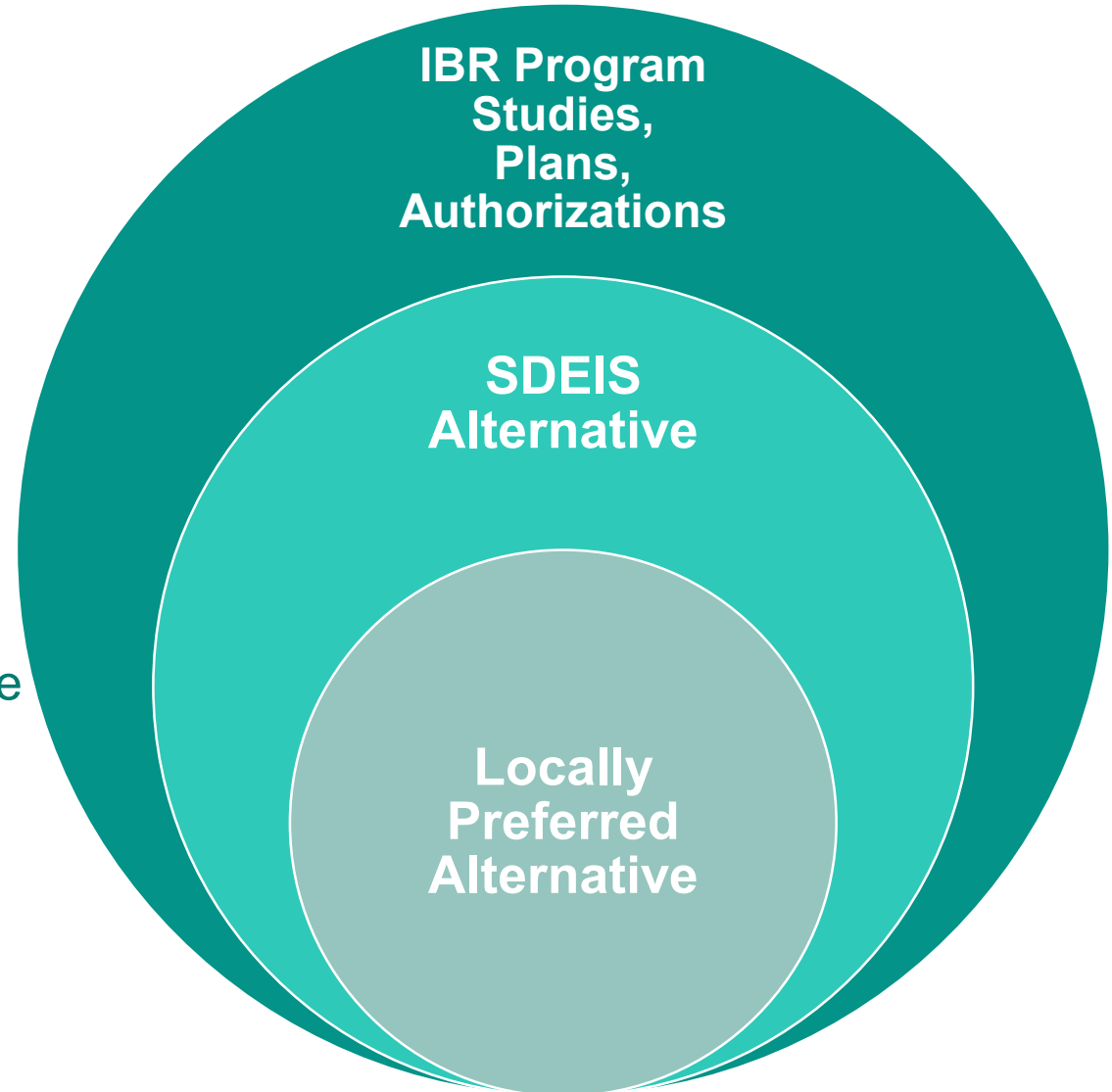


# Responding to what we've heard from the community

- ▶ Supports community feedback prioritizing congestion relief on I-5 near Hayden Island, smaller footprint on the island, freight needs addressed, and convenient access to services
- ▶ Desire for transit options that improve connectivity across the river with an emphasis on ease of access for a variety of users
- ▶ Support for the addition of auxiliary lanes to address safety and improve reliability while considering environmental and property impacts

# 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.



# Additional Program Work

- ▶ Additional studies of impacts and benefits in the environmental process
- ▶ Additional tolling details such as reviewing possible rates, exemptions and discounts, and revenue generation
- ▶ Improvements to additional interchanges within the corridor
- ▶ Optimizations to the preferred transit investment and transit network

# 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 2022
  - Begin Supplemental Draft Environmental Impact Statement process
  - Update conceptual finance plan
- ▶ 2023
  - Conversation about Oregon funding package

# Costs and Funding

- ▶ \$90 Million in combined funding has been dedicated by both states for program development, with \$45 million from each
- ▶ 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, after the 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 allocates \$1 billion for Washington's share of funding needed to complete the program
  - 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, closely coordinated to enhance the user experience throughout the region
- ▶ Tolling objectives include revenue generation, managing congestion, emissions reduction, 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
- ▶ Soonest tolling could begin on Interstate Bridge is in late 2025/early 2026



# Questions?

