



IBR Executive Steering Group Meeting

March 17, 2022

10:00 a.m. – 1:00 p.m.

www.interstatebridge.org

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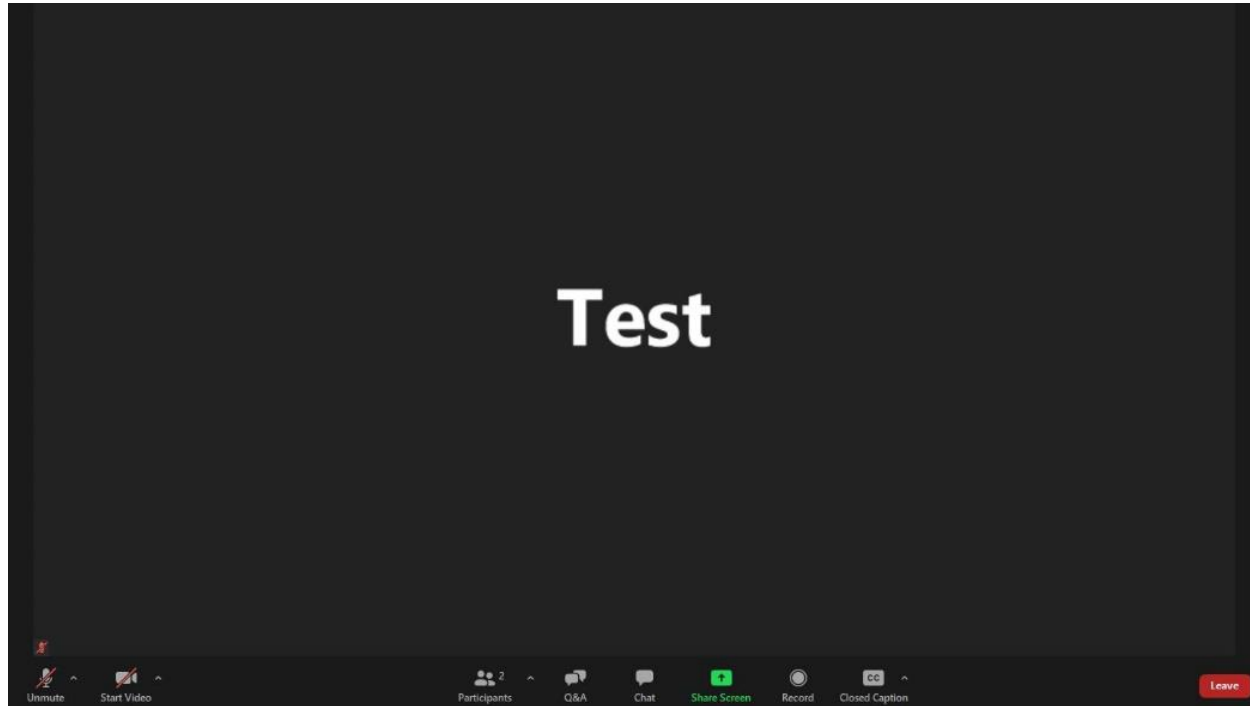
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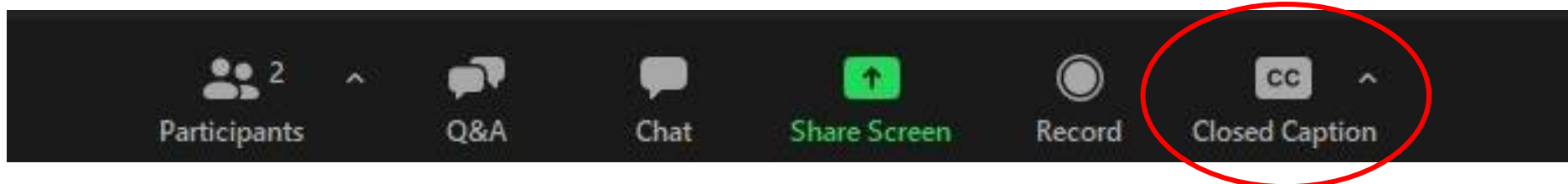
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Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ Before speaking, please state your name and affiliation to help attendees identify who is talking.
- ▶ If you experience technical difficulties, please contact program staff at:
(360) 329-6744

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org with “ESG Public Comment” in the subject line
 - Call 888-503-6735 and state “ESG Public Comment” in your message



Meeting Ground Rules

- ▶ Honor the agenda
- ▶ Listen to understand and ask questions to clarify
- ▶ Hard on the problems, soft on the people
- ▶ Address interests and seek common ground
- ▶ Provide a balance of speaking time



Meeting Agenda

Time	Topic
10:00 -10:30 am	Welcome, Introductions, Agenda Review, and Updates
10:30 -10:50 am	The LPA Decision-Making Process
10:50 -11:20 am	Transit Overview
11:20 -11:40 am	Community Advisory Group (CAG) Update
11:40 -12:15 pm	Technical Overview
12:15 – 12:35 pm	Climate Program Overview
12:35 – 12:50 PM	Public Comment
12:50 – 1:00 PM	Confirm Upcoming Meeting Topics, Next Steps and Summary

Welcome, Introductions, and Brief Updates from Around the Region

Program Administrator Update

- ▶ Tolling Administration Overview
- ▶ Washington DC Visit - IBR Delegation
- ▶ Move Ahead Washington
 - Overview of proposed investment in and potential impact to the future of the IBR Program
- ▶ Defining the Modified LPA and the Role of the Executive Steering Group



Interstate Bridge Toll Administrator Recommendation

Toll Administrator Decision and Justification

- ▶ Last week, a decision was reached between the DOTs, with OTC concurrence, that ODOT should administer tolls on the I-5 bridge
- ▶ This decision was needed early this year to allow ODOT to account for IBR in its upcoming process to seek tolling vendors
- ▶ The customer experience, ease of use, and support in learning a new system were the primary drivers for the decision
 - The proximity of the I-5 bridge to other Oregon facilities will allow for consistent communications about customer service, accounts, and payment options

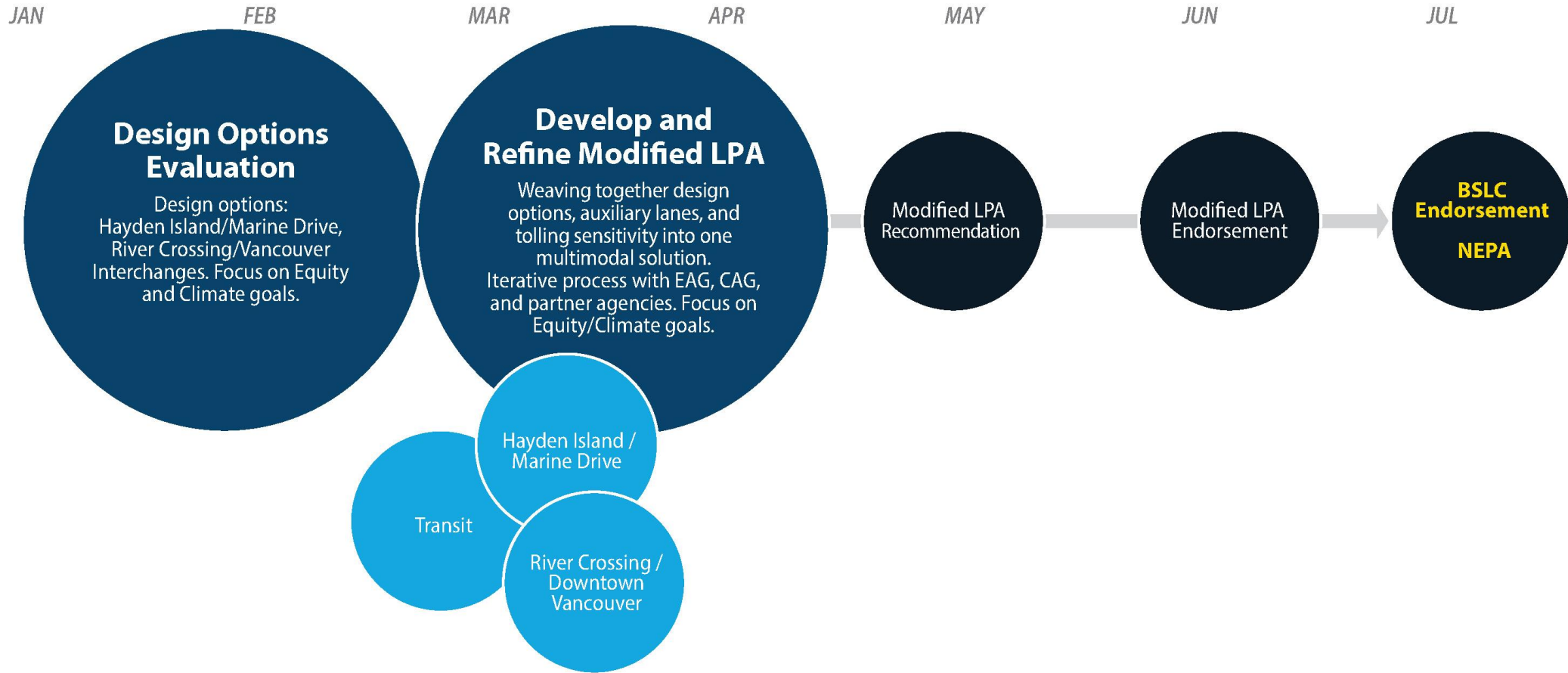


Tolling Implementation Commitments

- ▶ **IBR tolling will be implemented in a bi-state environment**
 - Both states, and IBR, will collaborate on business rules and operating procedures
 - The Washington Transportation Commission and Oregon Transportation Commission will jointly set rates, exemptions and discounts, including possible low-income discounts
 - The tolling system will be interoperable with other regional toll programs
 - Oregon will continue to be responsible for the costs to set up their toll program. Additional costs required to implement tolls on IBR will be shared by both states
 - Toll revenue collected on the facility will be used to pay for collection and customer support, construction, and operations and maintenance of the facility

The LPA Decision-Making Process

Getting to the Draft Modified LPA



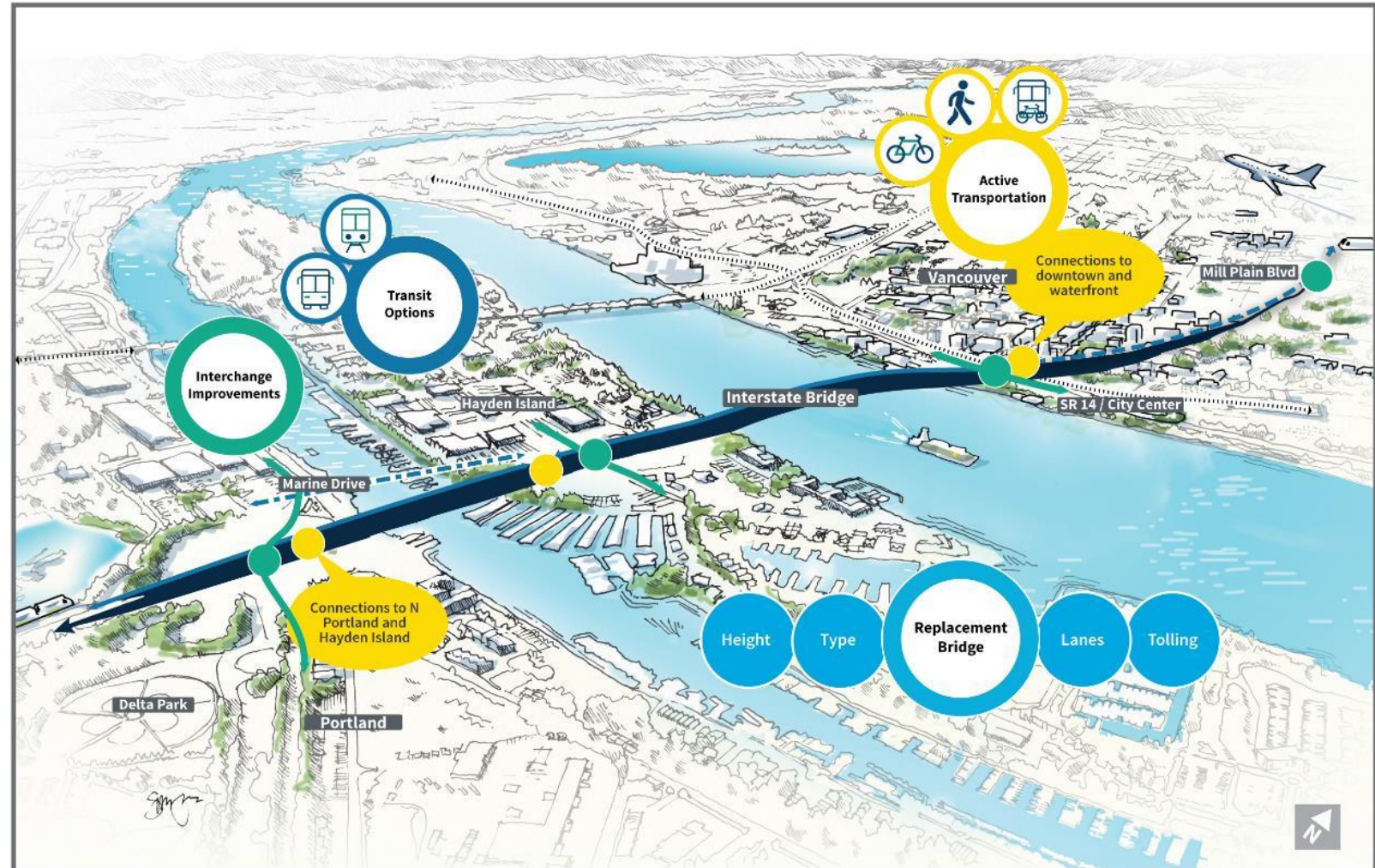
Identifying the Modified Locally Preferred Alternative

Key Components of Modified LPA

- ▶ Transit Investments
- ▶ Hayden Island/Marine Drive Interchange
- ▶ Number of Auxiliary Lanes

Other Program Area Considerations

- ▶ Bridge Crossing and Alignment
 - Evaluating one-bridge (stacked) and two-bridge (side-by-side) options
- ▶ Vancouver interchanges
- ▶ All options assume replacement of North Portland Harbor Bridge. More work will be done to identify benefits and impacts
- ▶ Active transportation improvements will be integrated into design options for all areas



Steps to Get to the Modified LPA

- ▶ **The steering and advisory groups will continue to provide feedback on major components of the LPA in March/April, which will be considered in the decision-making process for identifying a Modified LPA alongside:**
 - Technical expertise
 - Partner agency feedback
 - Screening results
 - Traffic modeling data
 - Equity analysis
- ▶ **The program will identify a recommendation for a modified LPA that considers all inputs and information from partners, EAG, and CAG**
 - Partner boards and councils will review the recommended Modified LPA beginning in May
 - The program will summarize the outcome of boards and councils for ESG endorsement of the Modified LPA
 - The consensus recommendation from ESG will be presented to the Bi-State Legislative Committee for endorsement

Timeline to Identify Modified LPA

- ▶ **Late April/early May**
 - Identify Program recommendation for Modified LPA
- ▶ **Mid-May to mid-July**
 - Review and adoption of recommended Modified LPA by partner boards and councils
- ▶ **July**
 - Consensus recommendation from ESG
- ▶ **Late July (Proposed)**
 - Bi-State Legislative Committee consideration of Modified LPA
- ▶ **August 1**
 - Language included in WA supplemental transportation budget (awaiting Governor's signature):
 - *The Washington members of the joint Oregon-Washington legislative action committee shall report back to the Washington state legislature, by August 1, 2022, regarding the progress of the committee and its work to advance the project to build a new Interstate 5 bridge spanning the Columbia river. **The report must include a description of the locally preferred alternative ultimately identified as part of the Interstate Bridge replacement project.***

Beyond the Modified LPA

- ▶ **The Modified LPA is a starting point for more detailed discussions and decisions as part of the Supplemental Environmental Impact Statement process**
 - Additional details and recommendations on the overall bridge design
 - How we've avoided and minimized impacts and considered any needed mitigation will be determined
 - Ongoing opportunities to provide input and for community engagement as the program works through the detailed federal environmental process

Review of Representative Transit Investments

IBR Transit Investment

- ▶ **Overview of process to date**
 - Development of representative transit investments
 - Development of transit measures
 - What has changed since 2013 for transit?
- ▶ **Draft findings from transit measures**
- ▶ **Next Steps**

Representative Transit Investments

Overview of representative options, used to understand how possible project investments perform relative to each other

- **11 build options and one no build option**
- **1 bus on shoulder**
- **3 BRT**
- **6 LRT**
- **1 hybrid LRT/BRT**

Option B	Option C	Option D	Option E	Option F	Option G	Option H	Option I	Option J	Option L	Option M
2045 LPA	Bus on shoulder	Dedicated BRT - Extend Vine(s) BRT from Turtle Place to Expo	Dedicated BRT Connection - Kiggins Bowl to Expo on an I-5 Adjacent Dedicated Guideway	Dedicated BRT Connection - McLoughlin/I-5 to Expo in a Dedicated Guideway on the 2013 Transit Alignment	Hybrid Option - Extend Vine(s) BRT to Hayden Island, Extend MAX Yellow Line to Hayden Island	LRT Extension from Expo to Hayden Island to a Station with Terminus near Turtle Place	LRT Extension from Expo to a Terminus near McLoughlin/I-5 on an I-5 Adjacent Alignment (Center/West Side of I-5)	LRT Extension from Expo to a Terminus near Kiggins Bowl on an I-5 Adjacent Alignment (Center/West Side of I-5)	LRT Extension from Expo on an I-5 Adjacent Dedicated Guideway to a Terminus Near McLoughlin/I-5 with Waterfront Station	LRT Extension from Expo on an I-5 Adjacent Dedicated Guideway to a Terminus Near Evergreen/I-5 with Waterfront Station

How Are Transit Investment Measured?

- ▶ The IBR team developed measures with project partners in order to better understand how the representative transit investments would perform relative to each other
- ▶ Measures included:
 - Multiple measures of ridership demand in 2045
 - *Includes river crossings by mode*
 - *Ridership by time of day*
 - *Mode of access*
 - Walk access
 - Transfer from existing transit (bus/rail)
 - Park and ride access
 - Access for equity priority communities
 - Relative costs
 - *Capital cost*
 - *Operations and maintenance cost*
 - High-level potential impacts

What has changed for transit since 2013?

- ▶ C-TRAN has developed and begun implementation of the Vine BRT network.
- ▶ City of Vancouver has worked with C-TRAN to design robust station environments for the Vine system on Broadway and Washington in the Central Business District
- ▶ The City of Vancouver has seen substantial growth in the Waterfront district as planned for in the Waterfront Development Plan
- ▶ The population of the region is growing and diversifying. Since 2010 Clark County's population has grown by nearly 78,000, seventy six percent of whom are people of color.

Draft Findings

What have we learned?

- ▶ All ‘build’ options substantially improve service over the ‘no build’
- ▶ There is substantial demand for cross river transit service
- ▶ Capacity, both at the transit investment level and at the system level, is an important consideration for selecting a preferred alternative
 - LRT – Downtown Vancouver, Interstate Ave., Rose Quarter, Steel Bridge, Portland transit mall
 - BRT – Downtown Vancouver
 - Express bus – Downtown Vancouver and the Portland Transit Mall
- ▶ A transit investment that serves the identified markets and attempts to serve demand, will need to include a combination of Vine BRT, LRT and express bus
- ▶ Transfers from other transit vehicles are the highest mode of access for all representative transit investments. This highlights the importance of conveniently connecting the C-TRAN and TriMet systems
- ▶ When comparing the same representative alignment, LRT options have higher ridership than BRT options

What have we learned?

- ▶ Park and ride demand is robust in all representative investment scenarios, with the greatest demand attributed to those that provide the most convenient access from I-5
- ▶ Investments that include more stations serve more residents within walking distance, including BIPOC and low income populations
- ▶ All transit investments improve access to jobs, including BIPOC and low-income populations. LRT investments improve access to jobs to a greater degree than BRT investments alone.
- ▶ When comparing the same representative alignment, LRT options have higher capital cost and lower operating cost per rider than BRT investments.

Next Steps

GOAL: Moving forward with a focused list of representative transit investments to optimize

- ▶ What type of transit investment would best serve the project corridor and the region?
- ▶ The process cast a wide net and included many inputs:
 - Technical analysis (16 measures)
 - A deeper understanding of what has changed both physically and in planning processes since the CRC program ended in 2013.
 - High level conceptual design to better understand how investments might work within the built environment

GOAL: Moving forward with a focused list of representative transit investments to optimize

- ▶ The program is tasked with selecting a preferred transit investment that includes mode, alignment and possibly terminus this spring
- ▶ As we move closer to that goal, we need to narrow our focus to fewer representative transit investments that best balance outputs and discussions from the process to date
- ▶ Obtaining feedback on the early draft findings to help guide the winnowing process

Next steps

- ▶ Working to define the preferred transit investment for inclusion in the Locally Preferred Alternative and further study in the SDEIS
- ▶ Feedback on takeaways to inform winnowing
 - Mode
 - *BRT*
 - *LRT*
 - General Alignment
 - Other



Community Advisory Group Update

March 17, 2022

CAG's role in the modified LPA

- ▶ **The CAG will provide input and feedback on three major components of the Draft Modified LPA**
 - Transit mode
 - Hayden Island/Marine Drive interchanges
 - Number of Auxiliary lanes
- ▶ **On April 28, the CAG will see the program recommendation of the Draft Modified LPA and how their feedback and Values & Priorities have been incorporated**
- ▶ **CAG understands that the Draft Modified LPA is a starting point for more specific decisions and recommendations in the future**

CAG feedback on Transit Investments

- ▶ CAG was presented with a high-level overview of the transit screening process:
 - Started with 11 options
 - Grew to 13 options
 - What has changed since 2013 LPA
 - Draft findings
- ▶ On April 14th, CAG will weigh in on the winnowed down options and mode and the alignment with their stated Values & Priorities

CAG Values & Priorities

▶ CAG reinforced the need for their Values & Priorities to be incorporated into the decision-making process on transit mode:

- All modes of transportation to increase capacity of river crossing is essential to effectively & safely move more people, goods, & services
- Congestion relief
- Informed, data-driven decision-making
- Bi-State cooperation
- Economic Empowerment
- Transportation facilities must reflect the needs of all ages & abilities, & remove barriers, including language, to access and ensure availability to transportation choices
- Cost effectiveness (affordability & Future planning)
- Centering Equity & avoid further harm
- Cultural & historical heritage & resources protected & honored
- Improve resiliency to global climate change
- Protect natural resources
- Opportunities for meaningful and equitable Community Engagement



Questions?



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