



Interstate
BRIDGE
Replacement Program



Equity Advisory Group

May 20, 2024

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Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ 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 “EAG Public Comment” in the subject line
 - Call 888-503-6735 and state “EAG Public Comment” in your message



Today's agenda

- ▶ Icebreaker
- ▶ Program Administrator Update
- ▶ Transit Station Design Discussion
- ▶ Tolling Update
- ▶ Public Comment
- ▶ Close Out

Icebreaker

- ▶ Name + pronouns
- ▶ Affiliation
- ▶ If you could have dinner with any historical figure, who would it be? And what would you ask them or talk to them about?

Program Update

Greg Johnson, Program Administrator

Recent Activities

► Visit from USDOT Acting Under Secretary of Transportation for Policy

- "One of the things that sets the IBR program apart is the emphasis on equity, multimodal transportation, community engagement and community benefits."
-*Christopher Coes, USDOT*

► Construction Industry Event - May 6

- Over 300 attendees representing construction-related businesses of all sizes
- Materials shared at the event including draft information on proposed packaging and delivery of IBR investments can be found at www.interstatebridge.org/opportunities



Recent and Upcoming Meetings and Activities

- ▶ **OAME Trade Show: May 2**
- ▶ **WA State Transportation Commission: May 15**
- ▶ **Bi-State Tolling Subcommittee**
 - Last meeting: April 19
 - Next meeting: May 23
- ▶ **Community Outreach:**
 - Neighborhood Associations: Rose Village, Bridgeton, HiNooN, Vancouver Heights, Arbor Lodge
 - Vancouver iTech Prep
- ▶ **IBR Equity Roundtable: May 21**
 - “Pathways to Active Transportation: Strategies and Solutions”



Transit Station Design Discussion

Mahlon Clements & Omid Kiasari
Design Team

Station Locations

- ▶ Evergreen Station (terminus)
- ▶ Vancouver Waterfront Station
- ▶ Hayden Island Station
- ▶ Expo Station (renovation)
- ▶ Delta Park Station (no station changes, improved active transportation access)



Light Rail Station Elements

► Mobility Connections

- Safe Pedestrian & Bicycle access (with Bike storage)
- Bus stops with shelters
- Auto Pick up and Drop off areas ('PUDO')
- Parking (*to be determined*)

► Station Features

- Ticketing and Informational signage/wayfinding
- Access for All: Stairs, Ramps and Elevators (where required)
- Side or Center platform waiting areas
- Weather and Noise Protection
- Seating & Leaning rails
- Lighting
- Landscape & Public Art



Station: At Grade/Elevated

IBR includes (2) At-grade stations and (2) elevated stations

- ▶ **At-Grade:** Expo Center and Evergreen Stations
- ▶ **Elevated:** Hayden Island and Vancouver Waterfront Stations



At-grade station example (Rockwood)



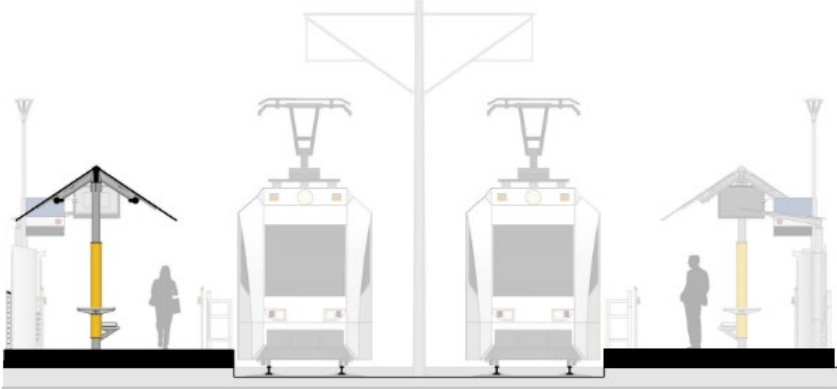
Elevated station example (UCSD)

Station Platforms: Center or Side

Typical Existing TriMet Center Platform Station



Typical Existing TriMet Side Platform Station



Equity Objectives

▶ Mobility and accessibility:

- Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.

▶ Physical design:

- Integrate equity, area history, and culture into the physical design elements of the program including bridge aesthetics, artwork, amenities, and impacts to adjacent land uses.

▶ Community benefits:

- Find opportunities for and implement local community improvements in addition to required mitigations.

▶ Workforce equity and economic opportunity:

- Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

▶ Decision-making processes:

- Prioritize access, influence, and decision-making power for Equity Priority Communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

▶ Avoid further harm:

- Actively seek out options with a harm-reduction priority rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.

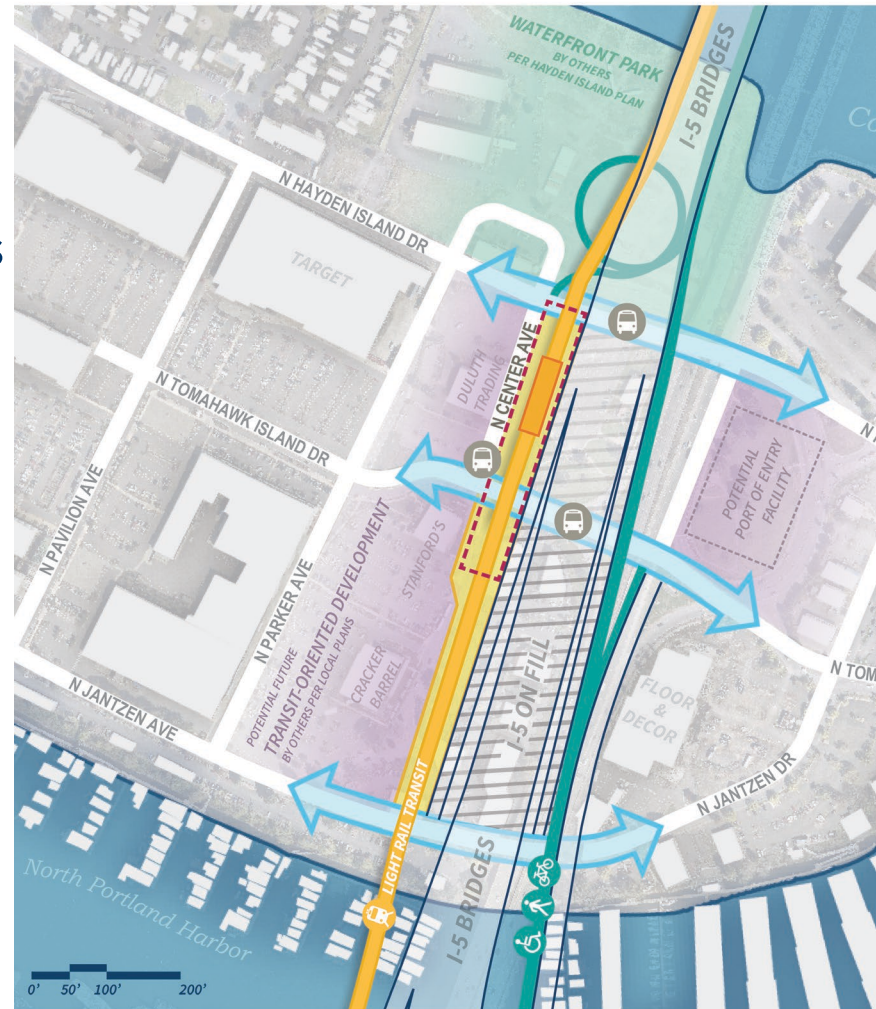
Mobility and Accessibility

- ▶ Understand how station areas have different ridership characteristics
- ▶ Understand how station area have different physical characteristics
- ▶ Evaluation of ramps in addition to elevators
- ▶ Safe and convenient Shared Use Path connections



Physical Design

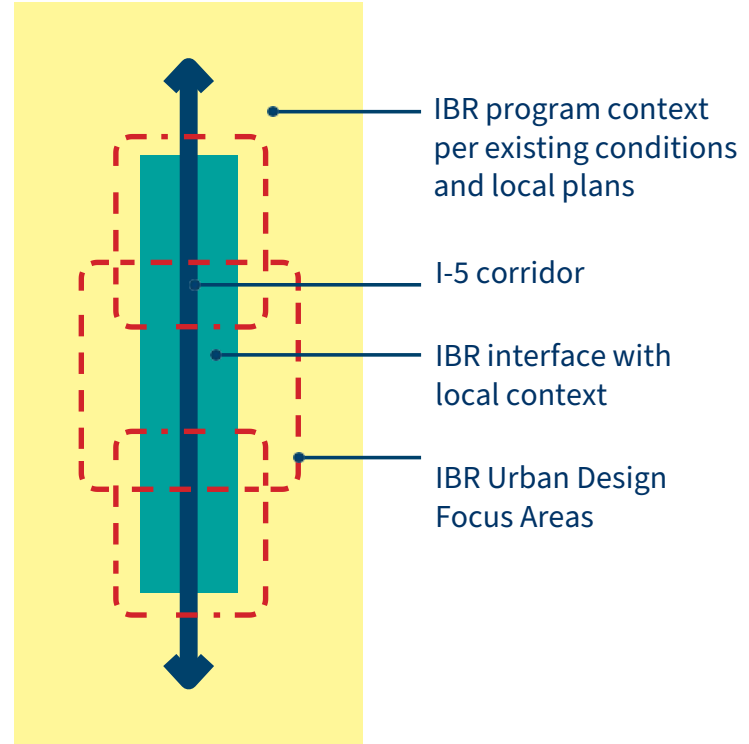
- ▶ Not yet designing artwork or amenities
- ▶ Areas like station plazas and vertical circulation provide opportunities for public art
- ▶ Plant selection
- ▶ All concepts attempt to minimize impacts
- ▶ Opportunity for stations to orient to surrounding land uses



URBAN DESIGN FOCUS AREAS

To have a holistic conversation about the wide range of interrelated urban design issues, we will discuss urban elements both within and outside of the IBR program corridor. Not all topics, concepts, or spaces discussed during our urban design discussions will be part of the IBR program.

We will also be exploring a wide range of potential opportunities, many of which will be dependent on greater level of detail that we will work towards as we advance the coordinated design. The IBR program must reserve space needed for stormwater and other maintenance and operations functions before determining which specific locations will be available for other urban design programming.





Station Design Concepts

Vancouver Waterfront Station

URBAN DESIGN FOCUS AREAS




VANCOUVER WATERFRONT

The following ongoing analysis will guide the next stage of design at Vancouver Waterfront:

STATION LOCATION:

-  A) Center Platform or
-  B) Side Platform

STATION ACCESS INCLUDES:

-  What combination of plazas, sidewalks, ramps, stairs, and elevators?


PRIMARY EAST/WEST PED/BIKE CONNECTIONS AT:

- 
 - Phil Arnold Way
 - Between SR-14 and BSNF
 - W Columbia Way


SHARED USE PATH CONNECTION AT:

- A) Under I-5 or
- B) East of I-5

BUS TRANSFER AT:

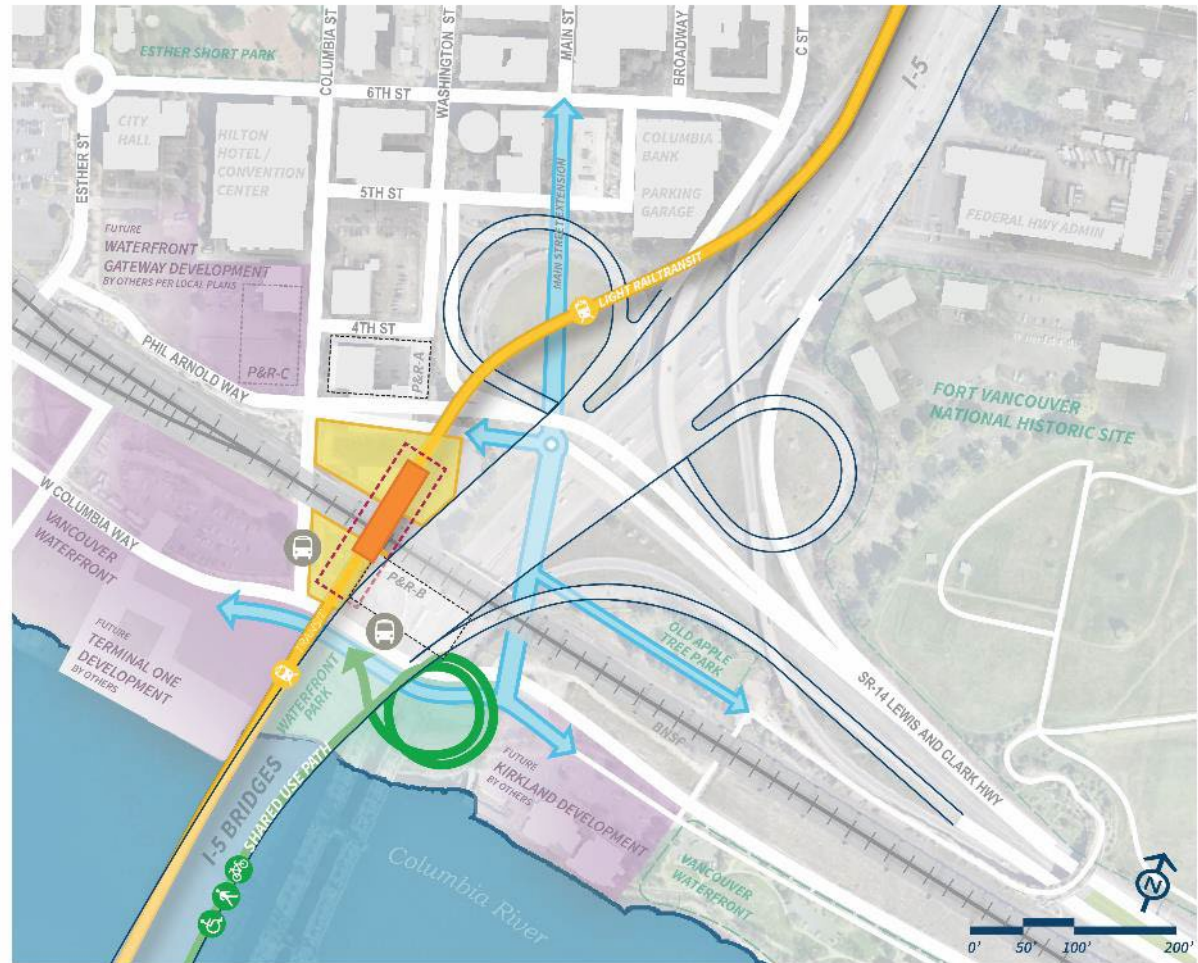
-  A) On or adjacent to street and/or
- B) In park & ride structure

PARK AND RIDE LOCATION AT:

-  P&R-A) Phil Arnold Way & Columbia or
- P&R-B) Under I5 along Columbia Way or
- P&R-C) Integrated with Gateway Development

Context:

-  Future Development by others
-  Future Open Space by others
-  Existing Parks & Open Space



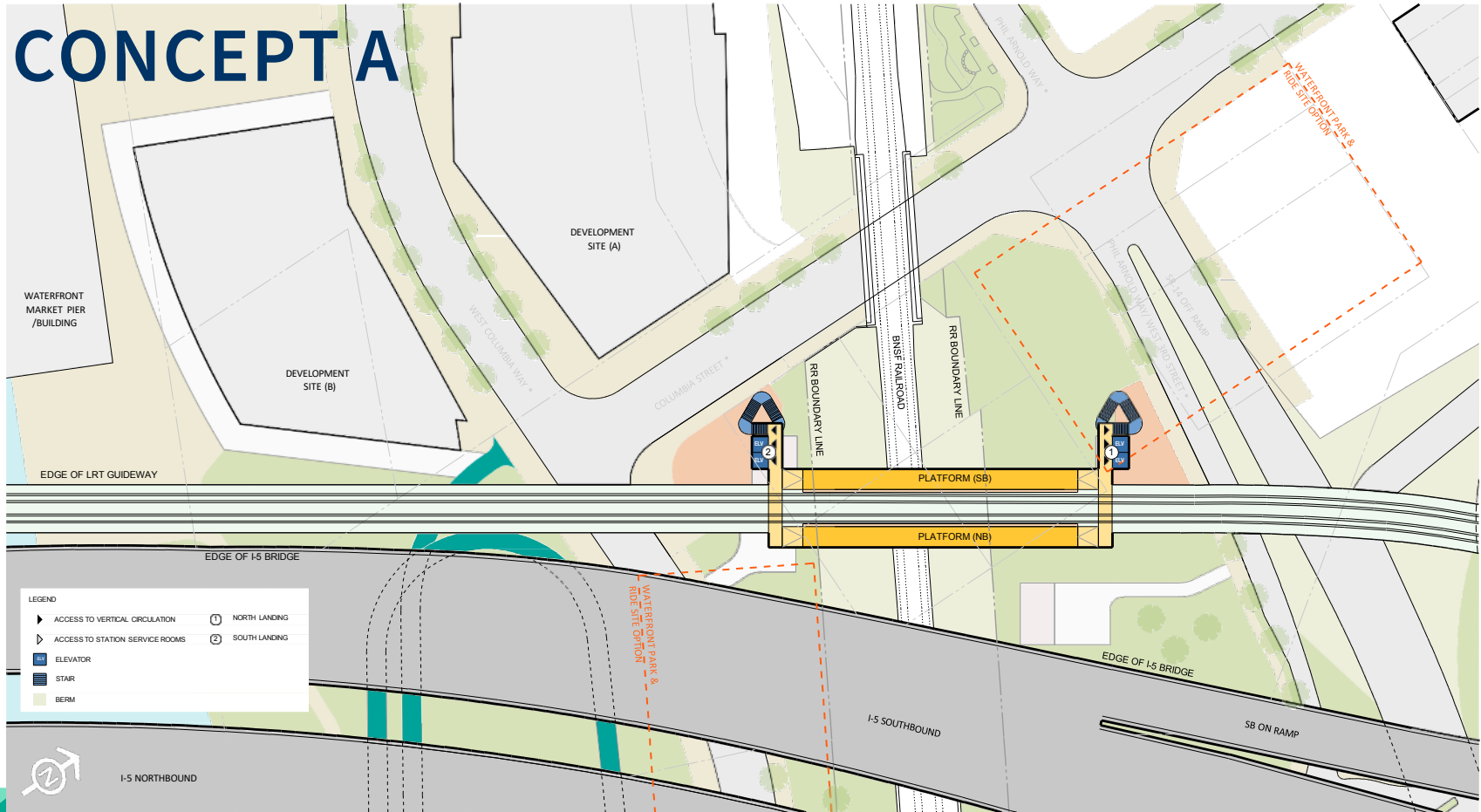
Waterfront Station Options Evaluation

Station Option #	Platform		# of Entrances	# of Stairs	# of Elevators	Potential Station Access Location			Track Crossings	Plaza / Access Design Flexibility	Need for BNSF Coordination during:	
	Side or Center	Station Location				South of Columbia Way	Between Columbia & BNSF	North of BNSF			Construction	Maintenance
A	Side	Straddling BNSF	2	2	2-4	X	✓	✓	2	More	More	More
B	Center		2	2	2-4	X	✓	✓	0-2	Less	More	More
C	Side	South of BNSF	1	2	2	X	✓	X	2	More	Less	Less

Station Design Requirements/Constraints

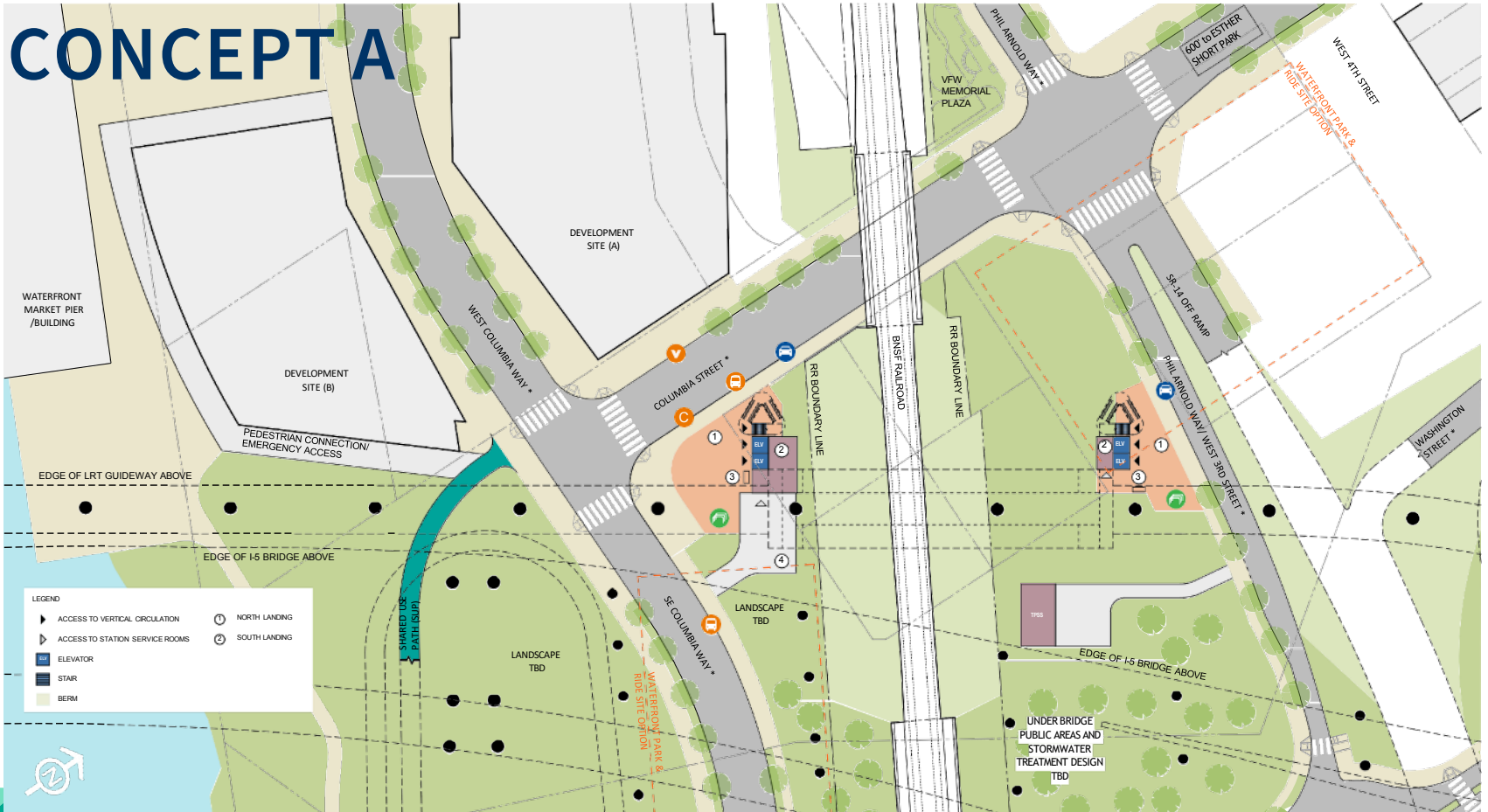
LRT System	Platform length (200') and height (75')
	Platform location constrained by trackway/guideway geometry
	Ground-level context: 2 entrances w/ entry plaza, bus integration, bike parking, PUDO
East-West Platform Location	West edge of bridge configuration option and Block B tightly constrain East-West location options
	Single Level Bridge is more constrained than Double Deck Bridge for plaza / access design
	Design for 10' offset between structures for constructability and maintenance
BNSF	Platforms above tracks assumed to be allowable
	Needed BNSF coordination considered equal for vertical circulation construction and maintenance
	Needed BNSF coordination differences are specific to functional platform area (paving, shelters, etc)
	Exposure to BNSF fumes considered equal between location options (if an issue, similar mitigation)
Street Level Context	Columbia Street alignment will not change significantly , except at intersection
	Columbia Way alignment flexible east of intersection only; intersection configuration TBD
	Center platforms constrain plaza design and station access design more than side platforms
	Pump Station assumed to be relocated (side platforms offer more flexibility for possible retention)

CONCEPT A



LEGEND	
	ACCESS TO VERTICAL CIRCULATION
	1 NORTH LANDING
	2 SOUTH LANDING
	ELEVATOR
	STAR
	BERM

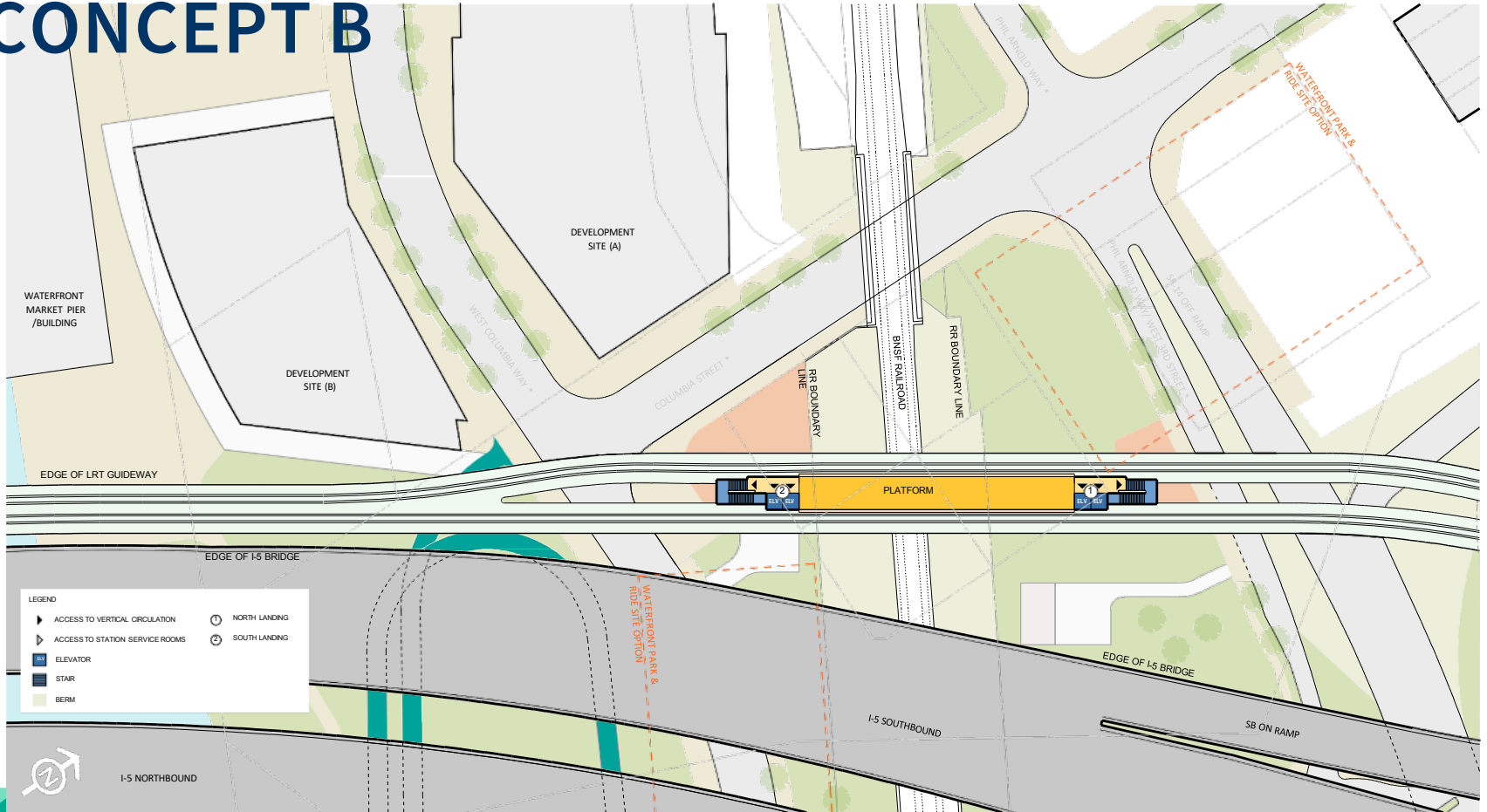
CONCEPT A



LEGEND

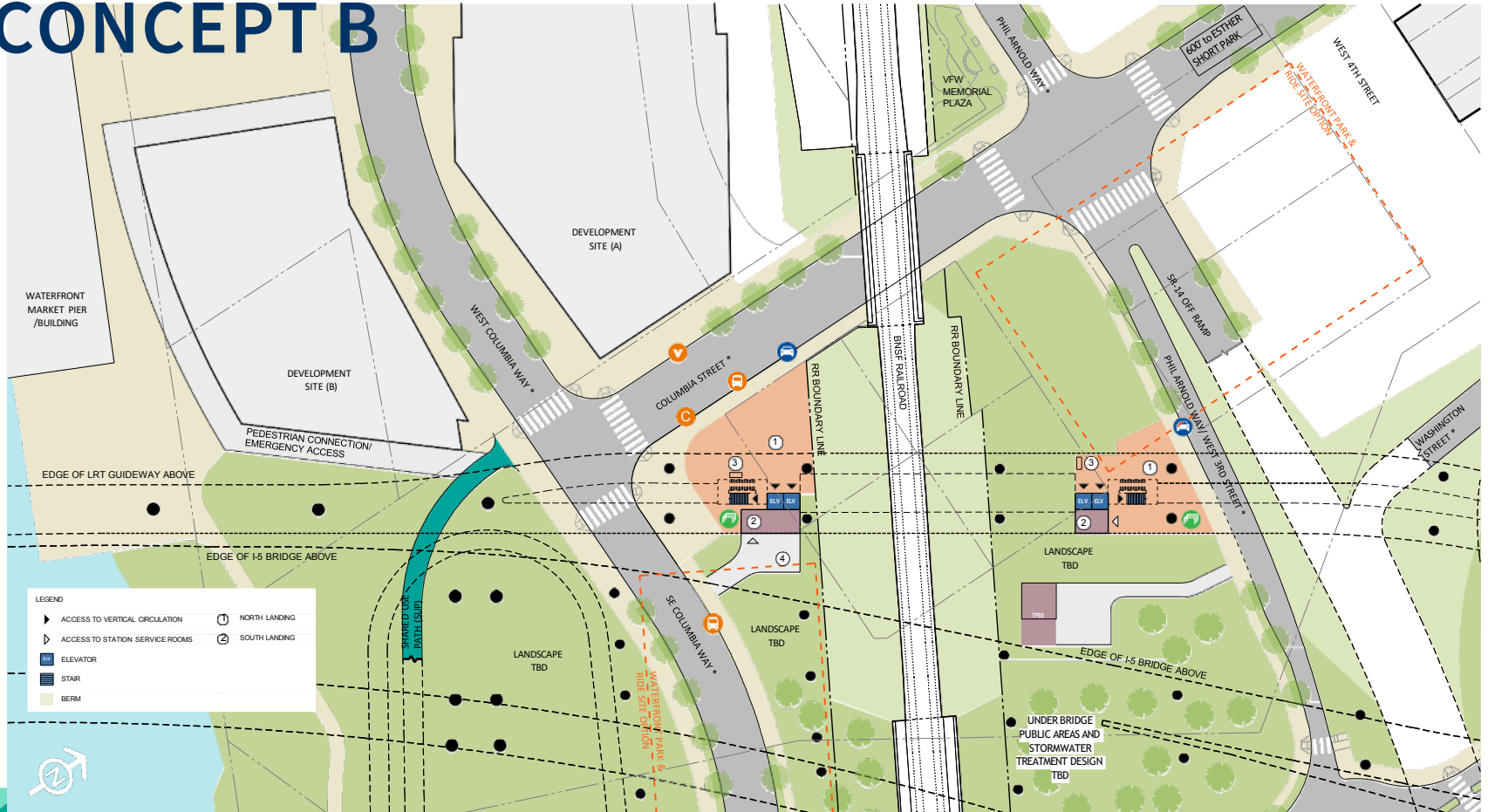
- ACCESS TO VERTICAL CIRCULATION
- ACCESS TO STATION SERVICE ROOMS
- ELEVATOR
- STAIR
- BERM
- 1 NORTH LANDING
- 2 SOUTH LANDING

CONCEPT B



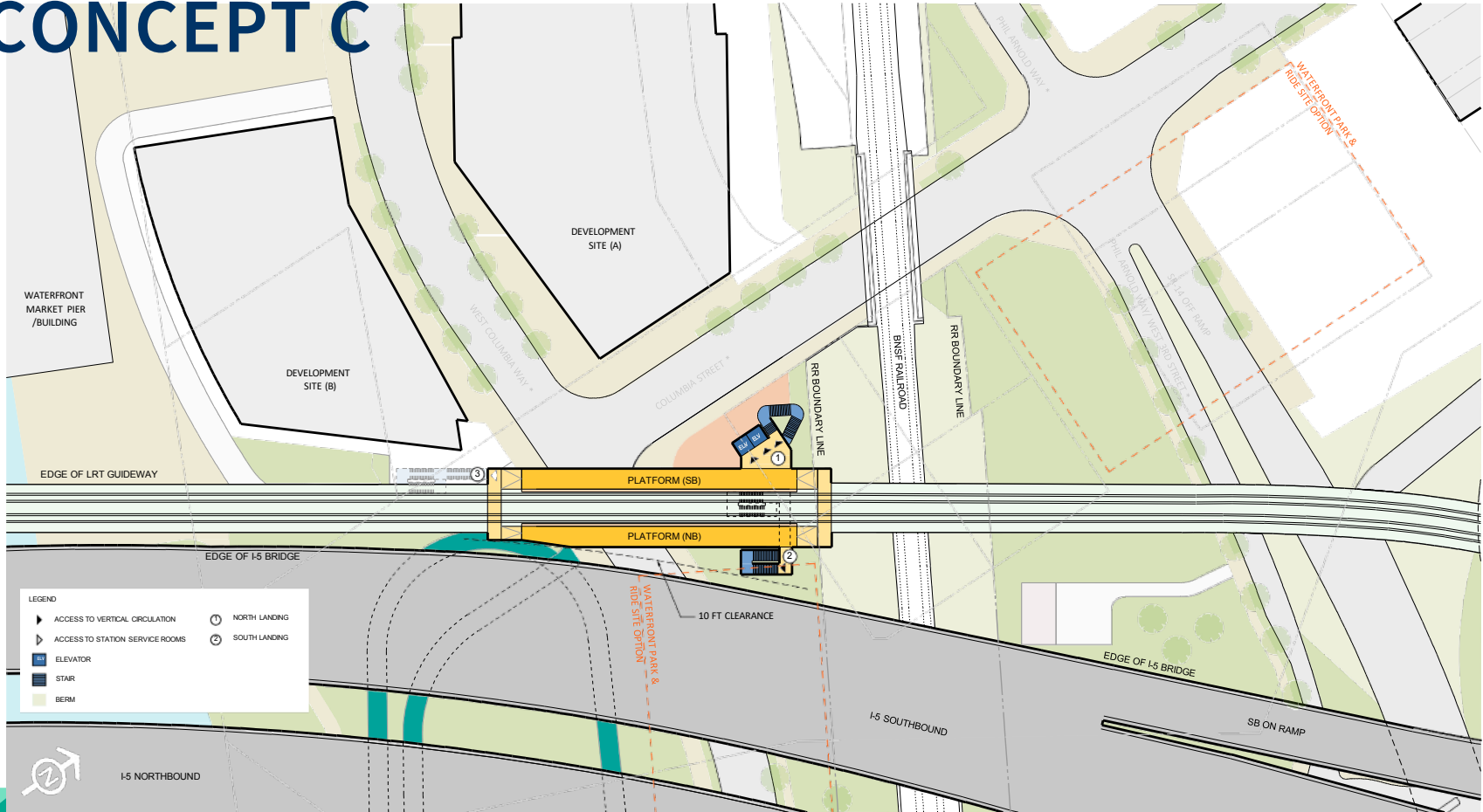
LEGEND	
	ACCESS TO VERTICAL CIRCULATION
	ACCESS TO STATION SERVICE ROOMS
	ELEVATOR
	STAR
	BERM
	1 NORTH LANDING
	2 SOUTH LANDING

CONCEPT B



LEGEND	
	ACCESS TO VERTICAL CIRCULATION
	NORTH LANDING
	SOUTH LANDING
	ELEVATOR
	STAIR
	BERM

CONCEPT C



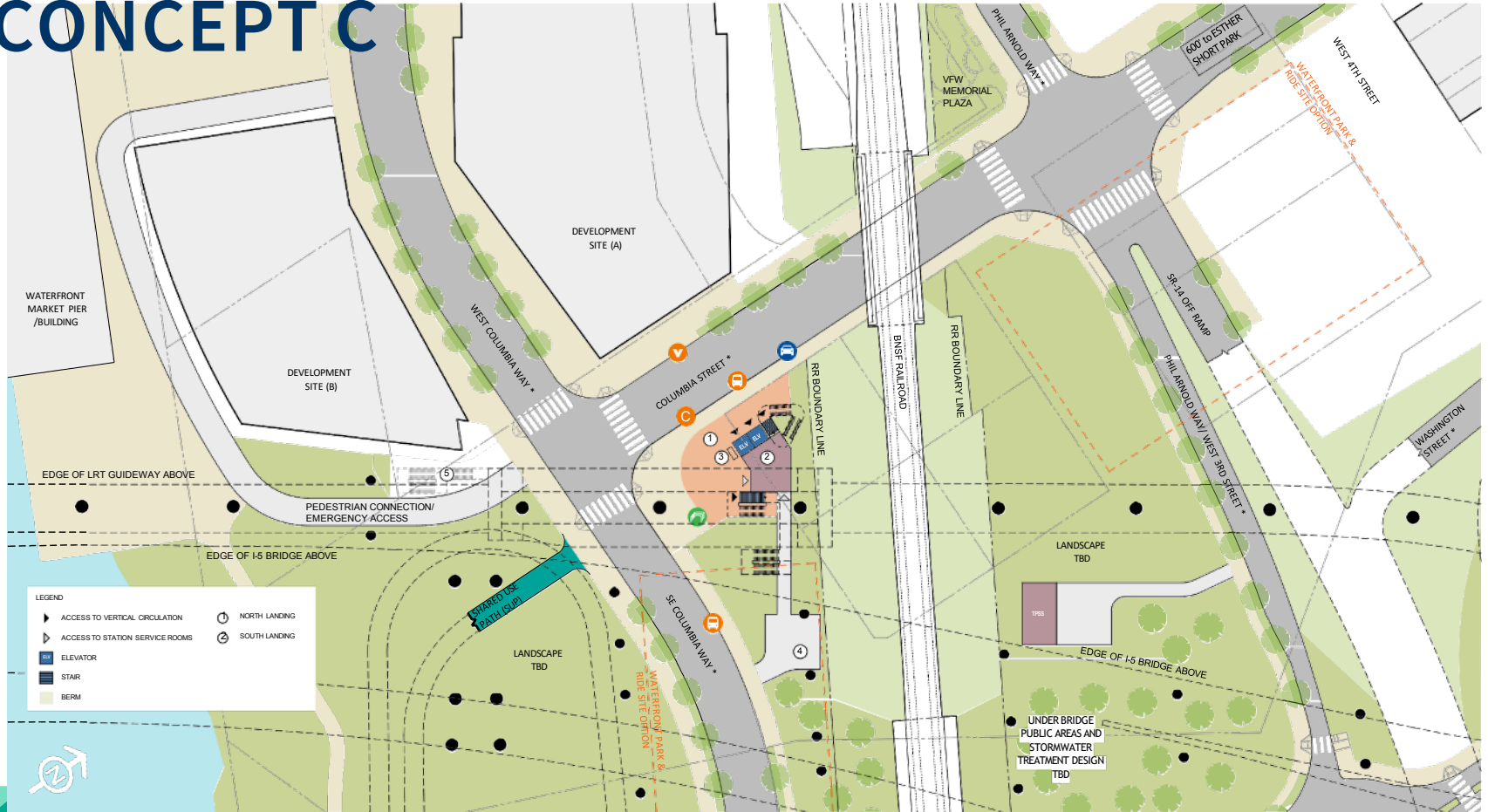
LEGEND

- ACCESS TO VERTICAL CIRCULATION
- ACCESS TO STATION SERVICE ROOMS
- ELEVATOR
- STAIR
- BERM

① NORTH LANDING

② SOUTH LANDING

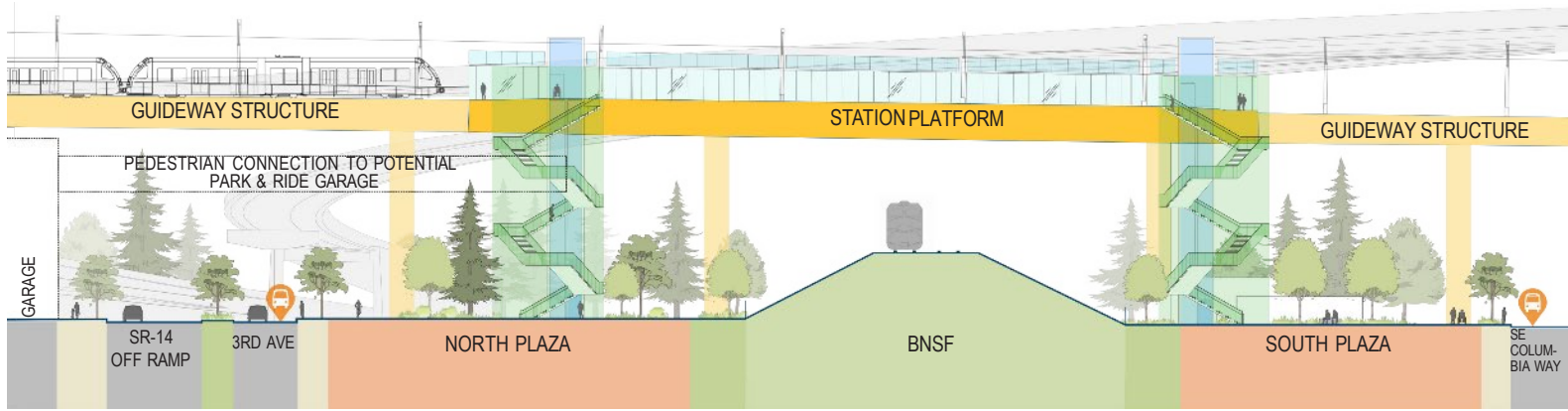
CONCEPT C



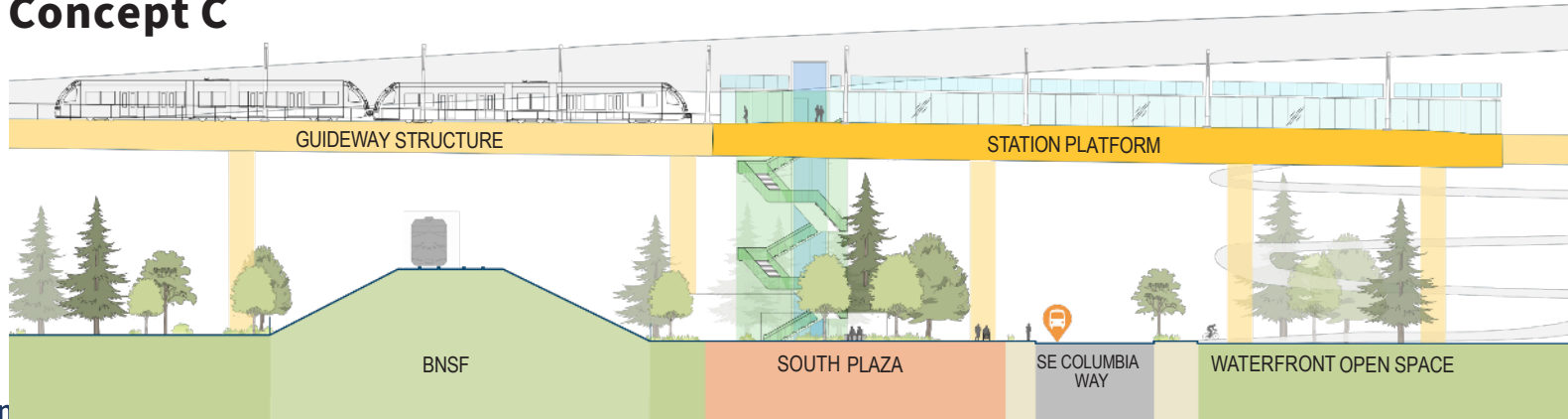
LEGEND

- ACCESS TO VERTICAL CIRCULATION
- ACCESS TO STATION SERVICE ROOMS
- ELEVATOR
- STAIR
- BERM
- 1 NORTH LANDING
- 2 SOUTH LANDING

Concepts A & B

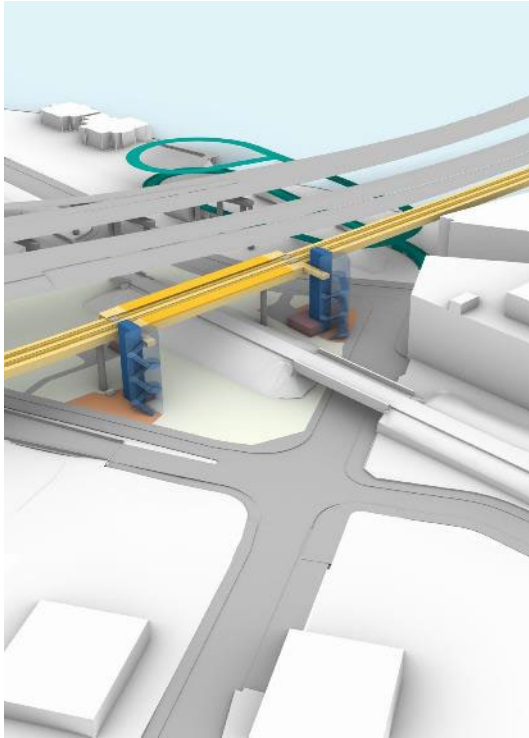


Concept C

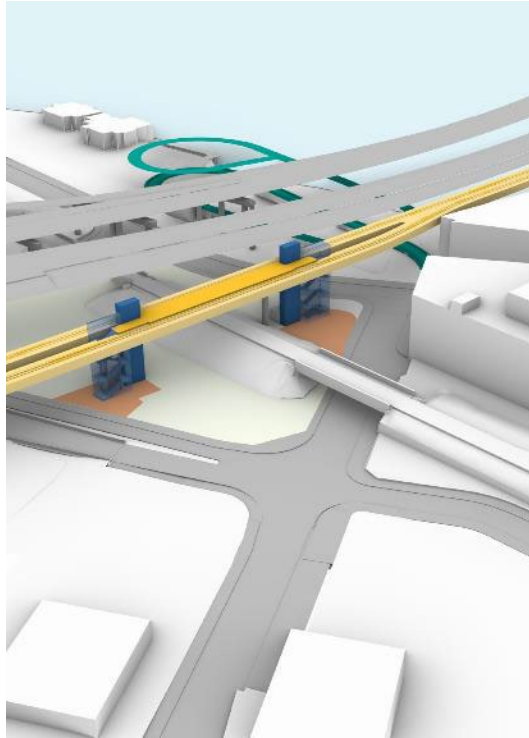


3D VIEWS

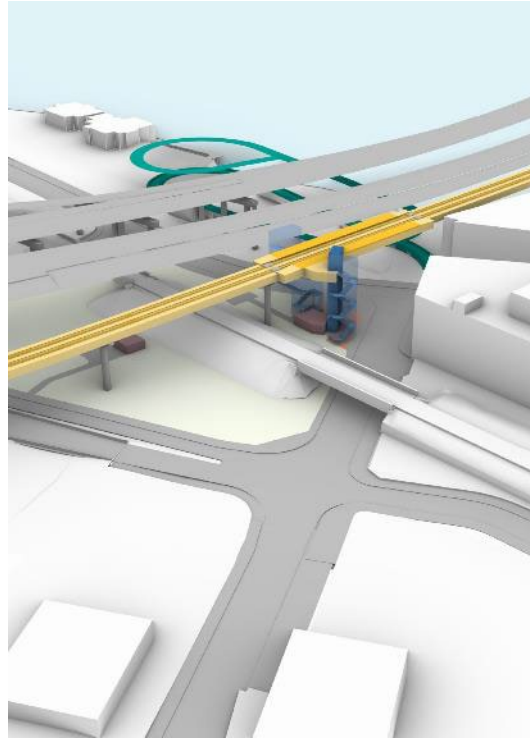
Concept A



Concept B



Concept C



Discussion - Apply Equity Objectives

▶ Mobility and accessibility:

- Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.

▶ Physical design:

- Integrate equity, area history, and culture into the physical design elements of the program including bridge aesthetics, artwork, amenities, and impacts to adjacent land uses.

▶ Community benefits:

- Find opportunities for and implement local community improvements in addition to required mitigations.

▶ Workforce equity and economic opportunity:

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▶ Decision-making processes:

- Prioritize access, influence, and decision-making power for Equity Priority Communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

▶ Avoid further harm:

- Actively seek out options with a harm-reduction priority rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.



Station Design Concepts

Hayden Island Station

URBAN DESIGN FOCUS AREAS


Urban Design Focus Areas




HAYDEN ISLAND

The following ongoing analysis will guide the next stage of design on Hayden Island:


STATION LOCATION:

-  A) Tomahawk Island Drive or
- B) Hayden Island Drive or
- C) Somewhere in between


STATION ACCESS INCLUDES:

-  What combination of plazas, sidewalks, ramps, stairs, and elevators?

PRIMARY EAST/WEST PED/BIKE CONNECTIONS AT:

-  • Tomahawk Island Drive
- Hayden Island Drive
- Jantzen Avenue
- A combination of these

BUS TRANSFER AT:

-  A) Center Ave or
- B) Tomahawk Island Drive or
- C) Hayden Island Drive

Context:

-  Future Development by others
-  Future Open Space by others



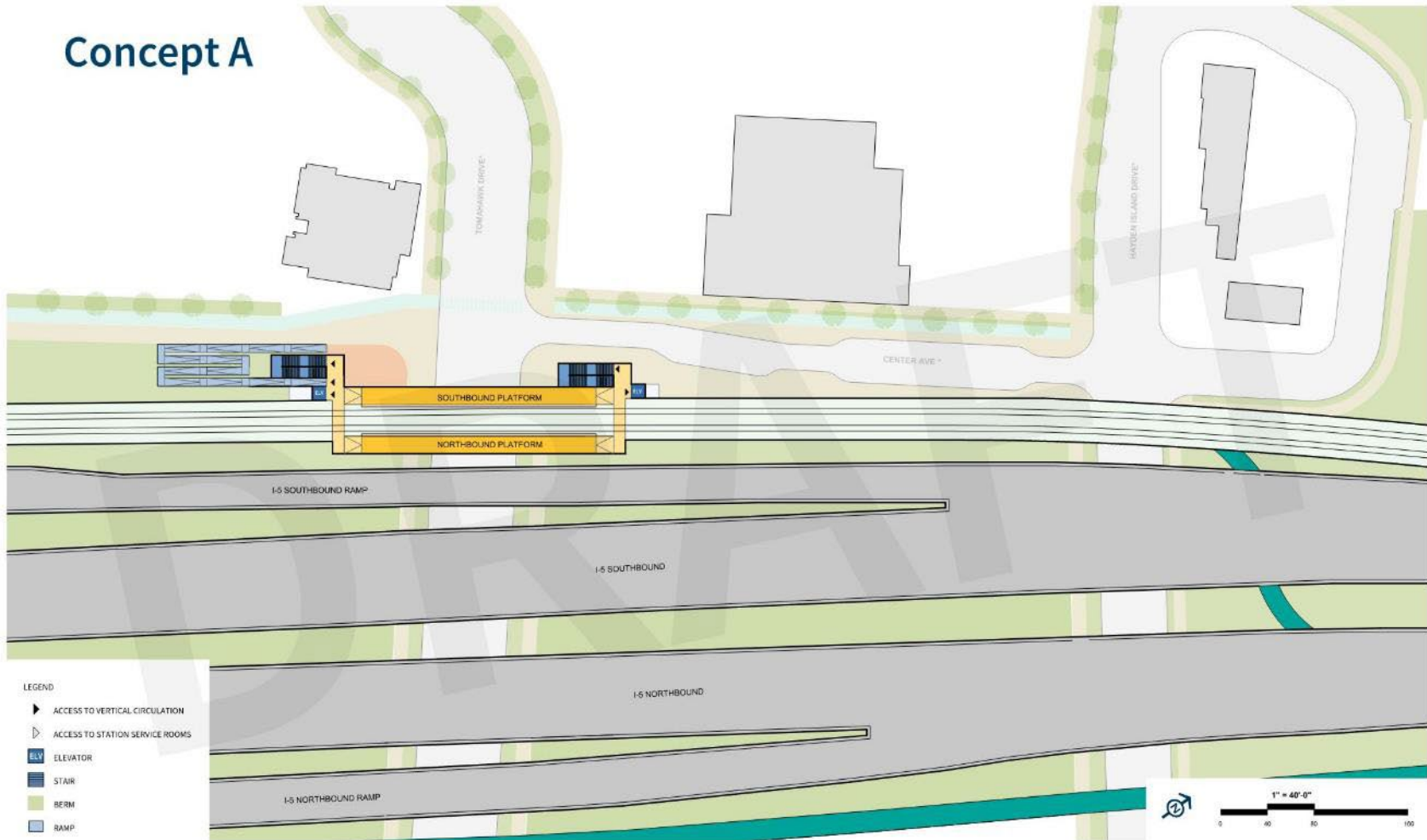
Hayden Island Station Options Evaluation

Concept	Design Concepts		# of Entrances	# of Stairs	# of Elevators	Potential Station Access Location			Ramp Possible?	Track Crossings (per Entrance)		Potential Location of Protected AT Facility for Center Ave	Station Access Visibility	Center Ave Pinch Point	Notes
	Station Location	Platform Config.				South of TID	Btwn TID & HID	North of HID		With Ramp	Without Ramp				
A	Straddling Tomahawk	Side	2	2	2	✓	✓	X	✓	2	2	West of or Under LRT	Best	61'	
B		Center	2	2	2	✓	✓	X	✓	1	0	West of or Under LRT	Good	63'	
D	Mid-Block (between Tomahawk & Hayden)	Side	2	2	2	X	✓	X	limited space	2	2	Under LRT	Best	50'	Including ramp may reduce available space for Center Ave
E		Center	2	2	2	X	✓	X	limited space	0-1	0	West of or Under LRT	Good	56'	Including ramp may reduce available space for Center Ave

LRT System	Platform length (200') and height (30')
	Ground-level context: 2 entrances w/ entry plaza, bus integration, bike parking, PUDO
Space Constraints	West edge of I-5 and Center Ave tightly constrain East-West location options
	Mid-block location is more constrained than Straddling Tomahawk location
	Center Avenue will include two lanes of vehicular traffic
	Design for 10' offset between structures for constructibility and maintenance
Street Level Context	Tomahawk Island Drive will connect across I-5
	Center platforms constrain plaza design and station access design more than side platforms

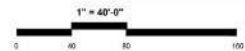
PUDO = Pickup & Dropoff

Concept A

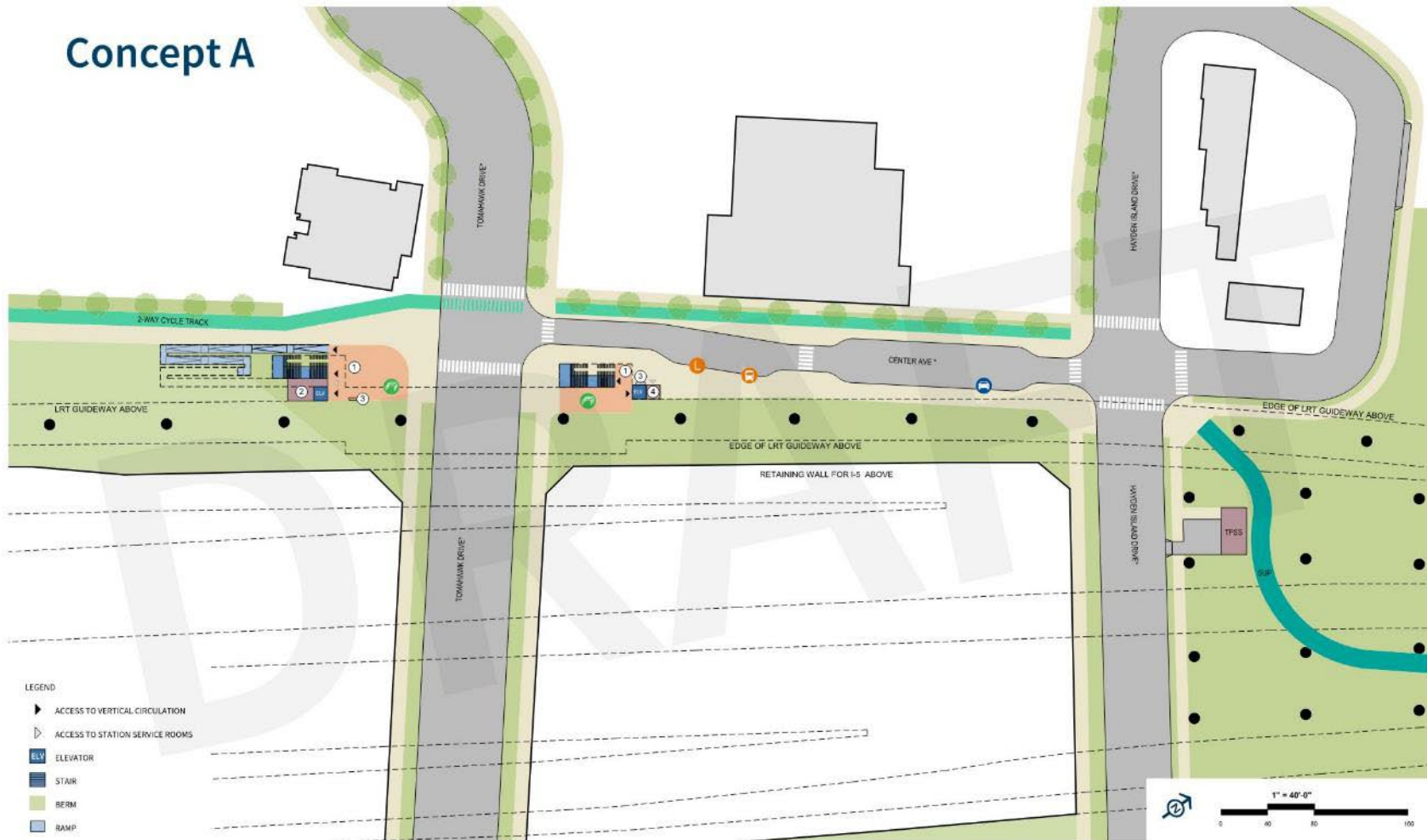


LEGEND

- ▶ ACCESS TO VERTICAL CIRCULATION
- ▷ ACCESS TO STATION SERVICE ROOMS
- ELEV ELEVATOR
- STAIR STAIR
- BERM BERM
- RAMP RAMP



Concept A



Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept B



LEGEND

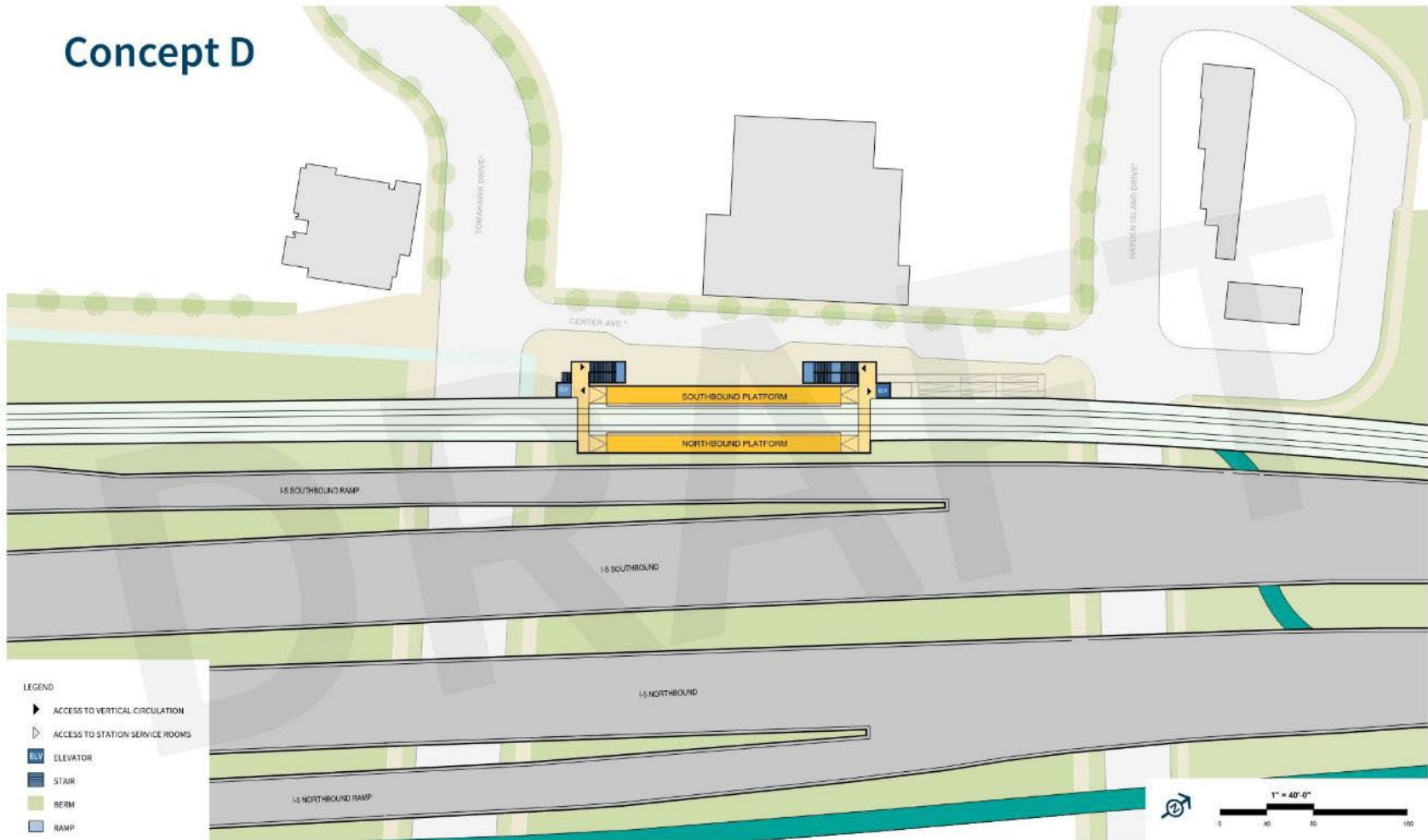
- ▶ ACCESS TO VERTICAL CIRCULATION
- ▷ ACCESS TO STATION SERVICE ROOMS
- ELV ELEVATOR
- STAIR STAIR
- BERM BERM
- RAMP RAMP

Concept B



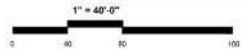
Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept D

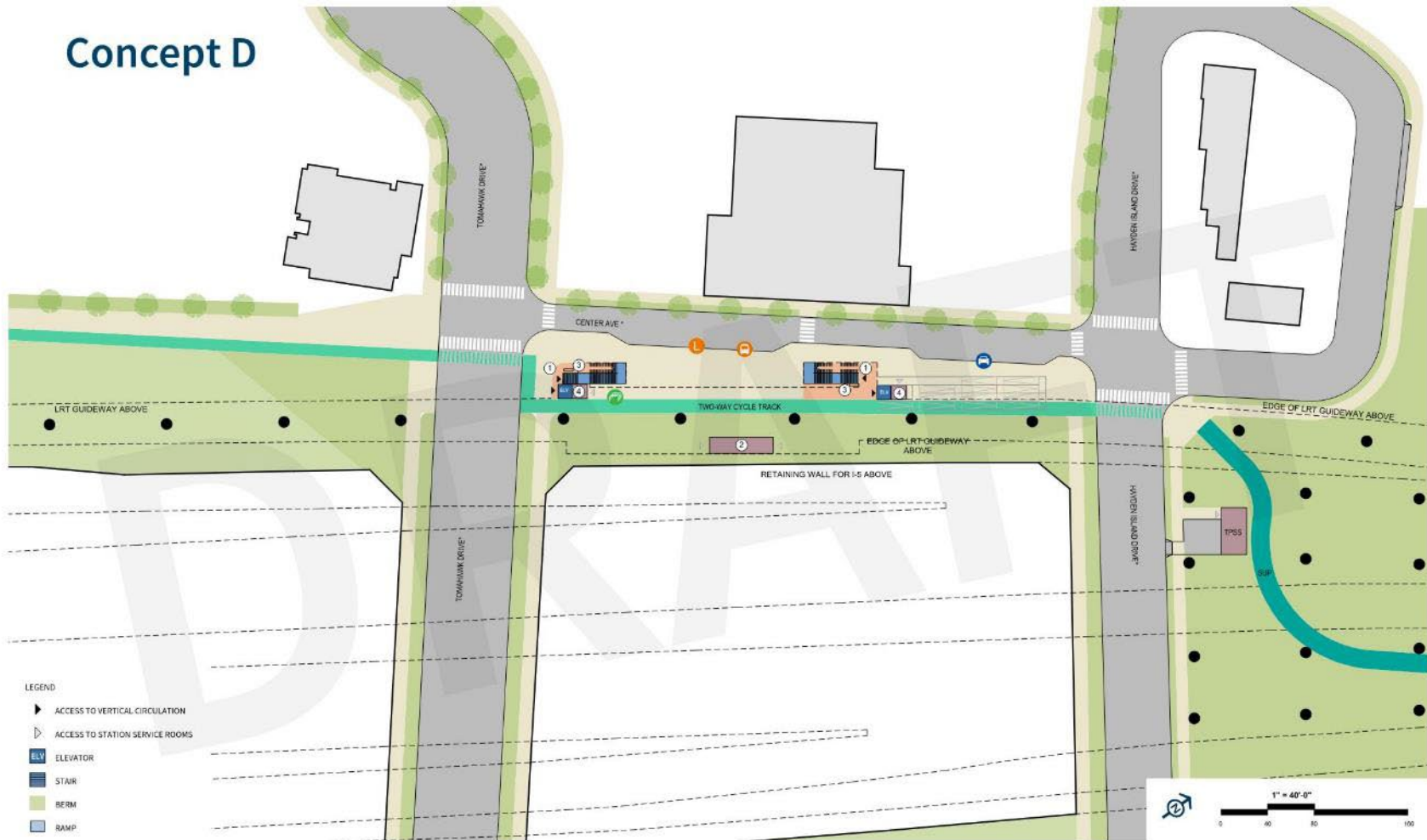


LEGEND

- ▶ ACCESS TO VERTICAL CIRCULATION
- ◁ ACCESS TO STATION SERVICE ROOMS
- ELV ELEVATOR
- STAIR
- BERM
- RAMP

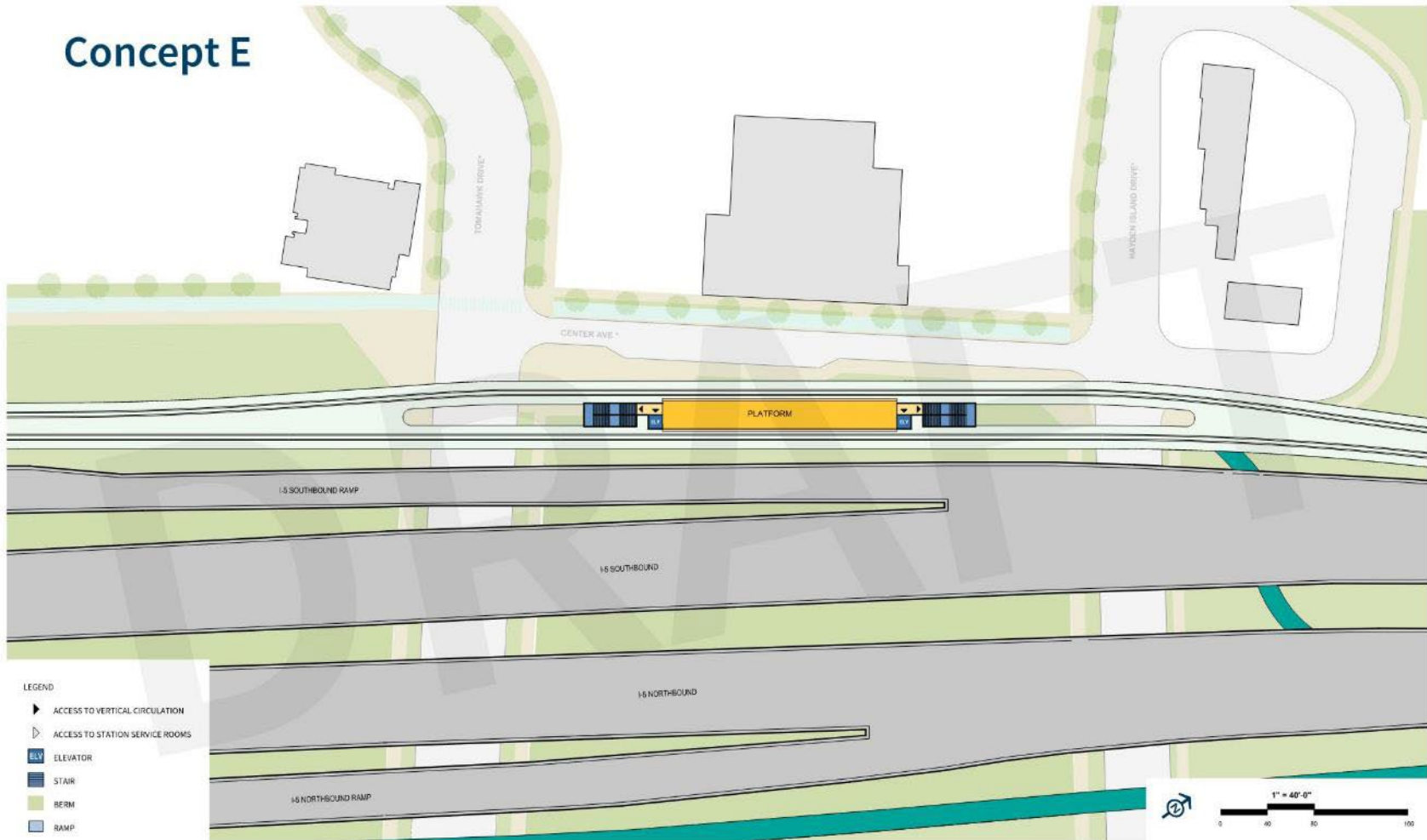


Concept D



Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept E



Concept E



Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Discussion - Apply Equity Objectives

▶ Mobility and accessibility:

- Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.

▶ Physical design:

- Integrate equity, area history, and culture into the physical design elements of the program including bridge aesthetics, artwork, amenities, and impacts to adjacent land uses.

▶ Community benefits:

- Find opportunities for and implement local community improvements in addition to required mitigations.

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- Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

▶ Decision-making processes:

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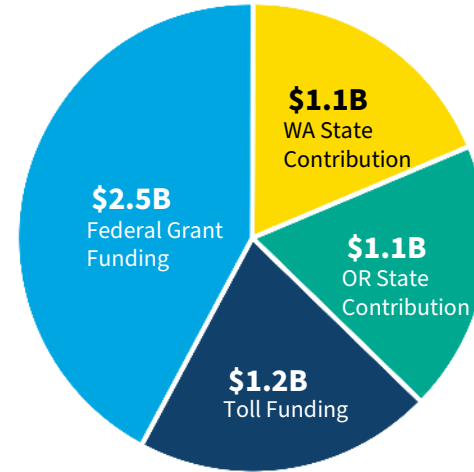
Tolling Update

Meghan Hodges, Community and Government Relations
Manager

IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the estimated \$6B IBR program cost.
 - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ Having all non-federal matching funds in place demonstrates regional commitment and increases competitiveness in federal grant applications.

Potential Program Funding Sources



- WA State Contribution**
\$45M in planning secured; construction funding committed
- OR State Contribution**
\$55M in planning secured; construction funding committed
- Federal Grant Funding**
\$600M Mega Grant and \$1M BIP planning grant secured; pursuing remaining grant amount
- Toll Funding**
Tolling authorized; Toll bonding authorization not yet secured

Updated as of 01.2024

May 20, 2024

Benefits of Tolling

- ▶ Tolling helps ensure the people who use the system the most, are paying for the benefits they experience.
- ▶ Tolling, combined with the program's multimodal improvements, helps:
 - Improve reliability
 - *Variable rate tolling can shift optional travel away from the busiest times of day or shift trips to different modes of travel.*
 - Improve safety
 - *Reducing congestion, and improving mobility, lowers the number of crashes on the facility.*
 - *Less congestion allows vehicles to return to the freeway system, reducing the number of vehicles diverting to local streets.*
 - Meet state climate goals
 - *Improved traffic flow reduces vehicles idling which is known to contribute to greenhouse gas emissions.*

Tolling Roles and Responsibilities

- ▶ Tolling efforts on IBR will be developed in a bi-state process involving:
 - Oregon and Washington Legislatures
 - *Pass laws authorizing tolling facilities and identifying how toll revenue is spent*
 - Oregon and Washington Transportation Commissions
 - *Sets toll rates and policies*
 - *In Oregon, the Commission determines how toll revenue is spent*
 - *I-5 Bridge Bi-State Toll Subcommittee has been set up to recommend rates and policies to the full commissions*
 - Oregon and Washington Departments of Transportation
 - *Implement tolls and policies on state facilities*



Tolling in Oregon

Portland-Area Tolling status:

- ▶ Stop work on the Regional Mobility Pricing Project.
- ▶ Delay additional expenditures for implementation of tolling on the I-205 Abernathy Bridge project so the legislature can further evaluate and provide clearer direction on tolling.
- ▶ Transfer toll collection for IBR to WSDOT's existing toll program.
- ▶ OTC will continue coordination with WSTC to advance toll policy discussions.



What will tolling look like?

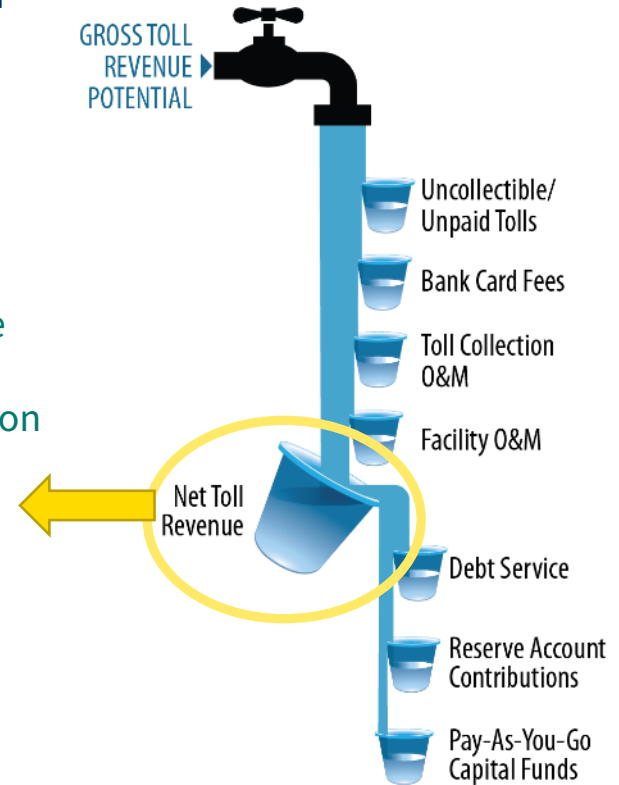
- ▶ **Electronic tolls**
 - Without toll booths there is no need for vehicles to stop.
- ▶ **Variable rate tolling**
 - Time-of-day variable tolling charges a higher price on a set schedule during peak demand.



Electronic toll gantries on SR520 in Washington

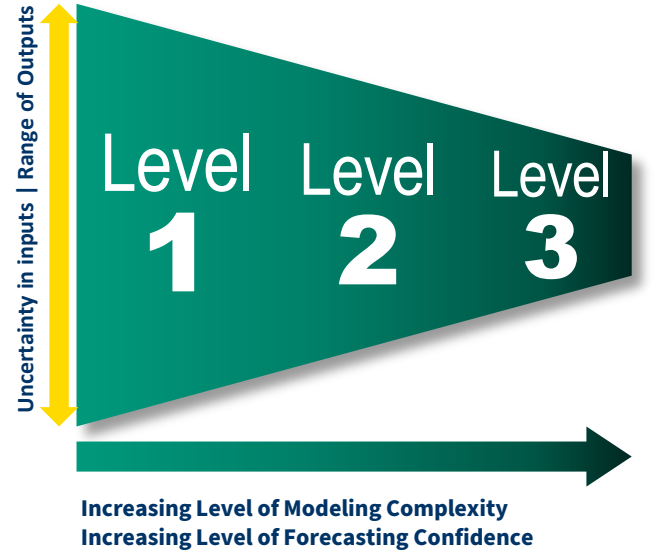
IBR gross-to-net toll revenue assumptions

- ▶ Typically, projected net toll revenues determine how much can be borrowed to provide up-front capital funding for the IBR program
 - The contract with bondholders stipulates the order for and allowable uses of toll revenues when tolls are used to finance capital improvements
 - Tolls collected typically first pay for roadway and toll collection operations and maintenance (O&M) costs
 - Net toll revenues are what remains after various deductions
- ▶ Uses of net toll revenues may include:
 - Debt service (principal and interest on funds borrowed for construction)
 - Deposits to required reserve accounts to provide “rainy day” protection and pay for periodic capital re-investment
 - Pay-as-you-go construction expenditures



What is the purpose of the IBR Level 2 Toll T&R Study?

- ▶ Evaluate toll scenarios that test the effects of different toll policy levers and rates to provide a foundation to guide the Commissions' rate setting process
- ▶ Provide reasonable estimates of toll funding for IBR Program capital improvements to support financial plan development
- ▶ Provide conservative revenue estimates for a range of toll policies and network assumptions
- ▶ Provide insight into how tolls may change travel patterns



Each level **builds upon** previous work

IBR Level 2 Toll Traffic and Revenue Study Scenarios

- ▶ Testing eleven variable rate toll scenarios
 - The initial toll scenarios under study include rates ranging from \$1.50 to \$3.55 in year of toll commencement, depending on time of day.
 - 2.15% annual escalation is assumed
 - A low-income toll program is considered in some scenarios
 - Scenarios that consider no Oregon toll projects, or one Oregon toll project
 - Scenarios that consider lower pre-completion toll rates
- ▶ Toll rates for the IBR program will be determined in 2025 by the Oregon and Washington Transportation Commissions.
 - The level 2 Toll T&R does not determine toll rates but supports future joint rate setting work by the Commissions

Objectives of the IBR Level 3 Toll T&R Study

- ▶ **Provide detailed traffic and revenue projections sufficient to:**
 - Inform formal toll rate setting
 - Obtain an “investment-grade” credit rating to secure financing
- ▶ **Focus is on a narrow set of scenarios to facilitate in-depth analysis**
 - May include forecast stress-tests and risk analyses to address financial planning questions

Next Steps

- ▶ **Tolling is anticipated to start on the existing Interstate Bridge in 2026 after construction begins.**
 - Rates will be set about 6-8 months before tolling begins.
 - Tolling is expected to shift onto the replacement bridge once it opens to travelers.
- ▶ **Upcoming CAG involvement:**
 - Gaining an understanding of what it is like to travel on a WSDOT facility as a customer
 - Provide feedback to staff supporting the I-5 Bridge Bi-State Toll Subcommittee

Public Comment

Comment Instructions

- ▶ Through Zoom:
 - ▶ Please use the link located in the meeting description on the YouTube meeting page or on the IBR EAG meeting webpage.
 - ▶ Commenters will be allowed to turn on their webcams, but will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ By phone:
 - ▶ Dial 253-215-8782
 - ▶ Meeting ID: 986 0940 5983
 - ▶ Passcode: 701376
 - ▶ Dial *9 to raise your hand
 - ▶ Dial *6 to unmute yourself
- ▶ The facilitator will call on participants to provide comment
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.



or



Comment Instructions

To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to info@interstatebridge.org with “**EAG Public Comment**” in the subject line.



- ▶ Call **888-503-6735** and state “EAG Public Comment” in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

Wrap up

- Meeting evaluation
- Next meeting: June 17, 5:30 – 7:30pm