



Greg Johnson

IBR Program Administrator

Frank Green

IBR Assistant Program
Administrator

Paige Schlupp

IBR Assistant Program
Administrator

IBR Program Update

Camas City Council

February 3, 2025

Program Schedule



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

Modified LPA Components





Building on Past Work

- ▶ The IBR Program is completing a Supplemental Environmental process that accounts for changes that have occurred since previous efforts
- ▶ The Modified LPA was developed based on screening results, modeling data, technical considerations, input and feedback from partner agencies, program advisory groups, and the broader community.
- ▶ In 2022, all eight Program agency partner boards, councils, and commissions endorsed the Modified LPA.
 - The Modified LPA identifies the foundational elements local partners agreed should move forward for further evaluation.
 - These agencies represent a wide range of priorities and interests and bring their own needs and community expectations. The Modified LPA acknowledges these differences and represents consensus among the regional partners.
 - Oregon Metro
 - SW WA Regional Transportation Council
 - TriMet
 - C-TRAN
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver

Identifying Modified LPA Transit Investments

► Key Takeaways:

- A combination of light rail, bus rapid transit and express bus service utilizing bus on shoulder, is needed to serve identified markets and demand.
- An extension of the Max Yellow Line from Expo Center into Vancouver best integrates existing transit investment in the region.
 - Light rail enhances the C-TRAN Vine and express bus systems by providing convenient connections to new light rail stations.
- Capacity on light rail allows the program to maximize trips across the river.
- Light rail provides more competitive travel time compared with trips that require a transfer at Expo.
- Light rail investments improve access to jobs to a greater degree than bus rapid transit alone.
- For the IBR Program, light rail is more competitive for federal transit discretionary funding.

Community Feedback Informing the Modified LPA

- ▶ The Modified LPA considered feedback from community engagement efforts including:
 - 9,600 online survey responses
 - 300 listening session participants
 - 4 Community Working Groups
 - 2 dozen steering and advisory group meetings between Oct. 2021 - May 2022
- ▶ A community opinion poll in 2022 reinforced community engagement feedback and demonstrated support for light rail:
 - Strong support among residents in the entire region and solid majority support throughout Clark County for the inclusion of light rail on the replacement bridge
 - 79% of total respondents strongly or somewhat support extending light rail across the bridge
 - *Portland Metro Area (OR) – 84%*
 - *City of Portland – 90%*
 - *Clark County – 61% (Clark County excluding Vancouver – 57%)*
 - *City of Vancouver – 69%*

Accounting for Regional Change

- ▶ In recent years, the City of Vancouver has worked with C-TRAN to design robust station environments downtown 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 (76% of whom are people of color).
- ▶ A variety of multimodal investments are needed to provide traveler choices, to better accommodate regional growth and the increase in people moving through the corridor.

IBR Transit Investments

▶ Light Rail Transit

- 1.9-mile extension of MAX Yellow Line from Expo Center to Evergreen Blvd.
 - 1.7 miles is elevated above local streets
- Three new light rail stations: Hayden Island, Vancouver waterfront & Evergreen Blvd.
 - Two are elevated, with multiple elevators
- Rebuild Expo Station
- New light rail vehicles to support ridership and service levels
- O&M and/or overnight facilities at Ruby Junction and/or Expo Center

▶ Up to two Park and Rides

▶ Express Bus Service

- Three lines of express bus service within the corridor
- Bus-on-shoulder facilities in both directions
- New zero-emission, high-capacity buses
- Expand the C-TRAN O&M bus facility



Identifying Transit O&M Details

- ▶ More details remain to be determined that will inform and refine cost estimates. Detailed design and engineering must still be completed for all components, including the transit elements.
 - A portion of transit design elements are still being determined that will affect cost estimates.
 - Upcoming ridership modeling to support the FTA process are anticipated to impact O&M estimates.
- ▶ Operations and maintenance will fund a variety of transit elements
 - Elevated structures, system safety and security, stations, maintenance facilities, elevators, transit vehicles etc.
- ▶ The Capital Investment Grant Process requires transit O&M funding plans to be in place when requesting entry into the final step of the multi-step process.
 - For IBR, this is anticipated to occur in the 2027/2028 timeframe.
 - This allows time for updating modeling to be completed, more work to occur on elements that impact cost estimates, and additional discussions to occur between the IBR Program, TriMet, and C-TRAN related to funding options for Transit O&M.

Potential IBR Program Schedule Impacts

- ▶ Changes to the Modified LPA would significantly delay the environmental process, delay the start of construction on all IBR Program elements and require new partner agency approvals.
 - Significant changes to the Modified LPA would result in additional environmental assessment and restarting traffic modeling.
 - A Final SEIS and Amended Record of Decision are required to begin construction.
 - All eight partner agency boards and councils would need to review and approve changed elements of the Modified LPA.
- ▶ Schedule delays increase cost
 - Extending the Program timeline to complete additional environmental assessment adds time to the Program schedule and increases costs.
 - Further delays result in increased construction costs due to escalations in labor and materials.
 - A portion of the federal grants have deadlines in which funds need to be spent, making reaching the construction phase even more important.

IBR Program Funding

- ▶ All elements of the Modified LPA are assumed in the scope of the \$2.1 billion in MEGA & BIP grant funding
 - Removing elements of the Modified LPA would change the scope of the program, result in the need to renegotiate the grant agreement terms and put the region at risk of losing a significant federal investment
- ▶ Funding of \$1 billion from each state was provided for the existing IBR Program elements.
 - Changing key Program elements could result in reopening the funding sources already identified for the Program.
- ▶ Federal Transit Administration Capital Investment Grant (CIG)
 - Without light rail as the high-capacity mode, the Program would not be eligible for CIG New Starts funding, from which the Program plans to request \$1 billion
 - Reduces the Program's competitiveness for future high-value transit funding requests



Why Now?

- ▶ With I-5 as the most important freight corridor on the West Coast, replacing and modernizing the aging bridge is essential to support regional, national and international commerce.
- ▶ With one span more than a century old, delaying replacement jeopardizes the states' ability to reduce crashes, improve safety, and maintain access on a major freight and commuter corridor.
- ▶ IBR investments will ensure our infrastructure can withstand a major earthquake and maintain access for travelers and life-saving services.
- ▶ The anticipated gross total economic benefit from construction is nearly double the cost to build the program.



For every **\$1 billion** spent on construction, it is estimated that **5,500 direct jobs and 10,900 indirect jobs** will be supported.





For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



Thank you!

www.interstatebridge.org