



Interstate
BRIDGE
Replacement Program



Interstate Bridge Replacement Program

December 17, 2024

Meeting Agenda

- ▶ **Program Update**
 - Permitting Update
 - Update on Grant Agreements
- ▶ **Draft SEIS Update**
- ▶ **Tolling Update and Rate Setting**
- ▶ **Responding to Previous Questions**
- ▶ **Next Steps**
- ▶ **Public Comment**



Program Update

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Program Schedule



Schedule will be updated as needed to reflect program changes and timeline.

Recent Activities

- ▶ **Governor's Marketplace Conference and Tradeshow**
 - An event that provided information on public contracting opportunities and business resources available to Oregonians across the state.
 - Provided the opportunity for IBR to connect with the trades as well as small, minority, and disadvantaged businesses.
- ▶ **IBR Freight Forum**
 - IBR hosted forum to provide the opportunity for the freight community to dive deeper into the findings of the Draft SEIS.
- ▶ **Program Area tours for Metro Councilors**
- ▶ **60-Day Public Comment Period**
 - 77 total events, meetings and presentations





Permitting Update

- ▶ Ray Mabey, Assistant Program Administrator

Bridge Clearance Permit Update

- ▶ Following the U.S. Coast Guard process, IBR submitted an initial Navigation Impact Report in 2022
- ▶ Since 2022, the program has been working with the Coast Guard to follow up on existing or potential future river usage identified in the initial Preliminary Navigation Clearance Determination:
 - Additional assessment of and continued conversations with potentially impacted river users.
 - Additional assessment of commercial navigation trends, unique service facilities, and plans or policies that may impact the future of river usage.
 - Conducted required navigation simulations where participating vessel pilots stated they preferred navigating under the design of the replacement bridge.

Bridge Clearance Permit Next Steps

- ▶ The program is meeting regularly with impacted river users to understand future business and negotiate settlement agreements.
- ▶ Once agreements are in place, the program will formally submit an updated Navigation Impact Report to USCG.
- ▶ USCG will initiate a 30-day public comment period to provide the opportunity for river users to identify themselves as impacted by a fixed span bridge.
- ▶ The program hopes that with agreements in place, no impacted river users will be identified, and a revised navigation clearance determination will be issued.
- ▶ The program will submit a bridge clearance permit application in late 2025/early 2026 for a fixed span bridge.



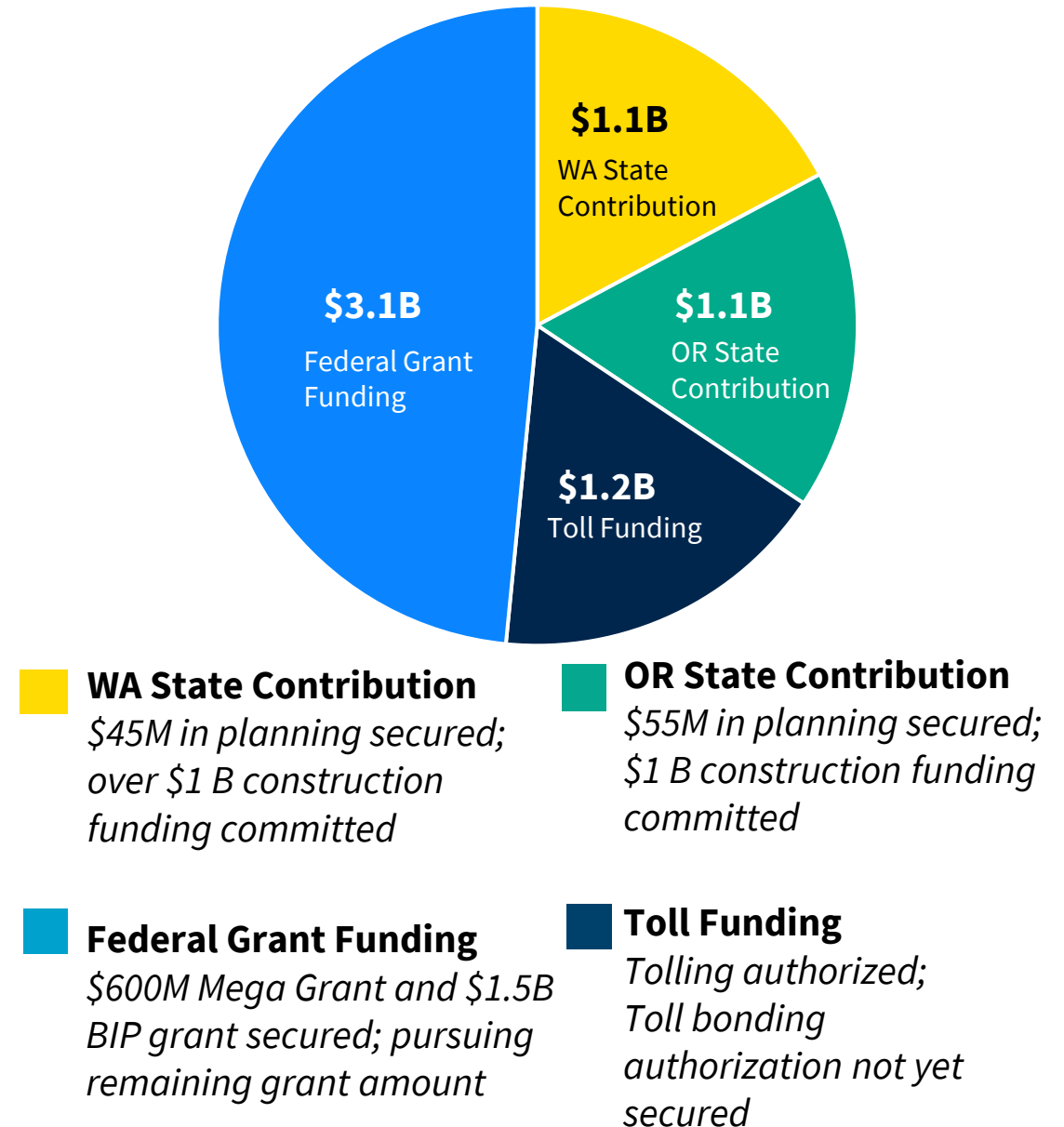
Update on Grant Agreements

- ▶ Frank Green, Assistant Program Administrator

IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the 2023 estimated cost range of \$5 billion - \$7.5 billion.
 - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ An updated cost estimate is expected in 2025 as the federal review process progresses and design work advances.

Potential Program Funding Sources



Updated as of 07.2024

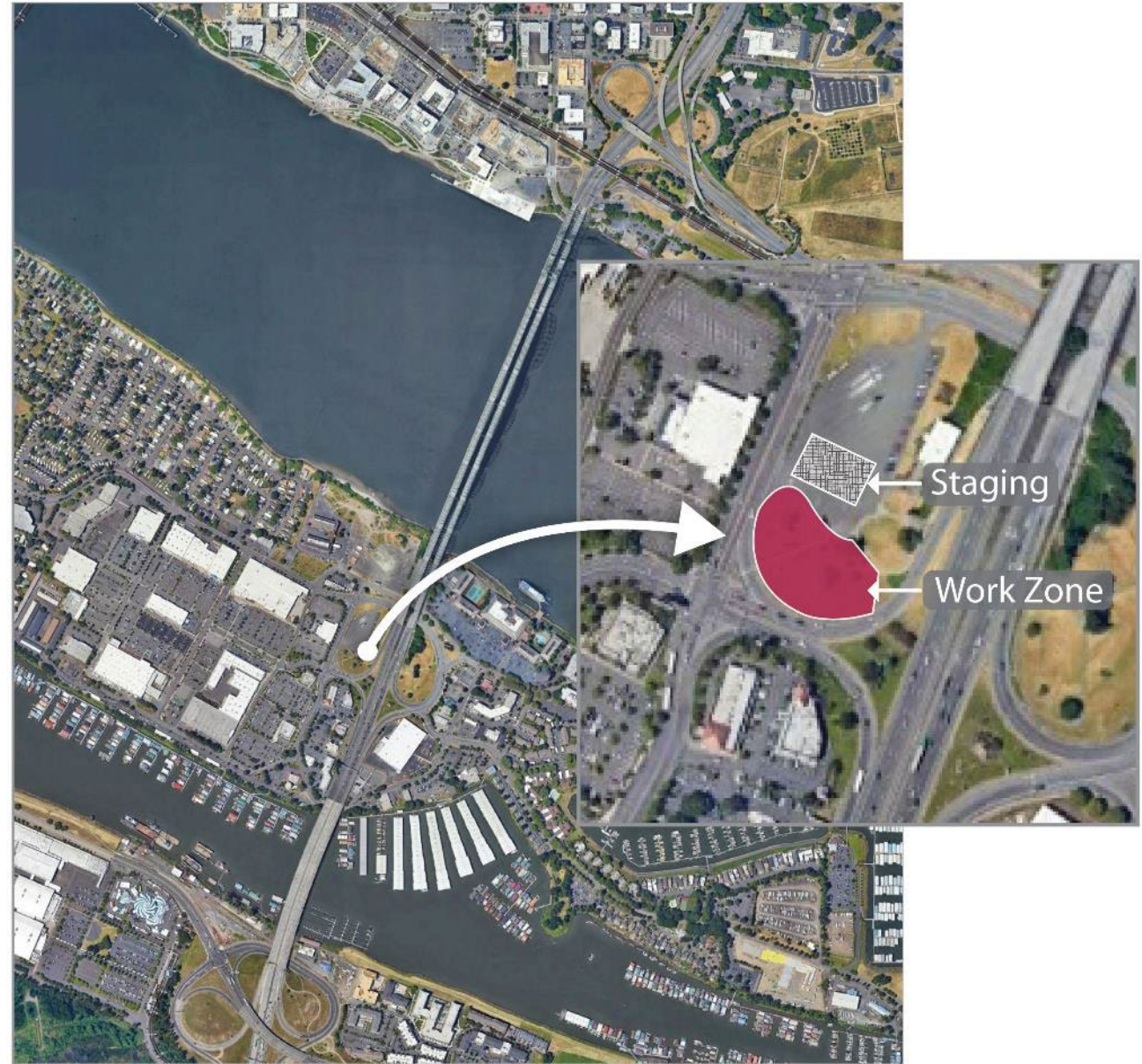
December 17, 2024

Federal Grants Update

	National Infrastructure Project Assistance (Mega) Grant	Bridge Investment Program Grant	FTA Capital Investment Grant
Purpose	Large, complex projects that are difficult to fund.	Solely for bridges and crossings. Strong equity and climate component.	Funds transit capital investments. The major source of funding for IBR transit.
Flexible Funding	Yes – can be used for multimodal	No – can only be used for bridge and approaches	No – can only be used for transit
Amount Requested	\$600 million	\$1.5 billion	Approx. \$1 billion
Status	Full amount received	Full amount received	Entered Project Development Phase September 2023
Letters of Support	Over 130 Letters of Support	Over 130 Letters of Support	N/A
Award Announcement	December 2023 AWARDED	July 2024 AWARDED	Each phase increases confidence of successfully receiving funding

Upcoming Field Work

- ▶ **Field work on Hayden Island will inform bridge design and construction methods**
 - Work will test three ground stabilization methods to measure their effectiveness
 - Findings will provide information necessary to help mitigate the potential for ground liquefaction
- ▶ **Duration: Q1 2025 to Q2 2025**
- ▶ **Funding:**
 - \$1M BIP Planning Grant
 - Existing IBR funding
- ▶ **Delivery Method: Design Bid Build**
- ▶ **Agency: ODOT**





Draft SEIS Update

Chris Regan, Environmental Manager

Kimberly Pincheira, Communications and External Relations Manager

Hayli Reff, Cultural Resources Manager

Overview of Public Comment

- ▶ **Received more than 3,400 comment submissions**
 - An interim public comment summary highlighting the number of comments received and primary topics is anticipated in early 2025
- ▶ **Submissions that need translations: 25 total**
 - Mandarin: 15
 - Vietnamese: 3
 - Spanish: 4
 - Russian: 3
- ▶ **Top 10 topics to date:**
 - Transportation: 26% (2064)
 - Preference/Sentiment Only: 18% (1412)
 - Design: 11% (888)
 - Tolling: 6% (489)
 - Alternatives: 5% (402)
 - Process: 3% (216)
 - Financial Analysis: 3% (202)
 - Equity/Environmental Justice: 3% (199)
 - Climate Change: 2% (192)
 - Acquisitions: 2% (152)

Accessing and Commenting on the Draft SEIS

- ▶ **Draft SEIS materials were available online:** www.interstatebridge.org/DraftSEIS
 - Adheres to ADA standards
 - Online search function to easily locate specific information
 - Executive Summary interpreted into multiple languages
- ▶ **Hard copies were available at multiple locations on both sides of the river**
- ▶ **Office Hours for community members to meet directly with IBR team**
- ▶ **Public comments could be submitted in a number of ways:**
 - Web-based form
 - Email
 - Postal mail
 - Voicemail
 - Virtual and in-person public hearings

Notifications

- ▶ 6 Draft SEIS e-blasts to 7,143 subscribers
- ▶ Mailings sent to 91,000 addresses
- ▶ Canvassing to households and businesses
- ▶ Ads in 12 print and digital outlets, 8 radio stations, C-Tran and TriMet; 1 billboard
 - 5 translated advertisements
 - Estimated over 3.2 million reached
- ▶ Social media
 - 155 total posts (LinkedIn, Facebook, Instagram, X and TikTok)
 - 62,122 impressions and 18,207 video views
 - 4,146 engagements
 - Paid Ad Campaigns
 - 312,077 people reached and close to 500,000 impressions
 - 17,481 engagements, including 8,267 link clicks
 - Posted content in nine different languages



Dear Community Member,

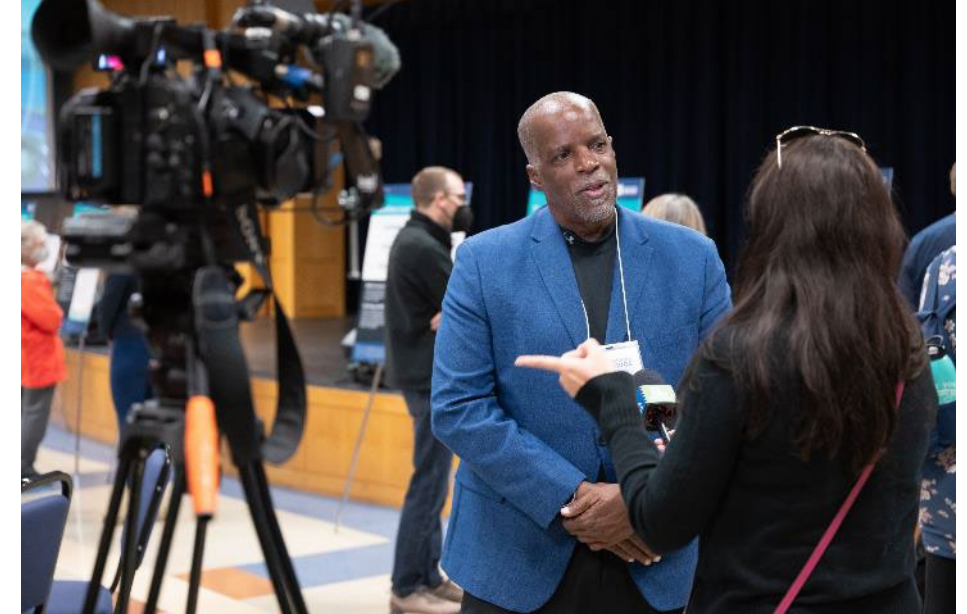
The Interstate Bridge Replacement (IBR) Program's Draft Supplemental Environmental Impact Statement (SEIS) is now available for the public to review. The 60-day public comment period begins Friday, Sept. 20 and runs through Monday, Nov. 18, 2024.

You can view and comment on the Draft SEIS online at www.InterstateBridge.org/DraftSEIS. Community members can also review a hard copy of the Draft SEIS at the IBR office in downtown Vancouver or at the other locations identified below.



Earned Media

- ▶ **Press Conference – Sept. 20**
 - All local television and major print outlets in attendance
- ▶ **Public Hearing and Open House Events – Oct. 15 & 17**
 - Attendance by all local television outlets, The Columbian, The Oregonian
- ▶ **Metrics**
 - Stories Generated: 141
 - Estimated over two million reached



Draft SEIS Webpage

► Over 33,000 views



ENGLISH >



SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

Supplemental Environmental Impact Statement

Welcome to the Draft Supplemental Environmental Impact Statement (SEIS) page!

Here, you can review the Draft SEIS, the executive summary and the technical reports that informed it. The documents are now published, and the 60-day public comment period is open Sept. 20 through Nov. 18, 2024.

[Review the SEIS](#)

[Provide Comments](#)

Our Section 106 & Cultural Resources comment period is also now open through Nov. 18

[Visit the Section 106 page](#)



Start here!

1. Watch our videos for more information

What is an SEIS?



What are we evaluating?



How do I read and comment?



> [What is the Draft SEIS?](#)

> [What does the Modified LPA include?](#)

2. Read more about the Draft SEIS findings

Below is a high level snapshot of some of the findings in the Draft SEIS. To read more, you can review the executive summary ([linked under #3 below](#)) that includes overview of all of the chapters in the document or read each full chapter.

> [Transportation](#)

> [Community and Environment](#)

3. Review the Draft SEIS and technical reports

> [Executive Summary - Available in 8 Languages](#)

> [Front Matter, Table of Contents, List of Acronyms & Abbreviations](#)

> [Chapter 1. Purpose and Need](#)

> [Chapter 2. Description of Alternatives](#)

> [Chapter 3. Existing Conditions and Environmental Consequences](#)

> [Chapter 4. Draft 4\(f\) Evaluation](#)

> [Appendices](#)

> [Technical Reports](#)

> [Download all Documents & View a Program Map](#)

> [How to Search in the Documents](#)

4. Submit a comment

First Name * Last Name * * Required

Business or Organization

Email (enter N/A if none) *

Phone Number

Address

City * State * Zip Code *

Comment *

[Submit](#)

[Clear](#)

Comments submitted through social media and informal conversations will not be recorded as formal comments. To ensure the administrative record accurately and completely reflects the documentation received during the public comment period, written comments should not include any hyperlinks to outside materials or information. Any materials or information the commenter wishes to have considered should be included within the submitted comment. Attachments to e-mails must be specifically referenced in the comment text, including specific citations to page number and passage from the attachments. All audio/video attachments must be transcribed or submitted via the Draft SEIS voicemail line. To help us understand your interests and concerns, we recommend being specific and including details where possible. For example: "The analysis should consider potential effects from XYZ" or "I would like to see additional mitigation for XYZ".

Sign up to receive updates

Email

Draft SEIS Public Comment Engagement

► Eight total events

- Two pre-Draft SEIS virtual community briefings
- Two Draft SEIS public briefings and Q&A sessions
- Two in-person public hearing and open house events
- Two virtual public hearings

► Eight tabling events

- Included Spanish and Vietnamese events
- General themes heard:
 - *Appreciation for sharing information about the program*
 - *Mixed opinions on tolling and light rail*
 - *Questions about tolling cost/implementation*
 - *Will the bridge remain open during construction?*
 - *Will it really happen this time?*

► 61 briefings to jurisdictions, agencies, neighborhood associations and advisory groups



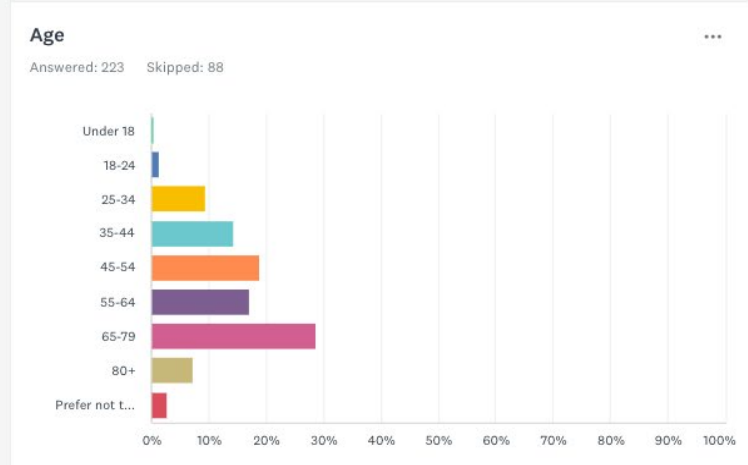
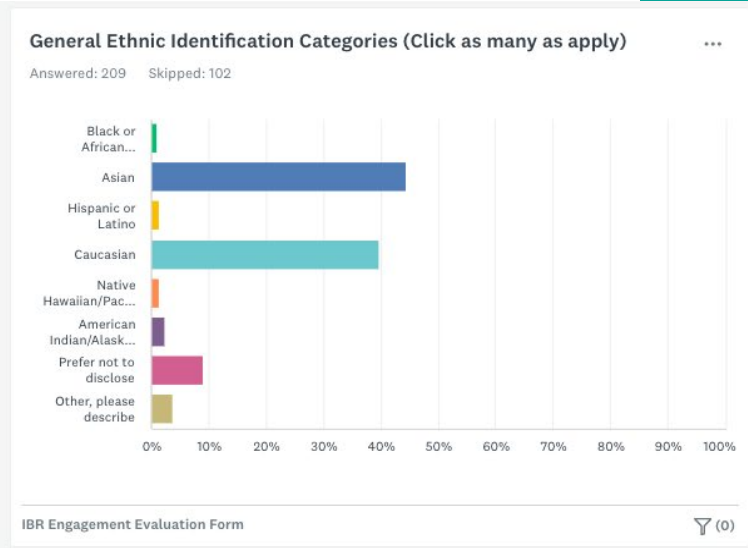
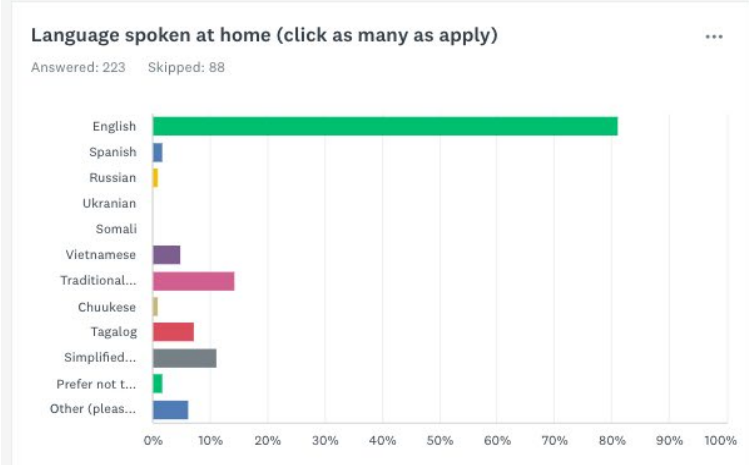
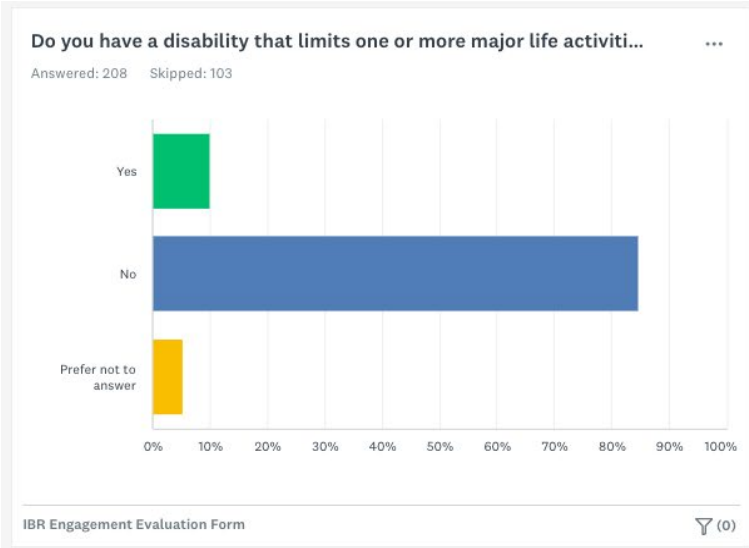
In-Language Engagement

- ▶ Coordinated with Community Engagement Liaisons (CELs) to connect with community members in-language
- ▶ Engagement included:
 - Attendance at in-person events
 - In-language briefings
- ▶ Language translation and interpretation support



Engagement and Demographic Surveys

Question	Response
1. Was this your first time attending an IBR engagement event?	66% or 201 said YES 34% or 103 said NO
2. How did you hear about the event?	27% or 84 said CELs 22% or 67 said IBR email 20% or 60 said friend/neighbor
3a. Information shared during the event felt interesting or relevant	47% or 139 strongly agreed (5) 21% or 61 agree (4) 13% or 39 neither agree or disagree (3)
3d. My comments/questions were addressed	43% or 120 strongly agreed (5) 15% or 41 neither agree or disagree (3) 14% or 40 agree (4)
3c. I would consider participating in a future IBR event	59% or 172 strongly agreed (5) 16% or 50 agree (4) 16% or 50 neither agree or disagree (3)
4. Overall, how satisfied are you with your experience engaging with the IBR program?	43% or 127 strongly agreed (5) 19% or 57 agree (4) 10% or 29 neither agree or disagree (3)
5. Did the materials provide you with the information you needed?	73% or 212 said YES 27% or 80 said NO
7. How do you prefer to get information related to the IBR program?	#1 – email notification #2 – social media #3 - CELs



Public Comment Next Steps

- ▶ **Comments received will be used to refine the options considered and update the analysis as appropriate**
 - All comments and responses will be included in the Final SEIS
 - Responses will include any updates made to Program options and/or analysis as a result of the comment
- ▶ **The program will continue to coordinate closely with federal and local partner agencies as these refinements are made to be included in the Final SEIS in mid to late 2025**





Section 106 Update

- Hayli Reff, IBR Cultural Resources Manager



Section 106 Historic Properties

- ▶ A requirement of the National Historic Preservation Act.
 - A separate law from NEPA that IBR must comply with.
 - Like NEPA, it establishes a process for evaluating effects within the Area of Potential Effect (APE).
 - Determinations of Eligibility (DOE) and Findings of Effect (FOE) documents will be published for public comment.
 - Relates specifically to historic properties and cultural resources.
 - *Includes any "precontact" or historic district, site, building, structure, or object such as artifacts, records and remains.*
- ▶ The Section 106 comment period ran separately, yet parallel to the Draft SEIS public comment period.
 - Section 106 public comment period was held for 30 days from October 18 until November 18

Section 106 Process

- ▶ Step 1: Initiating Section 106
- ▶ Step 2: Identifying Historic Properties
- ▶ Step 3: Assessing Effects
- ▶ Step 4: Achieving a Resolution

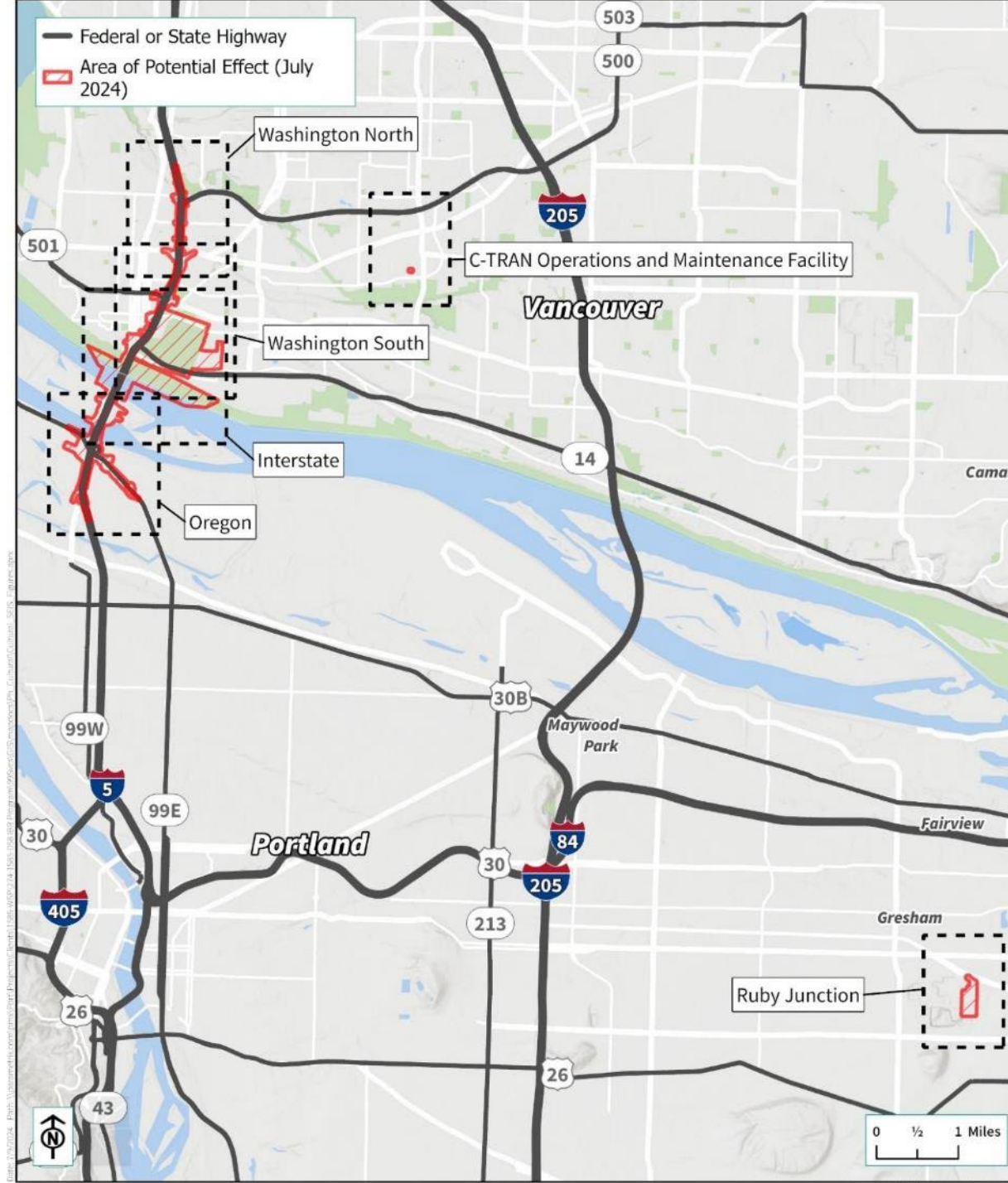




Analysis of Existing Conditions

- ▶ CRC Documentation and Reports
- ▶ Annotated Bibliography
- ▶ Archaeology Summary Report
- ▶ IBR Historic Built Environment Baseline Reports (OR and WA) April 2023
- ▶ Historic Built Environment Determinations of Eligibility February 2024
- ▶ Historic Built Environment Findings of Effect February 2024
- ▶ Geotechnical Borings Monitoring Report June 2024
- ▶ HHRDD/GPR Survey Report October 2024
- ▶ Tribal Oral History Studies pending from tribes

Area of Potential Effect



Cultural Resources

► Summary of Potential Effects to Archaeological Sites in the APE

- 12 of the 15 previously recorded archaeological sites in the APE are located within the Modified Locally Preferred Alternative (LPA). These sites have the potential to be impacted by construction-related physical ground disturbance.

► Summary of Identified Adverse Effects to Historic Built Environment Resources

- The Modified LPA would result in adverse effects to 12 historic built environment resources, including:
 - 3 properties in Oregon
 - 7 properties in Washington
 - 2 interstate properties



Programmatic Agreement

- ▶ Programmatic Agreement (PA) last step in IBR Section 106 process
- ▶ Mitigation consultation with Section 106 consulting parties has been focus for 2024
- ▶ PA will establish process for Section 106 during construction
- ▶ PA will identify Section 106 mitigation for known adverse effects



Upcoming Programmatic Agreement Milestones

- ▶ Prepare third formal draft and review by consulting parties; 1:1 walkthroughs during review window
- ▶ Public review of final PA draft
- ▶ Prepare final PA and distribute for signature
- ▶ Execute PA and file with Advisory Council on Historic Preservation prior to Amended ROD
- ▶ Begin quarterly reporting to PA signatories and consulting parties:
 - Listing and discussion of actions required to be included in quarterly reporting (as stipulated in the PA)
 - Discussion on status and tracking of implementing PA commitments
- ▶ Consultation meetings after issuance of quarterly reporting
- ▶ Annual meeting to monitor PA performance



Questions or Feedback?



Tolling Update and Rate Setting

Travis Brouwer, Assistant Director, ODOT

Reema Griffith, Executive Director, WSTC

Carl See, Deputy Director, WSTC

Bi-State Tolling Subcommittee

- The I-5 Bridge Bi-State Tolling Subcommittee was formed in accordance with the I-5 Bridge Bi-State Tolling Agreement the Commissions of each state agreed to in January 2024.
- The subcommittee recommends toll rates and policies to their respective full Commissions for rate-setting and periodic review.
- The subcommittee informs the full Commission's rate-setting decisions with updates on toll-setting work for the I-5 bridge, and on related research and analysis.
- Toll rates and policies must comply with state law and applicable bond covenants.



WA Vice Chair
Jim Restucci



OR Vice Chair
Lee Beyer



WA Comm.
Roy Jennings



OR Comm.
Alicia Chapman

Level 3 Toll Scenario Development work to date

- **March – April:** Reviewed level 2 toll scenario analysis results and assumptions.
- **May – June:** Considered and identified preliminary level 3 toll scenario recommendations.
- **July:** Advanced level 3 toll scenario recommendations for approval by the Washington and Oregon Transportation Commissions on October 1.
- **October:** The full commissions met jointly and approved the four recommended tolling scenarios for analysis.
 - The commissions also directed the subcommittee to identify an approach to analyzing a tribal discount or exemption.

Why is a Level 3 traffic and revenue study needed?

- Provide detailed traffic and revenue projections sufficient to:
 - Inform toll rate-setting by the two Commissions
 - Model financing to leverage at least \$1.24 billion in capital funding
 - Understand traffic patterns and forecasts
 - Meet all financial obligations over the forecast horizon
 - Eventually obtain an “investment-grade” credit rating to secure financing

Adopted Level 3 Traffic and Revenue Study Toll Scenarios

1

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$1.55 - 3.20	\$1.55 - 3.65	Two Step (Min/Midday)	2.0x / 4.0x	2.15% Annually	50% Discount when New Bridge Opens

2

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$1.55 - 3.65	\$1.65 - 3.90	Three Step (Min/Mid/Peak)	1.5x / 3.0x	2.15% Annually	50% Discount when New Bridge Opens

3

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$1.65 - 3.90	\$1.65 - 3.90	Two Step (Min/Midday)	1.5x / 3.0x	2.15% Annually	50% Discount as soon as practical

4

Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
Pre-Completion	Post Completion				
\$2.00 - \$4.70	\$2.00 - \$4.70	Three Step (Min/Mid/Peak)	1.5x / 3.0x	3% Every 2 Years	50% Discount as soon as practical

Remaining I-5 Bridge Rate-Setting Schedule*

- Level 3 Traffic and Revenue analysis – now thru spring 2025
- Select toll rate proposal for public input – late spring 2025
- Public engagement – now thru summer 2025
- Tribal consultation – now thru summer 2025
- Adopt toll rates and policies – fall 2025

**Preliminary schedule as of December 2024, subject to change*

Oregon and Washington Coordination on Upcoming Rate-Setting Process

- Each commission will go through separate rate-setting processes, with the goal to hold decision-making meetings jointly.
- The commissions will coordinate on community engagement through the I-5 Bi-State Tolling Subcommittee and ensure opportunities for public comment on the proposed rates and discounts/exemptions.
- The I-5 Bi-State Tolling Subcommittee will continue to lead tribal consultation.
- The IBR program team is coordinating closely with both commissions and will continue to provide updates at IBR program advisory groups.



Questions or Feedback?



Responding to Questions

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Paige Schlupp, Assistant Program Administrator

Ryan LeProwse, Transportation Lead

When will tolls on the bridge be removed?

- ▶ **Current authorization legislation does not identify an end date for tolling. Future policy decisions will be made by the states' tolling authorities.**
 - In Washington, the decision would be made by the Washington legislature.
 - In Oregon, the decision would be made by the OTC.
 - *Oregon law authorizing tolling states: Tolls are to be used only to fund the project, must meet requirements for debt issued for the project and must pay for maintenance and operation of the project. Tolls must be reduced after paying off construction.(ORS 383)*
- ▶ **Tolls will be needed for the entire financing period. Tolls would be reduced once bonds are paid off.**
- ▶ **Tolls provide a sustainable source to fund facility operations, maintenance and rehabilitation.**

Tolling and Diversion

- ▶ **Decreases in traffic volumes (diversion) due to tolling occur when travelers make different choices such as:**
 - Rerouting to other facilities, ride sharing, shifting travel modes, choosing a different trip destination, choosing a different time to travel, or not making a trip at all.
 - Over time, drivers often return to the tolled facility as a result of regional traffic growth and increased congestion/travel time and costs along alternative routes, with the tolled facility being more attractive due to the potential time savings and travel time reliability.
- ▶ **Key findings related to tolling and diversion from the Draft SEIS analysis indicate the following:**
 - Overall auto volumes crossing the Columbia River and on I-5 are reduced because travelers make the choice to change their destination (trips not crossing the river) or take transit across the river.
 - A small percentage of trips were shown to divert to I-205, with the majority of diversion occurring during the off-peak time periods.
 - A higher toll rate on the I-5 bridge results in a reduction in cross-river auto trips, more diversion and increased cross-river transit trips.

Overview of Modeling

- ▶ **The IBR Program, along with other regional projects that began prior to the adoption of Metro's 2023 Regional Transportation Plan (RTP), is using Metro's 2018 RTP data in modeling traffic volumes and transit ridership**
 - It takes time and agreement on modeling and land use assumptions following adoption of a RTP, and it can often take multiple years to fully develop the travel demand model for project use after a RTP is adopted.
- ▶ **As part of our modeling analysis, we are using 2019 traffic data as our base year and 2045 as our future year to forecast future conditions**
 - Since our Program has a multi-year environmental process, coordination occurred with our federal partners before modeling began to reach agreement on which RTP should be used for the IBR Program which was the 2018 RTP.

What updates were made to traffic modeling since CRC?

- ▶ The assumptions that are made for the Regional Travel Demand Model have been made in coordination with city, county, regional, state and federal partners.
- ▶ Both IBR and CRC modeling used Metro and RTC's model which includes calculations to arrive at the number of trips that will be made (trip generation), where they will go (destination choice), how they will get there (mode choice) and what route they will take (assignment).
 - The modeling for the IBR Program has been updated to use newer household survey data collected since the CRC modeling was completed.
- ▶ The model used for the IBR program accounts for real-world changes in the Portland-Vancouver metropolitan area that have occurred due to numerous factors since the forecasts were completed for CRC, including:
 - Economic factors
 - Technological advancements
 - Land use and development
 - Social and cultural factors
 - Policy and regulation
 - External events

What led to the discrepancy in projected vs actual traffic congestion growth rates since CRC?

- ▶ **CRC forecasts were based on the RTP adopted in 2004**
 - These CRC forecasts occurred prior to the unpredictable 2007-2012 recession.
 - Population and employment forecasts are adjusted every 5 years to match current economic patterns, reflecting changing economic conditions.
 - The next set of RTP forecasts from Metro/RTC included the impacts of the recession on the land use forecasts and this has continued into every subsequent RTP updates.
- ▶ **While traffic forecasts did not grow at the rate forecast during the CRC EIS, cross river traffic volumes have grown by an average 1.5% per year, outside of a pandemic or recession.**
 - Between 1983 and 2005 river crossing volumes grew at almost 5.5% per year.
 - Between 2005 and 2020 river crossing volumes grew about 1.5% per year.
 - IBR forecasts assume that future cross river growth rates would occur at about 1% per year accounting for congestion on constrained river crossing facilities, more multimodal options, tolling planned as part of IBR, and impacts from unpredictable events.

Did IBR consider induced demand? Why would a second auxiliary lane not create more traffic?

- ▶ **The Draft SEIS analyzed indirect impacts, including the potential for induced demand.**
 - The Modified LPA is designed to support the regional growth that is already anticipated.
 - There is a low potential for induced demand as the land uses along this corridor are developing consistently with applicable plans and policies, which will continue to be reinforced by both regional metropolitan planning organizations.
- ▶ **The analysis found that forecast volumes for the Modified LPA with one or two auxiliary lanes are similar enough to be considered the same.**
 - Auxiliary lanes are ramp-to-ramp connections that do not increase highway capacity but give drivers distance to speed up or slow down before entering or exiting the roadway, improving safety in the corridor.
 - They are not through lanes and are not the same as adding a new lane that extends five miles and influences multiple neighborhoods altering travel patterns.

See [Draft SEIS Transportation Technical Report](#) and [Draft SEIS Land Use Technical Report](#) for more information.

What is the breakdown of potential displacements? How much of the program cost is estimated for properties?

- ▶ **The Draft SEIS identifies 35 business and 43 residential displacements in Oregon and Washington.**
 - Oregon: Proposed acquisitions would result in 24 business and 36 residential displacements.
 - Washington: Proposed acquisitions would result in 11 business and 7 residential displacements.
 - *33 additional residences and 3 additional businesses would be displaced with the I-5 westward shift option.*
- ▶ **Right of way phase costs are estimated to be approximately 4%-5% of the 2023 cost estimate range of \$5B-\$7.5B.**
 - Cost estimates will be refined as the federal review process progresses and design of IBR investments advances.

What are the impacts to tax revenues? Would the rest of the county cover the cost of paying for the reduced tax revenues?

- ▶ Anticipated tax revenue impacts were estimated based on assessed values, property tax data and county budget information from 2022.
 - Proposed Oregon acquisitions would result in an estimated \$657,200 of lost revenue, which is less than 0.2 percent of the Multnomah County budget.
 - Proposed Washington acquisitions would result in an estimated \$212,300 of lost revenue, which is 0.33 percent of the Clark County budget.
- ▶ While a small percentage of their budgets, it would be up to the counties to determine how to cover the reduction in tax revenue.
- ▶ Property impact information will continue to be updated in the Final SEIS.

How does the addition of light rail change traffic patterns? How much has land use impacted changing travel patterns and LRT demand?

- ▶ **IBR transit investments include the extension of light rail, new transit stations, express bus service using bus-on-shoulder through the program area and route adjustments to optimize transfer opportunities.**
 - All of these proposed transit service and routing changes will change current travel patterns as users will have multimodal options that do not exist currently.
- ▶ **Research has shown a strong connection between increased land use density and transit ridership.**
 - The character of development in downtown Vancouver has changed greatly during the past decade, emphasizing new residential opportunities and revitalization of the retail core and central waterfront.
 - The increased density in downtown Vancouver and greater diversity of land uses is much more supportive of LRT than previous land use patterns.
 - The same is true of redevelopment planned for Hayden Island.

Do you anticipate that LRT will drive Transit Oriented Development in the region?

- ▶ **FTA encourages transit systems to undertake joint development projects at and around transit stations, where they:**
 - Are physically or functionally related to transit service
 - Increase transit revenues through proceeds from the joint development.
- ▶ **Other local and national light rail projects demonstrate how coordinated land use and zoning alongside transit and infrastructure investment can deliver wider regional benefits.**
 - Both the City of Vancouver and the City of Portland look to transit investments and growth around them as a way to increase transit use.
- ▶ **IBR supports station area planning and will accommodate joint development projects and transit-oriented development.**
 - These projects would be independently advanced but may include coordination with the program.



Questions or Feedback?



Next Steps

Greg Johnson, Program Administrator

On the Horizon

- ▶ Upcoming work in 2025 will include discussions on elements of design such as architecture, street connections, active transportation, and transit elements
- ▶ Final SEIS anticipated in late 2025
 - Ongoing coordination with federal lead agencies
 - Responses to public comments and refinements to design and technical analysis will be published in the Final SEIS
- ▶ Amended Record of Decision following Final SEIS gives federal approval to begin construction
- ▶ I-5 Bridge Bi-State Tolling Subcommittee will continue to regularly meet and discuss potential toll rates and policies
 - OTC and WSTC will jointly set toll rates and policies
- ▶ The IBR program anticipates initiating the procurement process and releasing the first construction packages in 2025
 - Construction activities will begin as early as late 2025 / early 2026

Future Agenda Items

- ▶ What topics would you like addressed at upcoming meetings?



Questions or Feedback?



Public Comment



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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