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Administrator

Interstate Bridge Replacement Program

June 1, 2022



Initiating IBR efforts

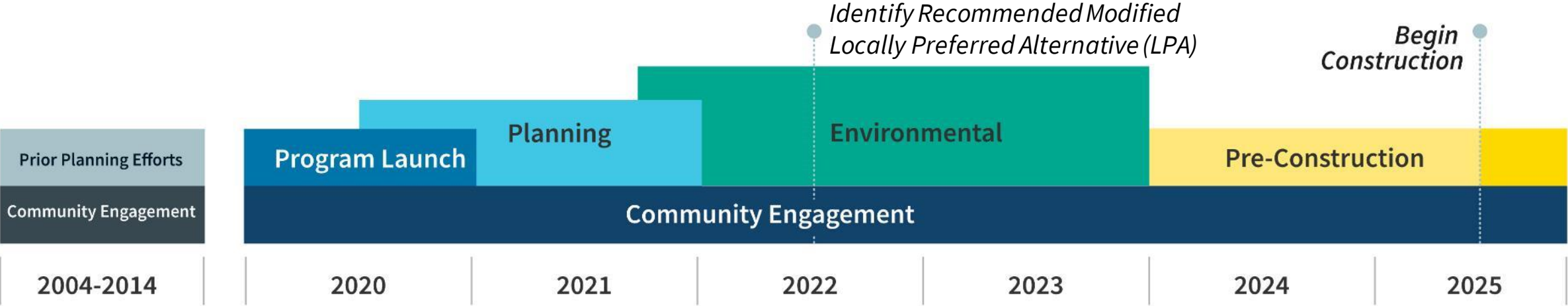
- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$90 million in combined funding dedicated by OR and WA as of March 2022
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies:
 - TriMet
 - C-TRAN
 - Oregon Metro
 - SW WA Regional Transportation Council
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown



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.

Equity and climate are key priorities

- ▶ Center equity-priority community feedback and engagement
- ▶ Support state climate goals of reduction in greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions



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.

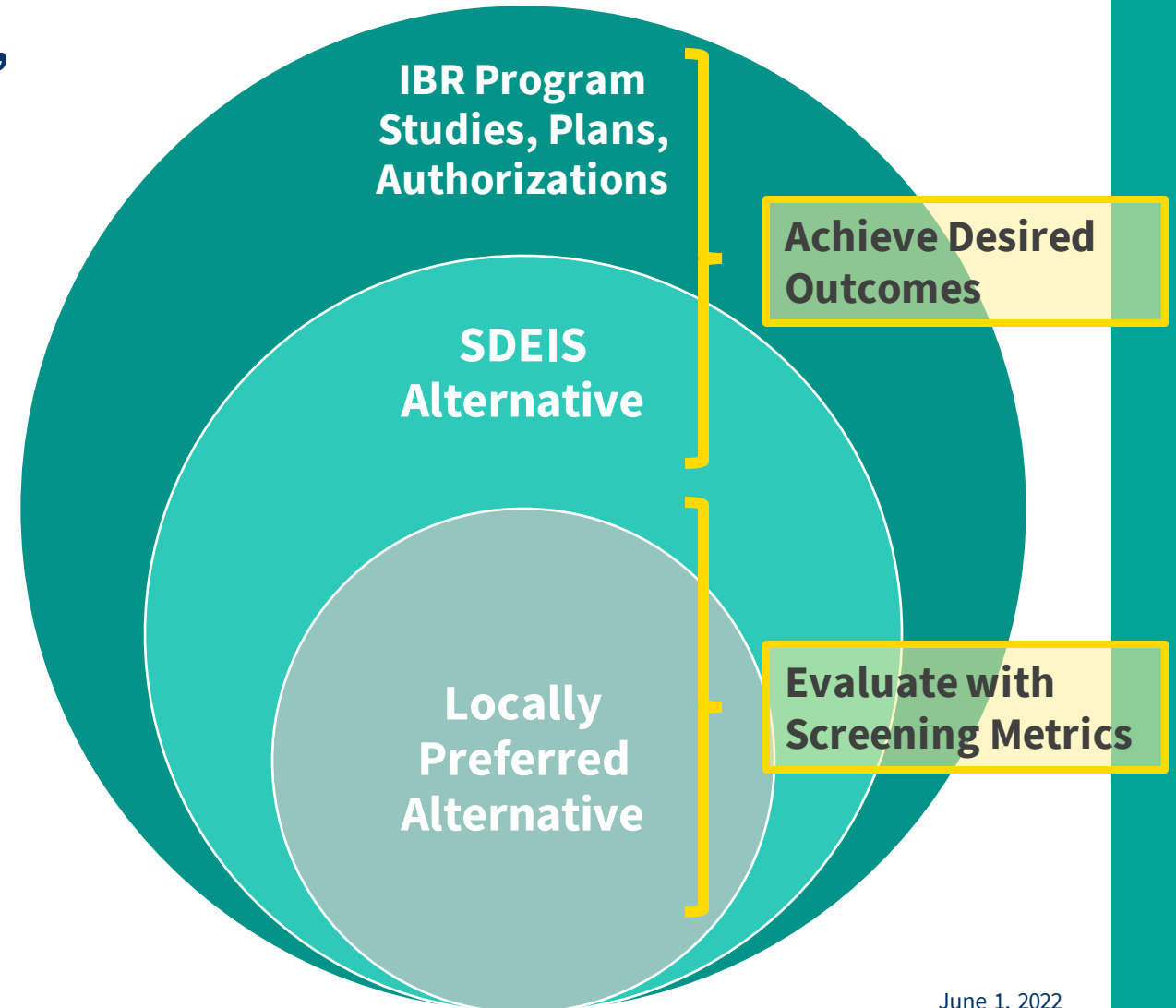
Strategies to Combat Climate Change



- 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

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.



Near Term 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/winter 2022

- Begin draft SEIS process
- Update conceptual finance plan

▶ 2023

- Additional tolling and funding discussions as part of the 2023 legislative sessions
- Anticipate applying for federal grant funding opportunities



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Questions?

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