



IBR Program Progress

July 21, 2022

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Meeting Topics

- ▶ **Continued Discussion of Modified LPA Recommendation and Process**
 - Review Modified LPA recommendation and progress update
 - Feedback and Discussion
 - Acknowledge the step to move the Modified LPA into the SDEIS process for further evaluation
- ▶ **Next Steps**

Continued Discussion of Modified LPA Recommendation and Process

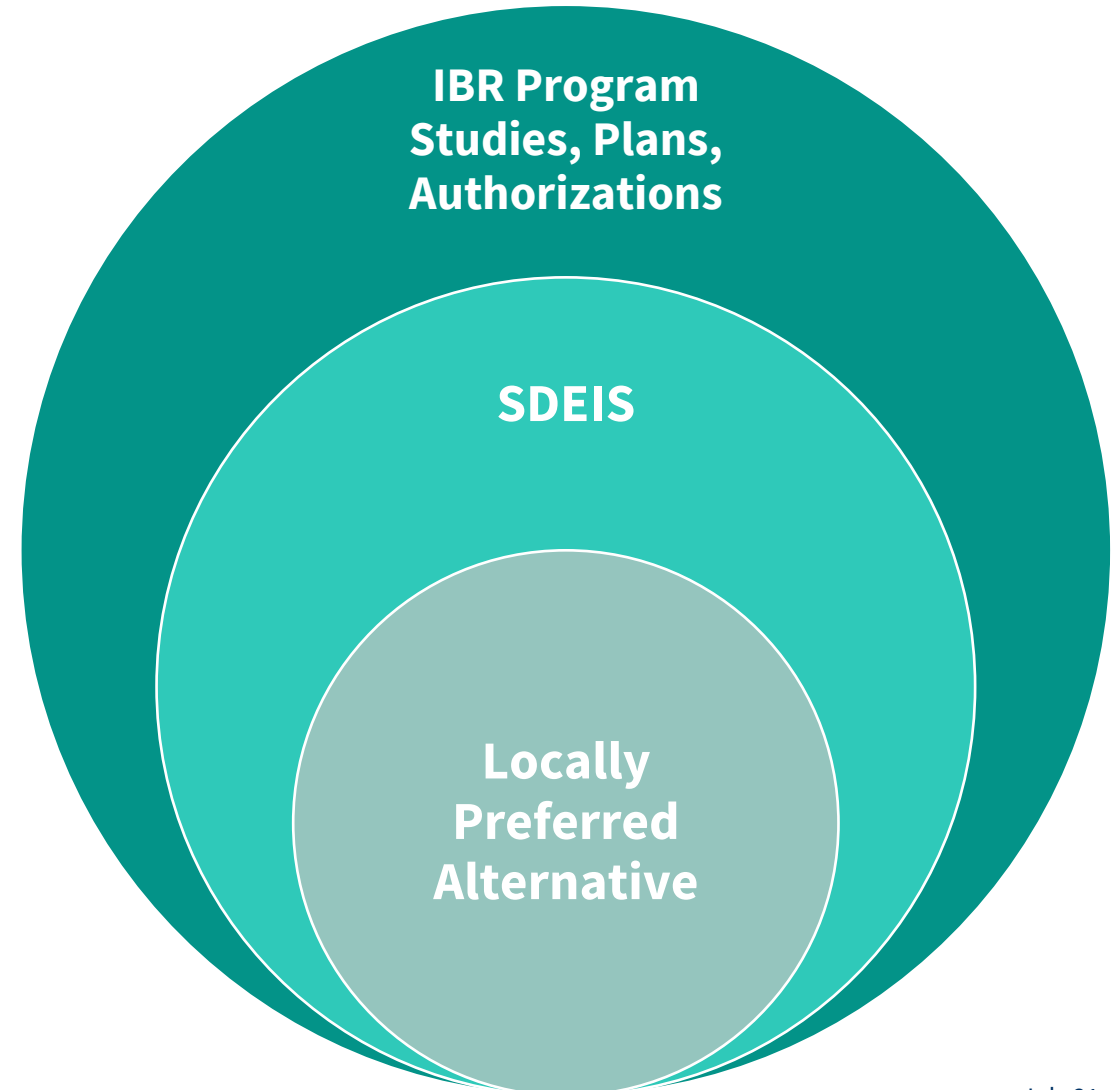
Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

LPA and SDEIS: How They Fit Together

- ▶ A Locally Preferred Alternative (LPA) identifies the foundational elements to be studied in the Supplemental Draft Environmental Impact Statement (SDEIS) process
- ▶ The SDEIS evaluates the benefits and impacts of the Modified LPA with public review and comment



Supplemental EIS Process

- ▶ **Supplementing prior NEPA documents**
 - Draft EIS (2008)
 - Final EIS (2011)
 - Record of Decision (2011)
 - Two re-evaluations (2012, 2013)
- ▶ **Address changes through updated technical analysis while retaining other analysis that is still valid**
- ▶ **Evaluate a draft, conceptual Modified LPA in the Supplemental Draft EIS**
- ▶ **Publish the SDEIS and provide opportunity for public comment**
- ▶ **Refine the Modified LPA based on public comment, additional analysis, ongoing coordination with permitting agencies, and advancing design**
- ▶ **Publish a combined Supplemental Final EIS and Record of Decision**

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

IBR Recommendation: Modified LPA

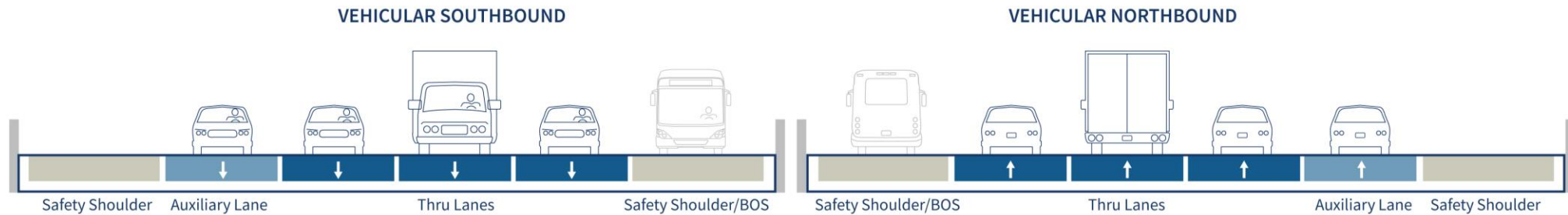


Cross-Sections of Vehicular Lanes

Existing Bridge



Two Bridge Option*



*Two bridge option shown for example and comparison purposes only. Additional technical analysis will be completed to determine bridge configuration. High capacity transit and shared use path for active transportation would be accommodated in dedicated spaces in addition to what is reflected in the graphic above.

Other Assumptions in the Recommended Modified LPA

- ▶ Seismically sound replacement bridge
- ▶ Three through lanes northbound and southbound
- ▶ Replacement of the North Portland Harbor Bridge
- ▶ Prioritize a comprehensive transit network
- ▶ Additional interchange improvements within the program corridor
- ▶ Safe and comfortable active transportation
- ▶ Assumption that Variable Rate Tolling will be used for funding such as construction and to help manage congestion

Modified LPA Endorsement Process

- ▶ **All eight of our program partners endorsed the Modified LPA**
 - June 22, TriMet Board of Directors
 - July 11, Vancouver City Council
 - July 12, Port of Vancouver Board of Commissioners
 - July 12, C-TRAN Board of Directors
 - July 13, Port of Portland Board of Commissioners
 - July 13, Portland City Council
 - July 14, RTC Board of Directors
 - July 14, Metro Council (JPACT June 16)
- ▶ **Executive Steering Group – July 21**
- ▶ **Other feedback received**

Program Commitments

► Examples of additional work the program will prioritize:

– Active Transportation

- *Connect to transit stations*

– Climate/Sustainability

- *Sustainable design and construction*

– Community

- *Engage with advisory groups to inform program decisions*

– Contracting/Construction

- *DBE utilization & workforce diversity*

– Design

- *Aesthetically pleasing, cost efficient, and sustainable*

– Equity

- *Accountability tracking tool*

– Finance Plan

- *Refine cost and funding estimates*

– Freight

- *Ensure auxiliary lane design, interchanges, and bridge configuration meet freight needs*

– Tolling

- *Assess toll impacts on low-income travelers*

– Transit

- *Work with partners to optimize transit network*



Feedback and Discussion

- ▶ What additional questions or feedback do you have?
- ▶ Acknowledge the step to move the Modified LPA into the SDEIS process for further evaluation

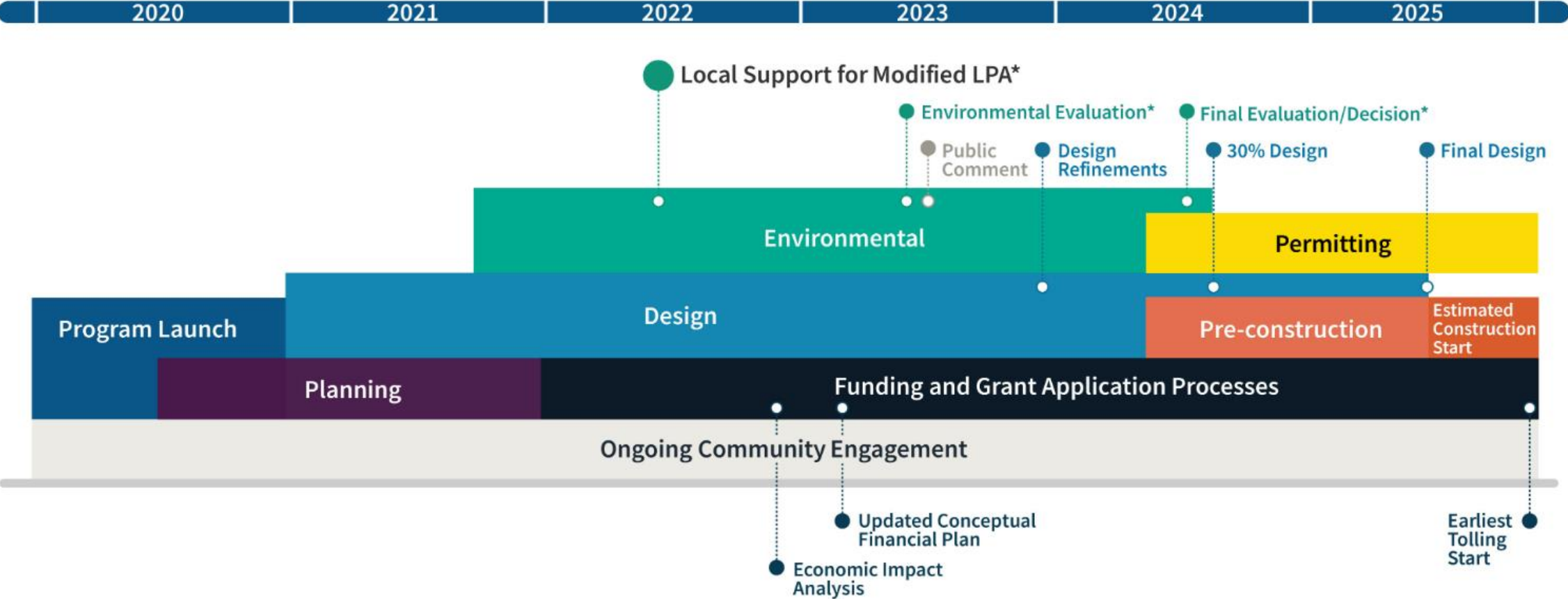
Next Steps

Greg Johnson, Program Administrator

Next Steps Beyond Summer 2022

- ▶ **Late 2022 through 2023:**
 - Updates to the Conceptual Finance Plan
 - Additional funding discussions as part of the 2023 legislative session
 - Applying for federal grant funding opportunities
- ▶ **Ongoing through 2024:**
 - Additional analysis and continued community engagement as part of the federal environmental review process
 - Development of design details such as bridge configuration, active transportation facilities, transit details, etc.
 - Community Benefits/Workforce Agreement discussion
- ▶ **Construction anticipated to begin by late 2025**

Program Schedule



*The Modified LPA will be evaluated in a Supplemental Environmental Impact Statement. Design refinements will respond to findings from the environmental review and feedback received during the public comment period. A Record of Decision represents federal authorization to move into final design and construction.



Questions or Feedback?



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Thank you!

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