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Interstate Bridge Replacement Program

May 23, 2022



Purpose of this briefing

- ▶ **City and IBR staff are here today to provide PSC members with project overview**
 - City Council Work Session held May 10 – all Commissions and Committees are being briefed
 - City Council Modified LPA Resolution scheduled for July 6.
 - Concurrence from project partners (Metro, TriMet, Cities of Vancouver and Portland, Ports of Portland and Vancouver, and C-Tran) is needed to advance to the Supplemental Draft Environmental Impact Statement phase
 - PSC feedback is welcomed, no formal action required, help inform City Council decision on Modified LPA Resolution
 - We will be back to seek your input and feedback in future phases of the project

Initiating IBR efforts

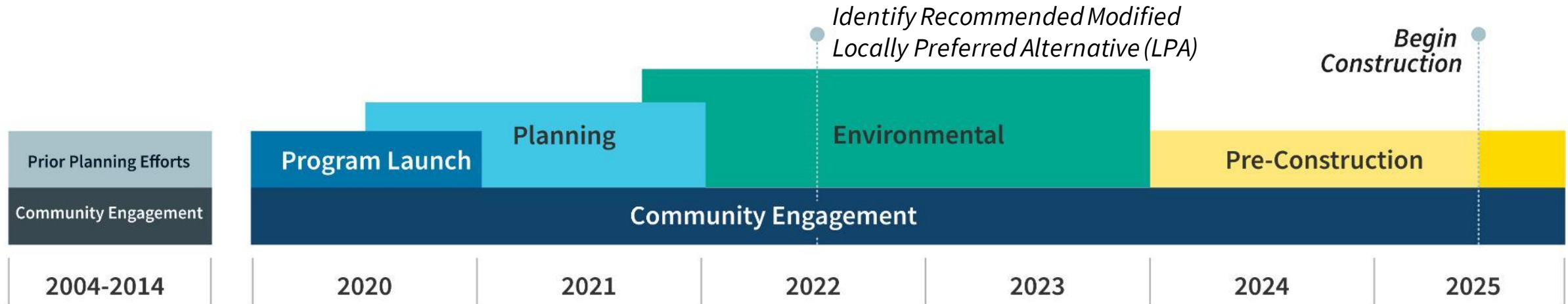
- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$90 million in combined funding dedicated by OR and WA as of March 2022
 - Move Ahead Washington revenue package allocates \$1 billion to fund Washington’s share of the anticipated cost needed to complete the IBR program
- ▶ 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.

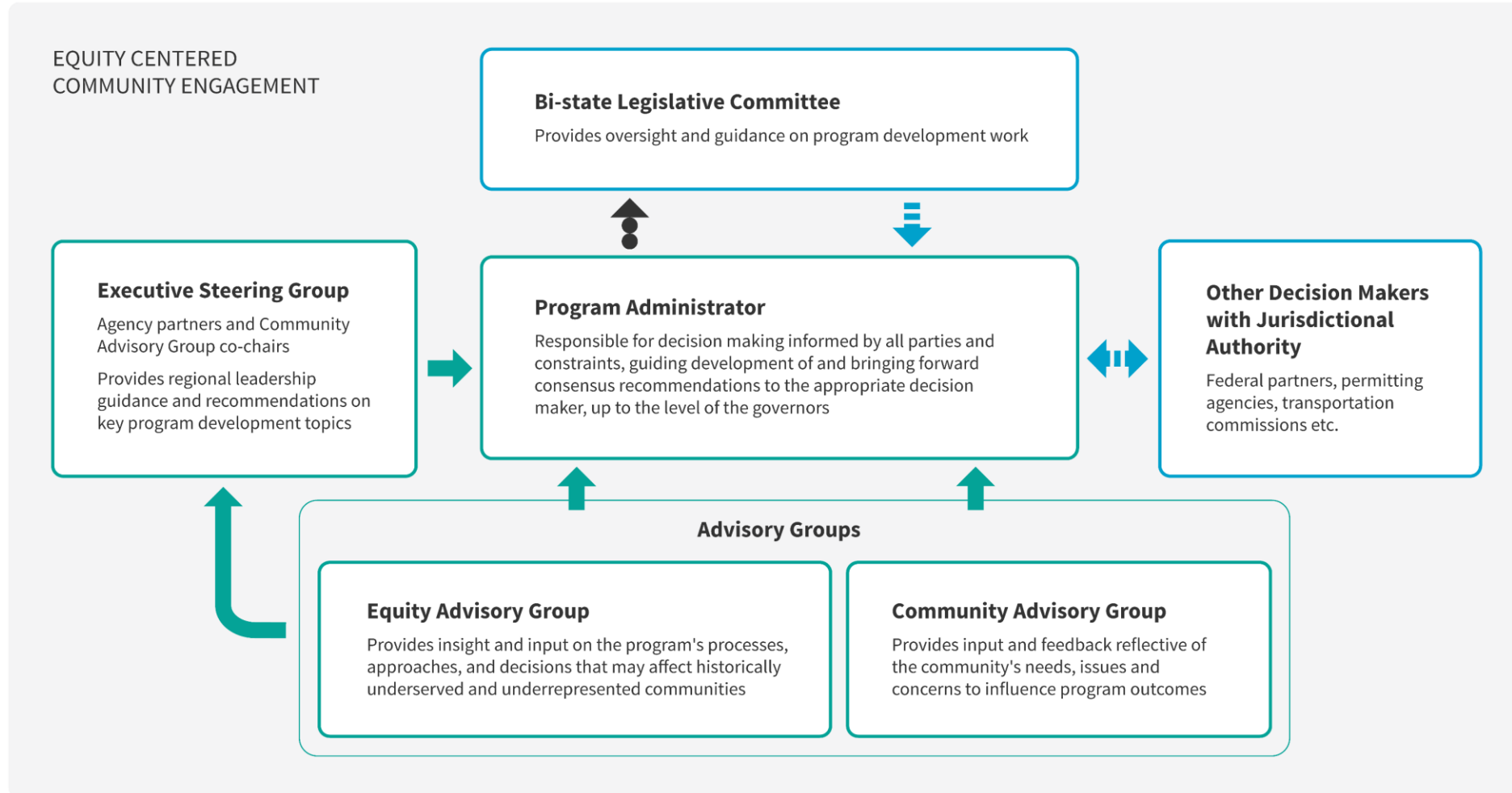


Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in 7 to 10 hours of congestion during peak travel times.



Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

Oversight and Advisory Groups



KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.

IBR is Supportive of City Climate Action Plan

▶ Climate Action Plan (2015)

- Reduce emissions
- Increase access to multiple modes of transportation
- Improve efficiency of freight
- Recover waste generated
- Reduce risks of flooding

▶ Climate Emergency Declaration

- Carbon neutrality by 2050

▶ IBR has a goal to contribute to reduced GHG emissions. Major elements include:

- Multimodal options, major transit and active transportation investment
- Demand management
- Reducing construction-based emissions
- Reducing GHG in maintenance and operations

Consistency with City Plans

- ▶ **Comprehensive Plan (2020)**
 - States goals for safety, interconnected system, equitable transportation
- ▶ **Transportation System Plan (2020)**
 - I-5 bridge project listed in the TSP
- ▶ **Pricing Options for Equitable Movement**
 - City will center climate and equity outcomes
- ▶ **Hayden Island Plan (2009)**
- ▶ **Bridgeton Neighborhood Plan**

- ▶ **IBR supports these plans**
 - Transit investment
 - Active transportation investment
 - Reduce congestion
 - Improve safety
 - Manage demand with tolling and other measures
- ▶ **Regarding tolling:**
 - *Variable pricing will be a key component of IBR to manage demand.*
 - *IBR is committed to evaluating equitable tolling structures.*



Recommended Locally Preferred Alternative

Modified Locally Preferred Alternative (LPA)

What it is

- High-level identification of the foundational components of an alternative such as mode, alignment, and other improvements
- Specialized term for projects with a transit component and/or pursuing CIG funding (compared to preferred alternative in other NEPA documents)
- Early agreement by local agencies

What it's not

- Fully defined alternative evaluated in the SDEIS
 - Conceptual design that integrates the fundamental components into a corridor-wide alternative
- Final design
 - Fundamental concepts will be refined through a stepwise design process (e.g., 30%, 60%, 90%, Issue for Construction)
- The end of technical analyses
 - More analysis and opportunities to shape what gets built
- Final approval
 - More opportunities to develop and approve final program components

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**



Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made.

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



Centering Equity & Climate

Equity and climate are key priorities

- ▶ **Maximize benefits and minimize burdens for equity-priority communities**
 - Black, Indigenous, and People of Color (BIPOC); people with disabilities; communities with limited English proficiency; persons with lower income; houseless individuals and families; immigrants and refugees; young people, and older adults
- ▶ **Center equity-priority community engagement and feedback**
- ▶ **Support state climate goals of reduction in greenhouse gas emissions and air quality improvements**
- ▶ **Improve infrastructure resilience to future climate disruptions**

How IBR is centering climate

- ▶ **Adaptive and Resilient Design**
 - Heat and Smoke
 - Storms and Flooding
- ▶ **Infrastructure and Operations to Support GHG Reductions**
 - High-capacity transit
 - Variable rate tolling
 - Active transportation improvements
 - Local street network connections
 - Congestion reduction and safety improvements
- ▶ **Construction**
 - Minimize GHG during construction (e.g., construction equipment, materials)
 - Evaluate and address localized air quality effects on workers and neighborhoods

How IBR is centering equity

- ▶ Grounding the program in the **history** of the river, the I-5 corridor, and the region
- ▶ **Principal Equity Officer** (Johnell Bell) who leads an Equity Program team
- ▶ An **Equity Advisory Group** to guide the program towards equitable processes & outcomes
- ▶ Inclusive and intentional **community engagement** strategies
- ▶ Equitable **procurement & contracting**
- ▶ Robust **demographic analysis** to inform program design and strategies to further equity
- ▶ **Language** accessibility & inclusion
- ▶ Accessibility & inclusion for **people with disabilities**
- ▶ **DEI education & training** for IBR program staff

Equity Advisory Group (EAG)

Purpose is to provide laser-focus on project's potential impacts and benefits for marginalized and underserved communities.

- ▶ Helps to fulfill IBR leadership's commitment to **prioritize equity** throughout the course of the program
- ▶ Monitors and provides **oversight** of equity throughout program in all elements
- ▶ Makes recommendations to the IBR Program Administrator regarding the program's **processes, policies, and decisions** that have the potential to impact communities of concern (either positively or negatively)
- ▶ **18 meetings** since January 2021
- ▶ Going forward, the EAG will advise on development of a **Community Benefits Agreement, equity analysis** as part of the SEIS, **workforce and contracting** practices, and **community engagement** strategies

Community Advisory Group (CAG)

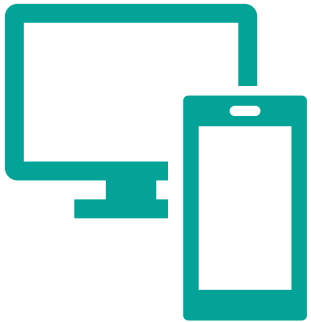
- ▶ The CAG is representative of community members with balanced membership from both Oregon and Washington.
- ▶ 24 members of the CAG represent organizations that were identified in coordination with IBR program partners and 8 members were selected through an application process that was open to the public.
- ▶ Provides input and makes recommendations to help ensure the program outcomes reflect community needs, issues and concerns.
- ▶ Two co-chairs, one representing each state, lead the group's diverse and inclusive membership and are members of the IBR program's Executive Steering Group (ESG)
- ▶ 20 meetings since January 2021
- ▶ Going forward, CAG will advise the program on bridge aesthetics, urban design, community benefits agreements, and other bridge design elements that the Executive Steering Group (ESG) requests community feedback on. CAG will make formal recommendations to ESG when and where necessary.

Community Engagement



▶ Outreach + Notification

- 100,000 postcards mailed to zip codes within program area
- Monthly e-newsletter reaches 6,000+ subscribers
- Digital, print, and radio advertisements in multiple languages
- Media outreach
- Social media



▶ Engagement Methods

- Virtual public meetings
 - *Advisory groups meet at least once a month with opportunities for public comment*
- Community working groups
 - *Focus groups with 80+ community members*
- Online open house and community briefings during key milestones
- Surveys
 - *Two surveys complete with 18,700+ responses received*
- Ongoing community presentations
- Listening sessions

Community Engagement By the Numbers

9,600

Total Survey Responses

- Translated in 10 languages
- Targeted outreach to equity-priority communities
- ADA member test group

Engaged with
community members in
10 Languages

6,756

Reached monthly through
the Interstate Bridge
Replacement Newsletter

307 Listening Session
Participants

- 55 BIPOC
- 129 Youth & lower income
- 30 People with disabilities
- 93 Multilingual

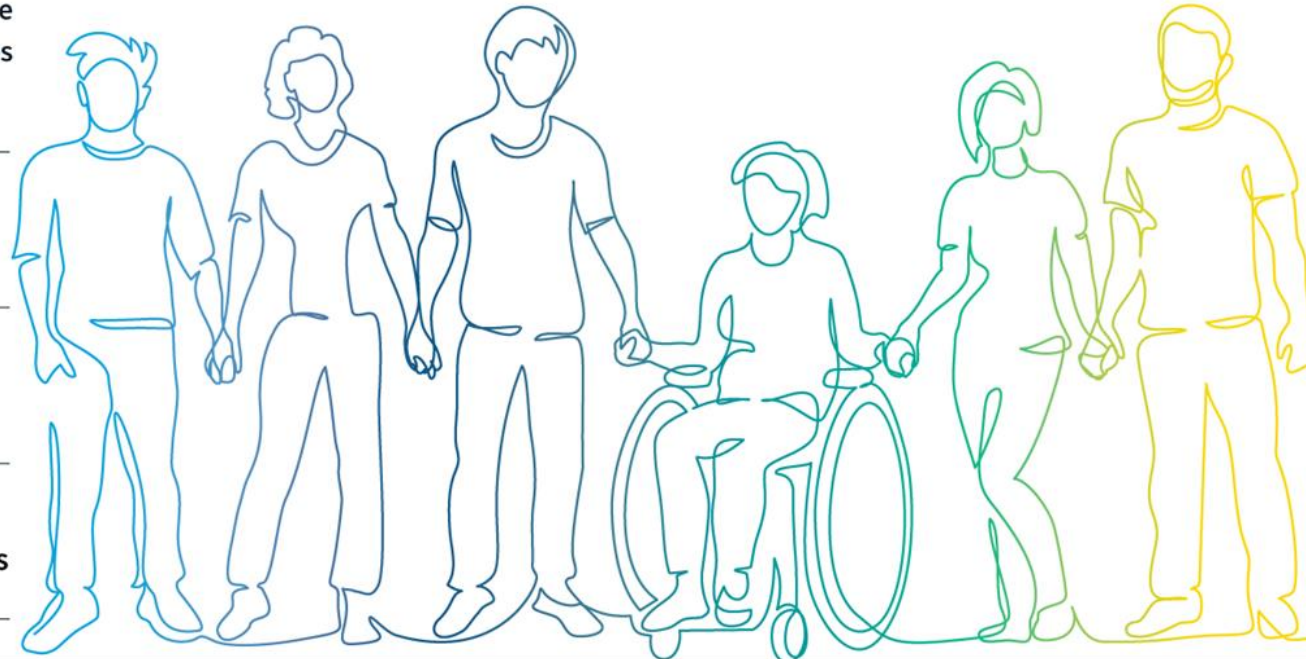
11 Community-based
Organization Partners

- Direct outreach to 300+ organizations
- In-person canvassing to 35 locations

4 Community
Working Groups

4 Community
Briefings

12 Print, online, and
radio advertisements



Equity-Priority Engagement Feedback

- ▶ **Tribal Nations (government-to-government consultation)**
 - Concerns include impacts to natural and cultural resources, in particular fisheries and habitat loss and mitigation, as well cultural sites in and around the Fort Vancouver area.
- ▶ **BIPOC Listening Sessions**
 - Participants reported using transit most frequently (~60%) to travel across the bridge, others carpool, and few use single-occupancy vehicles
 - Expressed reduction in trip frequency due to job loss
- ▶ **People Living with Disabilities Listening Sessions**
 - High interest for accessible and dependable transit options
 - Concern about construction signage and notices along with signs on new bridge

Equity-Priority Engagement Feedback

- ▶ **Youth and People Living with Lower Income Listening Session**
 - Strong environmental impact concerns
 - Support infrastructure that promotes high-capacity transit and low-stress active transportation options
- ▶ **Limited English Proficiency (LEP), Immigrants, and Refugees Listening Sessions**
 - Concerns around how tolling will be implemented equitably
 - Safety and congestion relief are top priorities
 - Desire for dedicated lanes for freight or transit
 - Support active transportation and high-capacity transit options
 - Several people expressed support of a stacked bridge alignment option

Timelines and Next Steps

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 SDEIS process
- Update conceptual finance plan

▶ 2023-2025

- Additional tolling and funding discussions as part of the 2023 legislative sessions
- Anticipate applying for federal grant funding opportunities
- More detailed analysis of project impacts and potential mitigation strategies



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Questions?

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