

Port of Vancouver USA

Board of Commissioners Meeting

JUNE 14, 2022



Open Forum

To provide virtual oral comment during the board meeting, you must register no later than 12:00 p.m. Monday, June 13, 2022, by emailing povcommissioners@portvanusa.com



Action Items



Action Item E-1

Approve Public Works Contract Bid 22-23:
Terminal 2 - Berths 3/4 Upland Paving Project





Action Item E-2

Approve Agreement between the Port of Vancouver, USA and Jones Stevedoring Company for Terminal Operations Receipt and Delivery Services



Unfinished Business

PORT CONTRACTS LOGS



New Business



Accounts Payable



CEO Report



CEO Report I-1

Action taken under Resolution 2-2020: Declaration of
Local Emergency and Delegation of Authority of
Emergency Powers



CEO Report I-2

Project Updates



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER



- Project complete
- Public opening



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER



- Ribbon cutting event



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER

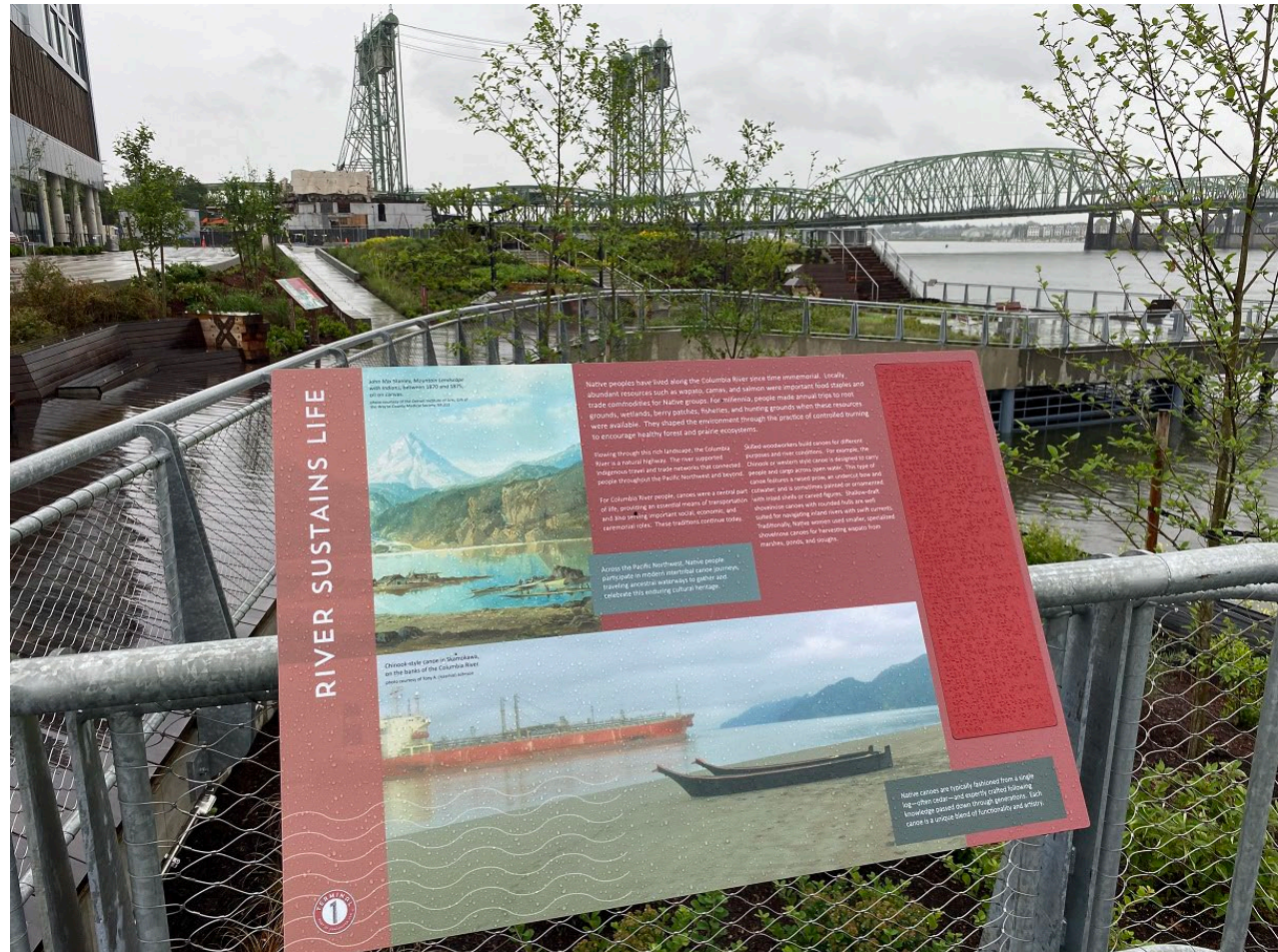
- Peace Pole - 13 languages



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER

- Five interpretive signs
 - River Sustains Life
 - Prune Capital of the World
 - Vital Connections
 - Shipbuilding at the Port
 - Past to Present



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER

- City of Vancouver, Japanese Sister City – Joyo
- Shirofugen flowering cherry trees



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER



- Custom Terminal 1 metal logos



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER

- Concrete etched watershed map
- Custom Terminal 1 embedded “You are here” marker



Terminal 1 Site & Infrastructure

CONTRACTOR: JAMES W. FOWLER



- Historical timeline – 57 events recognized



Terminal 1 Site & Infrastructure

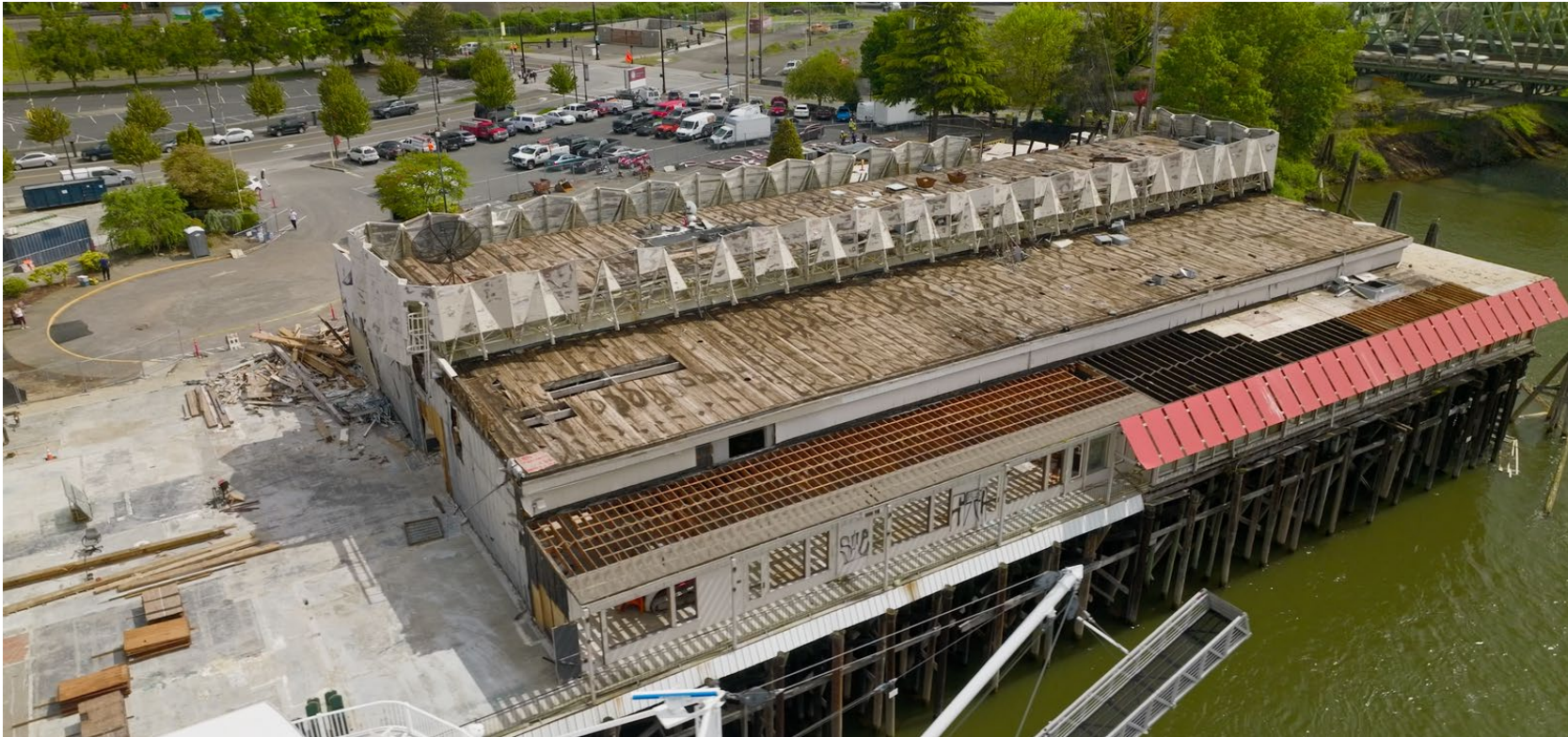
CONTRACTOR: JAMES W. FOWLER

- Recreational boat moorage to reopen



Terminal 1 Red Lion Demolition

CONTRACTOR: KEYSTONE CONTRACTING, INC.



- Project 75% complete
- Salvage of wood material



Terminal 1 Red Lion Demolition

CONTRACTOR: KEYSTONE CONTRACTING, INC.



- Interior abatement continues
- Exterior deconstruction



Terminal 1 Red Lion Demolition

CONTRACTOR: KEYSTONE CONTRACTING, INC.

- Interior material removal
- Interior walls removed
- Fire sprinkler pipe relocated



Terminal 1 Renaissance Trail

CONTRACTOR: MCDONALD EXCAVATING, INC.

- Project 75% complete
- West decking work complete
- Landscaping 70% complete



Terminal 1 Renaissance Trail

CONTRACTOR: MCDONALD EXCAVATING, INC.



- Concrete surfacing complete
- Screening fence complete



Terminal 1 Renaissance Trail

CONTRACTOR: MCDONALD EXCAVATING, INC.

- East stormwater planters in progress
- Landscaping planter beds in progress.



Terminal 1 AC Marriott (Not Port Contractor)

CONTRACTOR: ROBERTSON & OLSON



- Civil work complete
- Exterior work complete



Terminal 1 AC Marriott (Not Port Contractor)

CONTRACTOR: ROBERTSON & OLSON

- Final punch list items
- Final certificate of occupancy
- Final AC Marriott staff training



Terminal 1 AC Marriott (Not Port Contractor)

CONTRACTOR: ROBERTSON & OLSON



- Elevated patio seating



Terminal 1 AC Marriott (Not Port Contractor)

CONTRACTOR: ROBERTSON & OLSON

- River view suite
- Opening is imminent
- Furnishings complete



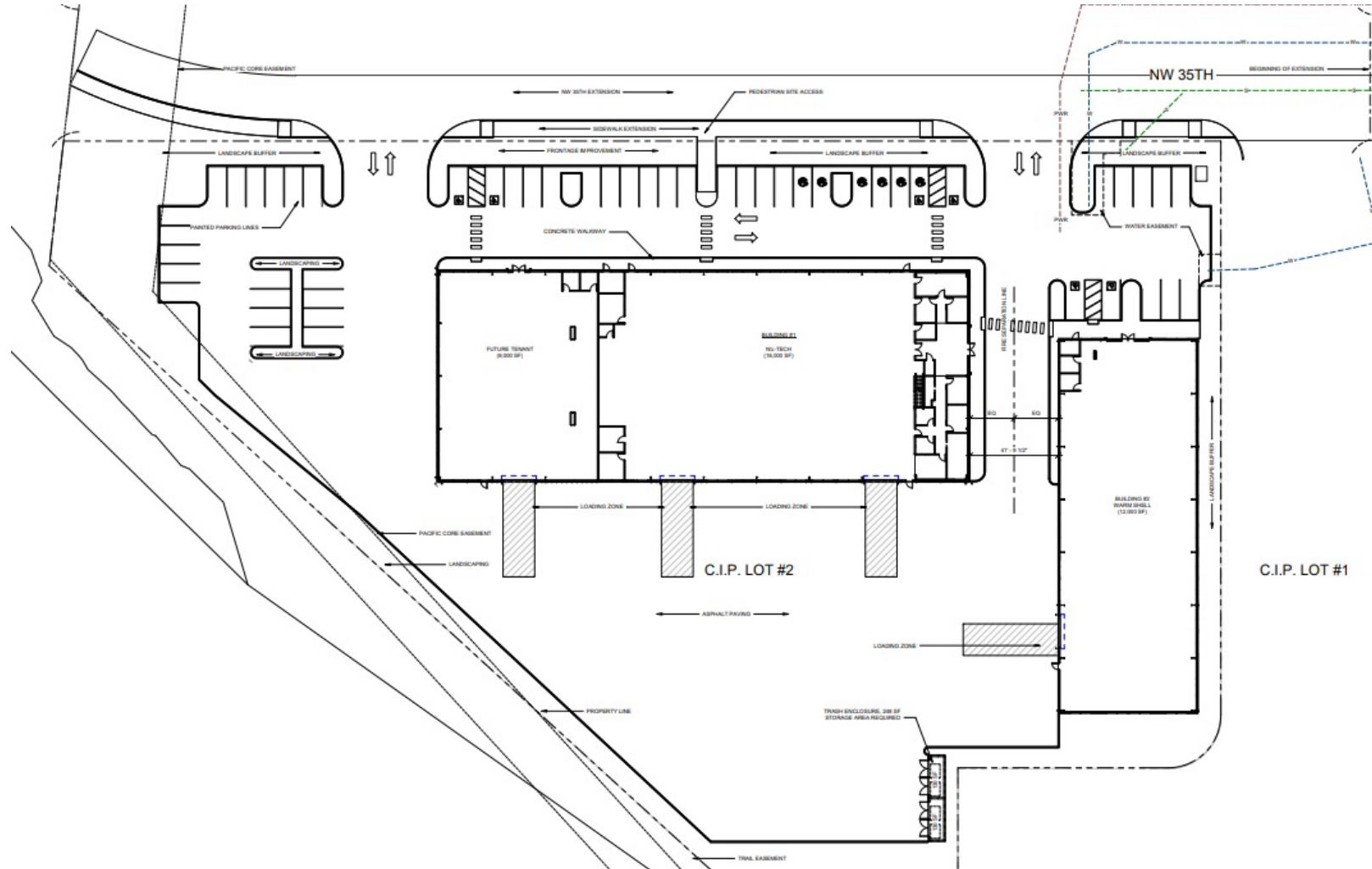
NuTech Lot 2 Development

CONTRACTOR: O'BRIEN CONSTRUCTION COMPANY



NuTech Lot 2 Development

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NuTech Lot 2 Development

CONTRACTOR: O'BRIEN CONSTRUCTION COMPANY



NuTech Lot 2 Development

CONTRACTOR: O'BRIEN CONSTRUCTION COMPANY

- Ground-breaking complete
- Clear and grub activities complete
- Gravel base installed
- Underground utility work begun



CEO Report



Commissioners Reports



Upcoming Events

Next Commission Meeting

- Regular Commission Meeting – Tuesday, June 28, 8:30 a.m.

Community Events

- Juneteenth Celebration in Esther Short Park – Friday, June 17, 1-7 p.m., food trucks, vendors, music
- Port closed Monday, June 20 in observance of Juneteenth
- June 17 or 20, 9:30-11:30 a.m. – Free family hikes at Vancouver Lake led by Lower Columbia Estuary Partnership team. Learn about plants, critters and birds. To register, call LCEP at (503) 539-8795.



Communicating with the Commission

- Share your thoughts during Open Forum, the public comment period for all regularly scheduled commission meetings.
- Email the commissioners at povcommissioners@portvanusa.com
- Speak to the commissioners by calling the port office at 360-693-3611 for specific contact information.
- Mail your comments to:
POV Board of Commissioners
3103 NW Lower River Road, Vancouver, WA 98660
- For more information, visit the port's website: www.portvanusa.com



Port of Vancouver USA

3103 NW Lower River Road

Vancouver, WA 98660

info@portvanusa.com

360-693-3611



Workshop

INTERSTATE BRIDGE REPLACEMENT PROGRAM
UPDATE





Port of Vancouver Commission

Greg Johnson, Program
Administrator

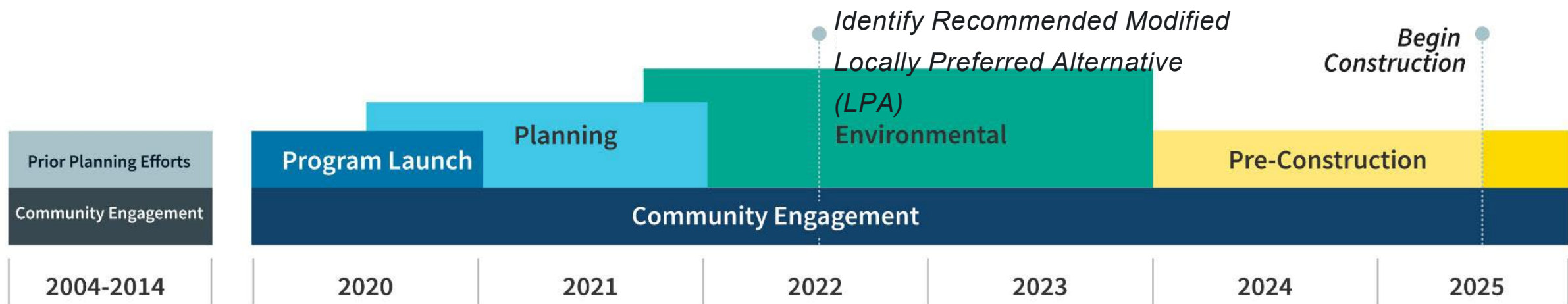


Interstate Bridge Replacement Program

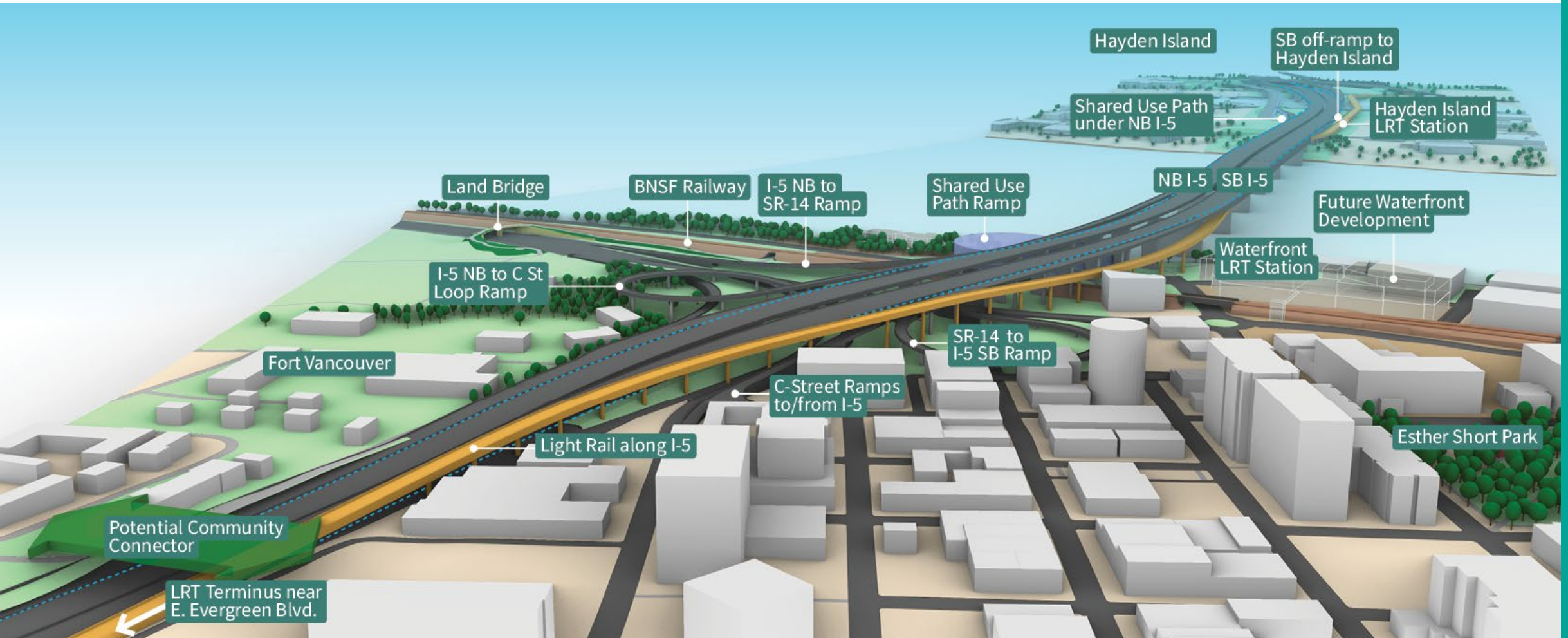
June 14, 2022



Program Timeline



IBR Recommendation: Modified LPA



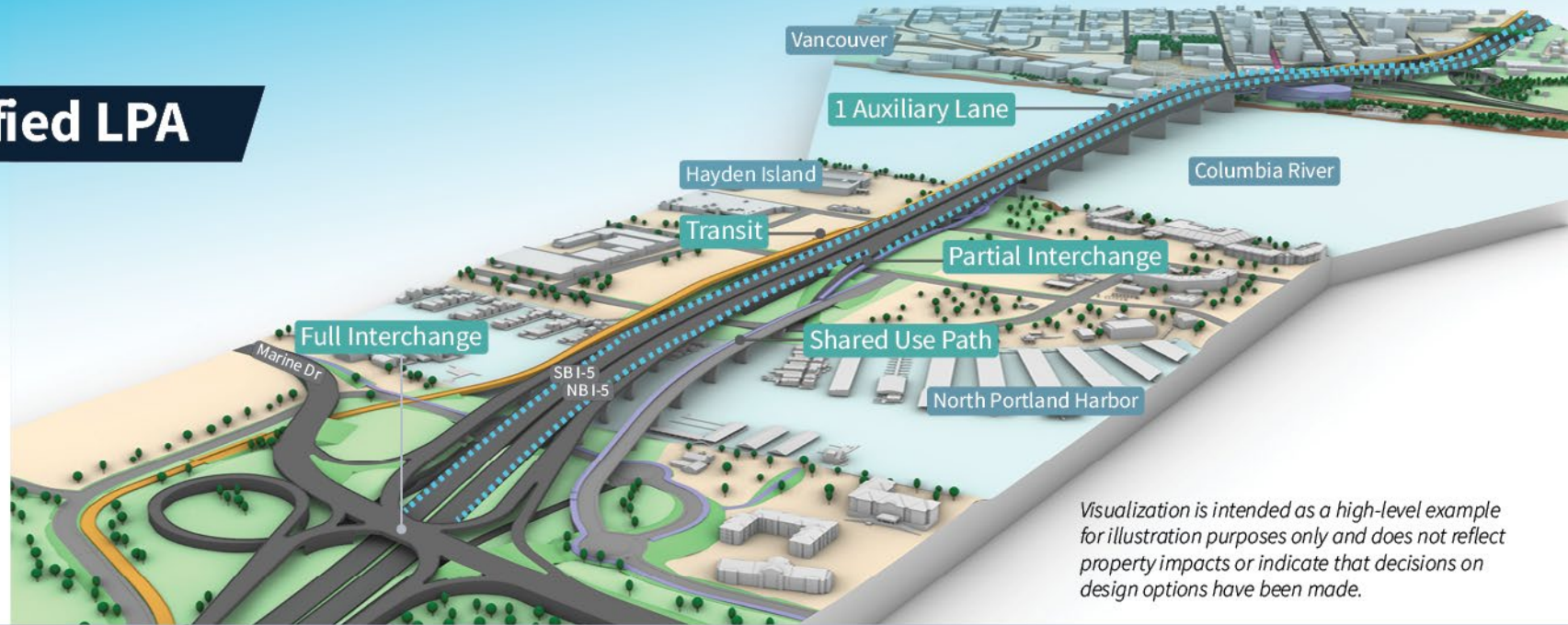
IBR Recommendation: Modified LPA

Hayden Island:
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

Other Components of the Recommended Modified LPA

- ▶ Current I-5 bridge replacement with a seismically sound bridge with three through lanes northbound and southbound.
- ▶ Replacement of the North Portland Harbor Bridge with three through lanes northbound and southbound.
- ▶ Improvements to additional interchanges within the program corridor.
- ▶ Prioritizing a comprehensive transit network.
- ▶ Safe and comfortable active transportation.
- ▶ Assumption that Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multimodal mobility within the I-5 corridor.

Transit Investments

Transit Investments – What We’ve Heard

- ▶ **Community Advisory Group:**

- Overall support for HCT options
- Congestion relief and reliability is important

- ▶ **Equity Advisory Group:**

- Support transit options that are efficient, reliable, user-friendly, accessible, and dependable

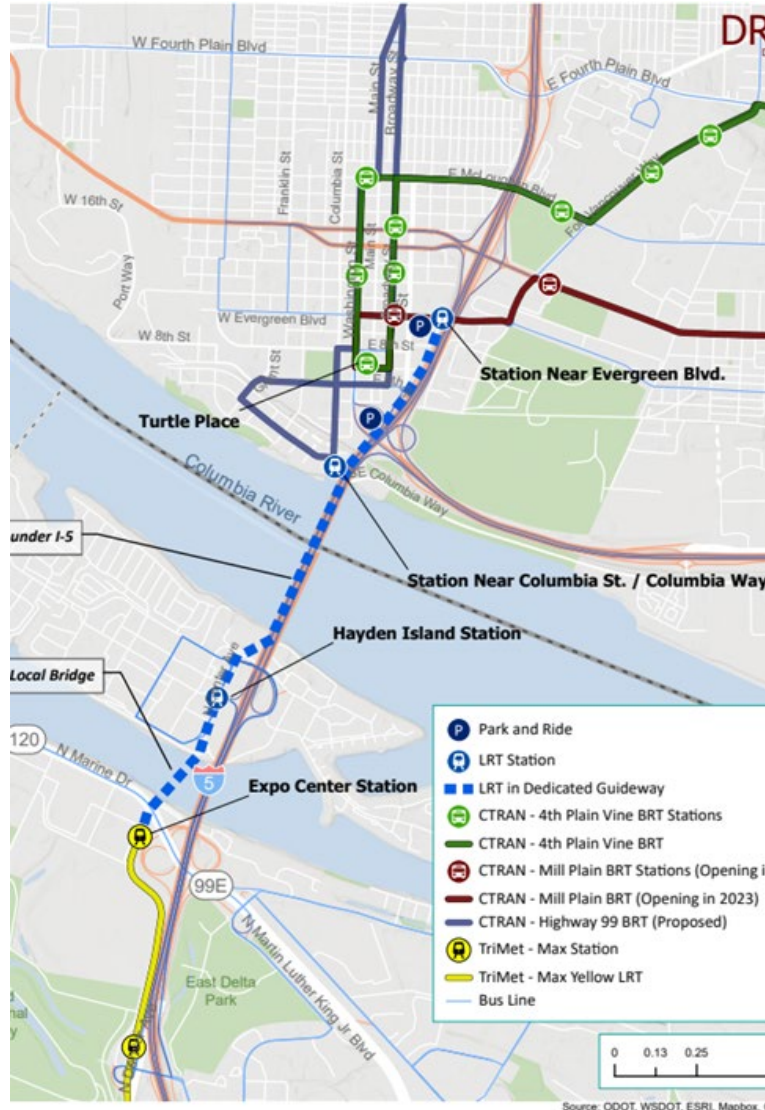
- ▶ **Community Survey Feedback:**

- Overall support for implementation of a HCT system, with noted interest in LRT specifically
- Desire for greater connectivity from Clark County into Portland and the regional transit system
- Travel time ranked as most important transit priority
- Highest preferences for potential transit stations located at or near the Expo Center, Hayden Island, Vancouver Waterfront, Vancouver Library (Evergreen Blvd), and Clark College

Transit Investments – Analysis Takeaways

- ▶ A combination of Vine BRT, LRT, and Express Bus service using Bus on Shoulder will be needed to serve identified markets and demand
- ▶ LRT extension of the MAX Yellow Line from Expo Center into Vancouver best integrates existing transit investment in the region – it allows for preservation of C-TRAN Vine and Express Bus service while providing convenient connections to new LRT stations
- ▶ Light Rail Benefits
- ▶ Evergreen Terminus

Recommended Transit Investment



- ▶ IBR recommended transit investment components:
 - Mode – Light Rail Transit
 - Alignment – I-5 Running/Adjacent
 - IBR Terminus – Not extending north of E. Evergreen Blvd
- ▶ Other components that will be studied further:
 - Station locations
 - Park & Ride location(s) and size(s)
 - Operations and maintenance facility
 - System improvements to transit speed and reliability



Auxiliary Lanes

Auxiliary Lanes – What We’ve Heard

► Community Advisory Group

- Maximize capacity, minimize congestion
- Auxiliary lanes help address CAG priorities of safety and congestion

► Equity Advisory Group

- Concern about property impact differences between 1 and 2 auxiliary lanes
- Travel time and environmental impacts are important
- Consider demographic changes

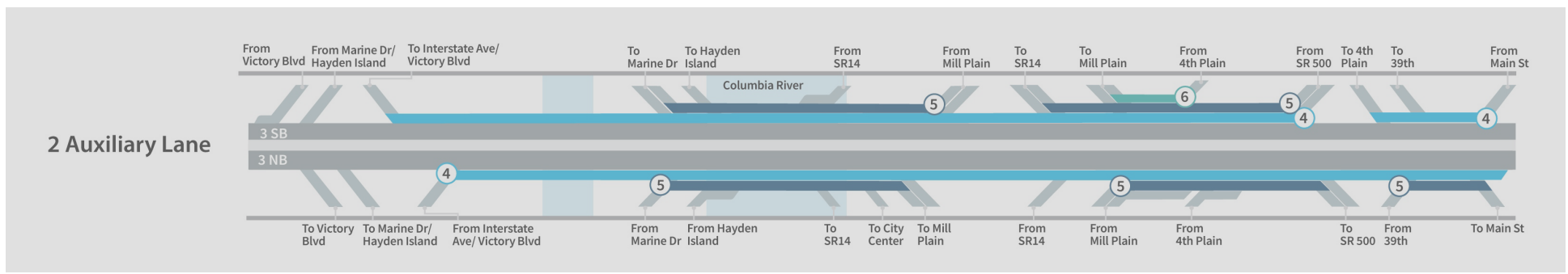
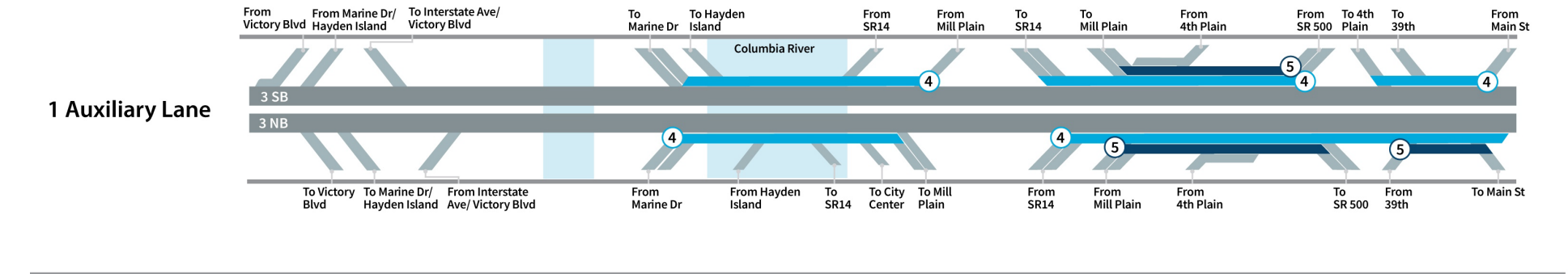
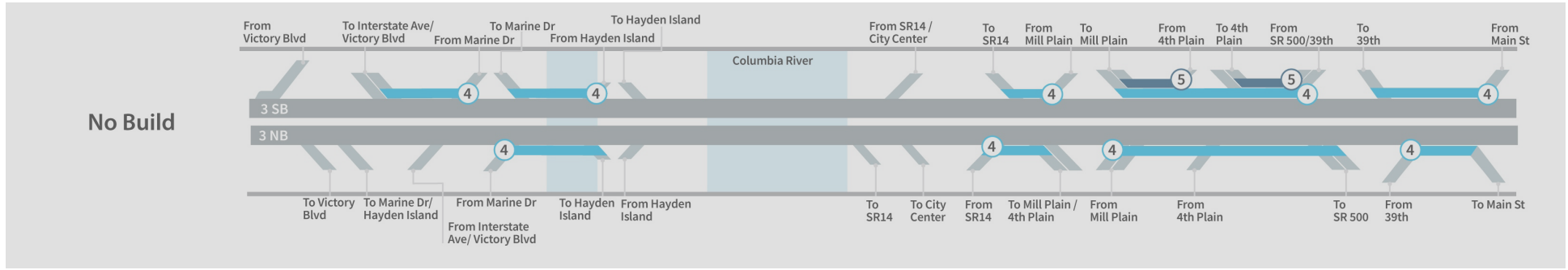
► Community Survey Feedback

- Relieve congestion and reduce greenhouse gas emissions
- Mixed feedback on the number of lanes
- Concern about potential impacts

Auxiliary Lanes

- ▶ **Benefits of one auxiliary lane compared to 2045 No Build:**
 - Travel time improvements
 - Reduces overall congestion
 - Mode shift—daily transit share is expected to increase from 7% in No Build to 11% in the Build
 - Fewer lane changes required (i.e. lane balance)
 - Climate—GHG reduction due to less congestion, VMT reduction, mode shift, and tolling
 - Large safety improvements

Recommended Number of Auxiliary Lanes: 1



All options, have 3 lanes thru traffic Northbound and Southbound

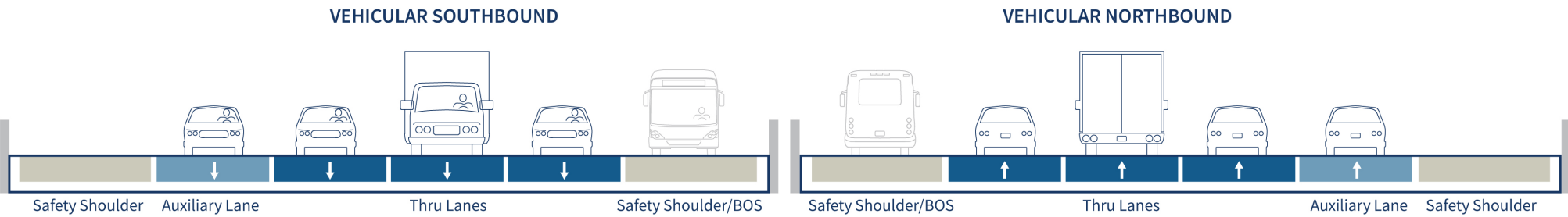
- Through lanes
- Auxiliary lane 4
- Auxiliary lane 5
- Auxiliary lane 6
- Collector-distributor roads and ramps

Cross-Sections of Vehicular Lanes

Existing Bridge



Two Bridge Option*



*Two bridge option shown for example and comparison purposes only. Additional technical analysis will be completed to determine bridge configuration. High capacity transit and shared use path for active transportation would be accommodated in dedicated spaces in addition to what is reflected in the graphic above.



Hayden Island / Marine Drive Interchanges

HI/MD Interchange: What We've Heard

- ▶ **Community Advisory Group:**

- Smallest footprint over Hayden Island
- Consider freight needs, as well as active transportation safety and access

- ▶ **Equity Advisory Group:**

- Focus on the human experience and impact
- Wayfinding signage needs to be a priority given the complexity

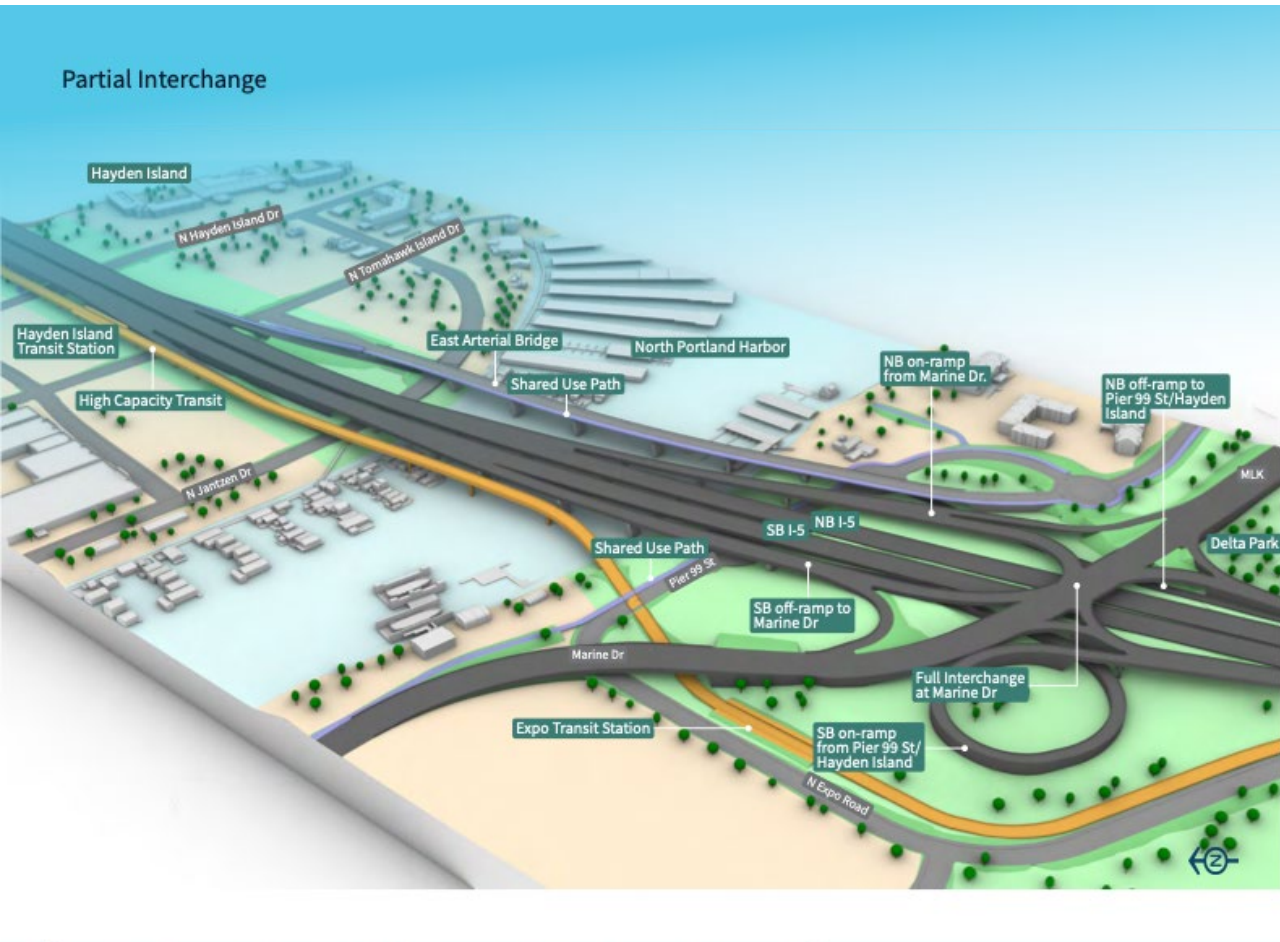
- ▶ **Community Survey Feedback:**

- Prioritize congestion relief on I-5 near Hayden Island; safe intersections and road improvements; and convenient access to services, shopping, and restaurants
- Washington survey respondents were more likely to prefer direct access to Hayden Island
- Oregon respondents were more likely to prefer island access via Marine Drive and local access bridge

Recommended HI/MD Interchange Configuration

- ▶ IBR recommended interchange configuration:
 - **Hayden Island: Partial Interchange** - **Marine Drive: Full Interchange**
- ▶ Design will minimize impacts while improving freight and workforce traffic and active transportation on Hayden Island and Marine Drive
- ▶ Smaller footprint over North Portland Harbor with fewer property impacts
- ▶ Smaller scale/complexity of I-5 over Hayden Island provides higher quality experience for active transportation and transit access on east-west streets
- ▶ Hayden Island vehicle/freight access to/from Portland via local roads and I-5 ramps that cross under Marine Drive
- ▶ Hayden Island vehicle/freight access to/from Vancouver via Jantzen Drive I-5 ramps
- ▶ Design assumptions

Recommendation: HI/MD Interchanges



Freight Engagement

- ▶ **Freight Movement Listening Session**

- May 27, 2021: Provided IBR information and heard from the freight community about their issues and concerns within the program area

- ▶ **Freight Leadership Meetings (hosted in partnership with the Ports of Portland and Vancouver)**

- Nov. 19, 2021: Gathered insight from freight leaders on how to engage with the broader freight community and incorporate freight interests as the program reaches a Modified LPA
- March 8, 2022: Captured feedback on design options and operational considerations from a freight perspective

Freight Engagement

► Key themes/takeaways:

- Unimpaired freight movement is important to regional, national, and international economies
- Congestion through the I-5 corridor increases freight operational costs and negatively impacts the ability to attract and retain employees
- Consider high, wide, and heavy freight movement, including bridge and overpass heights
- Interest in learning about impacts to freight connectivity, including on/off ramp locations and east/west access to Terminal 6 in North Portland

► Suggestions for improvement include:

- Truck-only lanes
- Reducing the number of on/off ramps
- Remove current overpass height restrictions and bridge lifts

Freight Engagement

How is the IBR program prioritizing freight?

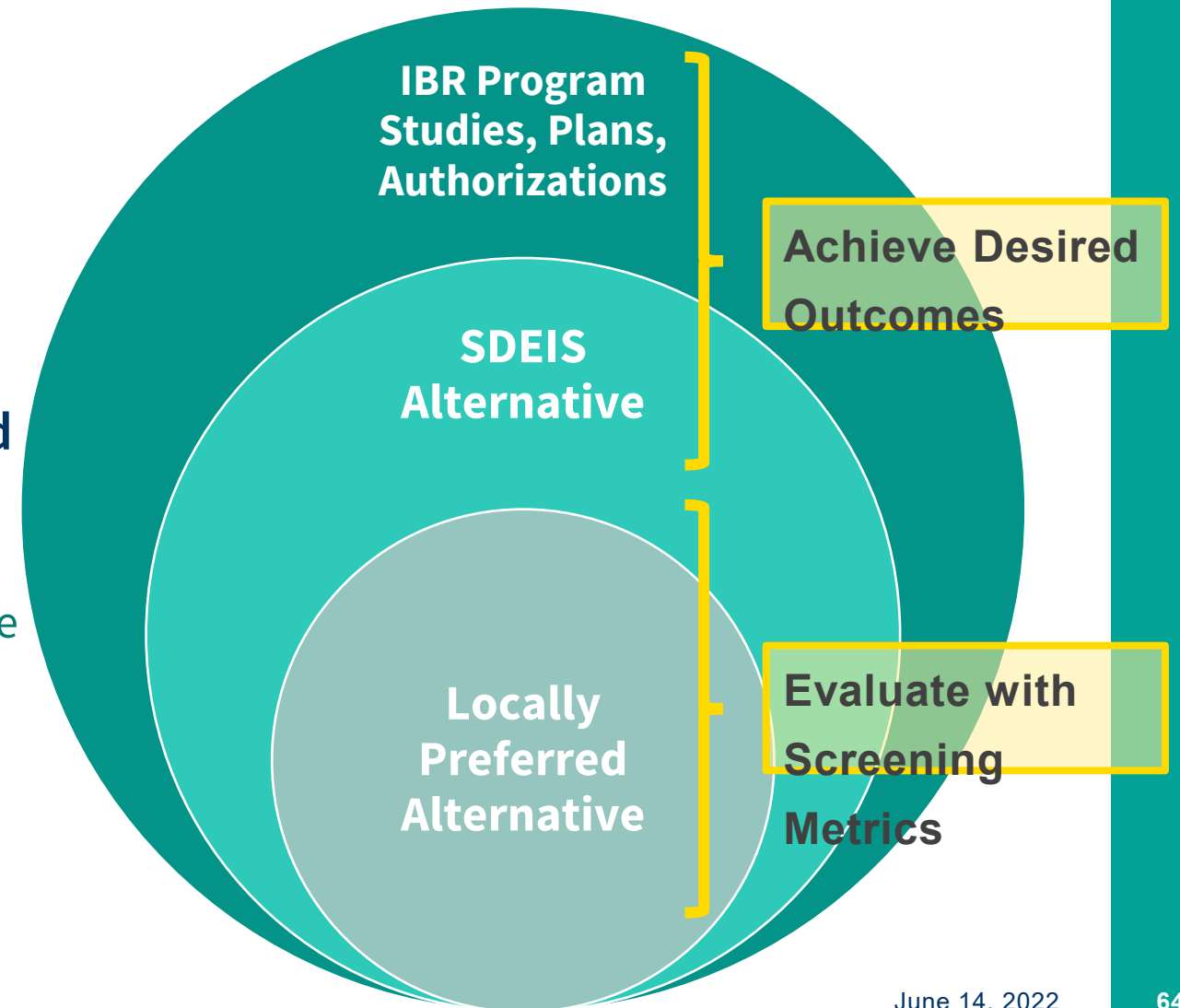
- ▶ Process
- ▶ Outcomes
- ▶ Continued Engagement

Freight Commitments

- ▶ Confirm the configurations of the Marine Drive/Hayden Island and Mill Plain interchanges allow for unimpeded, safe, and efficient movement of freight and workforce traffic and complement current and future operations at the region's Port's Marine Terminals and key industrial districts.
 - During SFEIS and after ROD
- ▶ Ensure the auxiliary lane design and configuration on the bridge allows for safe and efficient movement of freight and general-purpose traffic. Develop the design of the bridge to consider adequate shoulder width and grade to allow for high, wide, and heavy and general industrial freight and containers.
 - During SDEIS and SFEIS; by ROD completion

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

- ▶ **May – Mid-June**
 - Presentation and discussion of IBR Modified LPA recommendation at program partner boards, councils, and commissions
- ▶ **June 15**
 - Executive Steering Group discussion on initial feedback from boards/councils/commissions and confirmation of support to move Modified LPA forward for board/council/commission action
- ▶ **June 17**
 - Bi-State Legislative Committee continued discussion on Modified LPA recommendation
- ▶ **Mid-June – Mid-July**
 - Program partner boards/councils/commissions endorse the Modified LPA
- ▶ **July 21**
 - Executive Steering Group considers consensus recommendation to move the Modified LPA forward to the SDEIS process
 - Bi-state Legislative Committee responds to the recommendation to move the Modified LPA into the SDEIS process for further evaluation

Timeline Beyond Summer 2022

► Late 2022 through 2023:

- Updates to the Conceptual Finance Plan once details of the Modified LPA are confirmed.
- Additional funding discussions as part of the 2023 legislative session.
- Anticipate applying for federal grant funding opportunities in 2023.

► Ongoing through 2024:

- Additional analysis and continued community engagement as part of the federal environmental review process.
- Additional development of design details such as bridge type, active transportation facilities, transit details, etc.

► Construction anticipated to begin by late 2025.



For more information contact:

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360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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Thank you!

www.interstatebridge.org