



Interstate
BRIDGE
Replacement Program



IBR Program Progress

September 17, 2021

www.interstatebridge.org

IBR Program Updates

- ▶ IBR Program Timeline and Workplan Progress
- ▶ Executive Steering Group, Community Advisory Group, and Equity Advisory Group Activities
- ▶ Equity Framework
- ▶ Climate Framework
- ▶ Community Engagement and Outreach Activities



Program Timeline and Workplan

- ▶ Greg Johnson, Program Administrator
- ▶ Chris Regan, Environmental Manager
- ▶ John Willis, Deputy Program Manager

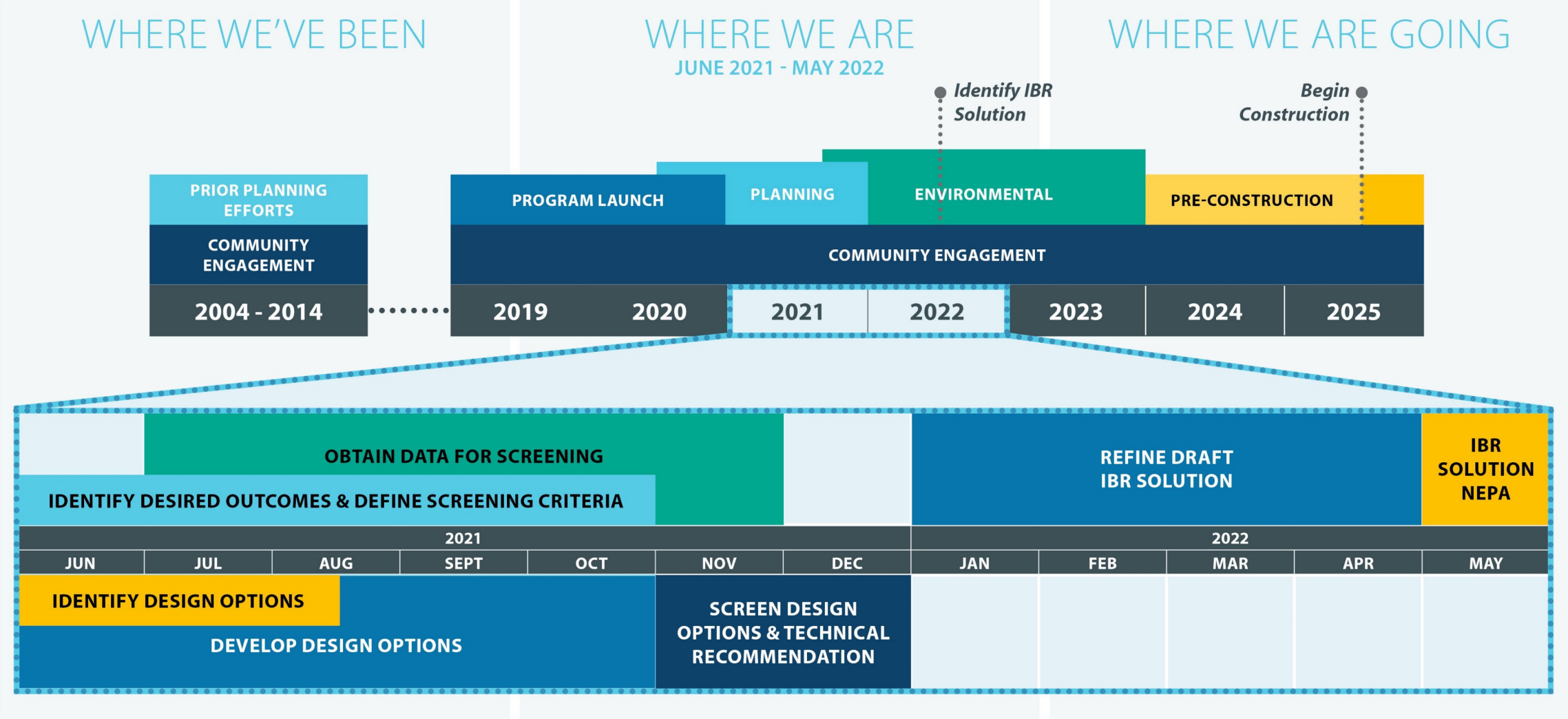
Workplan Targets

- ▶ Identify and advance a single multimodal IBR solution by spring 2022 for further analysis
- ▶ Advance program work through the federal environmental review process, with a goal to achieve Supplemental EIS
- ▶ Begin construction no later than 2025

Next: How we will get there...



Program Timeline



Re-Confirming Bridge Replacement as the Corridor Solution

- ▶ In recent months, the program has heard from individuals requesting the program to consider previously studied alternatives as potential solutions to the Interstate Bridge corridor, including:
 - Third Bridge or Supplemental Bridge
 - High-Speed Rail
 - Common Sense Alternative II
 - Immersed Tube Tunnel
- ▶ The program team reviewed these potential solutions and summarized the information in a series of memos:
 - Memos available at www.interstatebridge.org/library under “Environnemental Documents”

Purpose and Need

- ▶ **A solution must address the transportation needs of the I-5 corridor/bridge:**
 - Growing travel demand and congestion
 - Impaired freight movement
 - Limited public transportation operation, connectivity, and reliability
 - Safety and vulnerability to incidents
 - Substandard bicycle and pedestrian facilities
 - Seismic vulnerability of the I-5 bridge

Key Findings on Purpose and Need

▶ Third Bridge

- Transit, bike, and pedestrian access would be out of direction for the I-5 corridor
- Would not address safety and congestion in the I-5 corridor
- Seismic vulnerability would remain for the Interstate Bridge
- Bridge lifts would continue at the Interstate Bridge

▶ High-Speed Rail (HSR)

- Designed for long-distance travel (could not achieve high speeds between Portland/Vancouver)
- Not anticipated to sufficiently reduce congestion in the I-5 corridor
- Safety deficiencies would remain for I-5 corridor and Interstate Bridge
- Would not address transit, bike, and pedestrian needs in the I-5 corridor and Interstate Bridge
- Seismic vulnerability would remain for the Interstate Bridge

Key Findings on Purpose and Need

▶ Common Sense Alternative II

- Would not address safety and congestion in the I-5 corridor
- Transit, bikes, pedestrians, and local traffic would remain on existing bridge
- Bridge lifts would continue at the Interstate Bridge
- Seismic vulnerability would remain for the Interstate Bridge

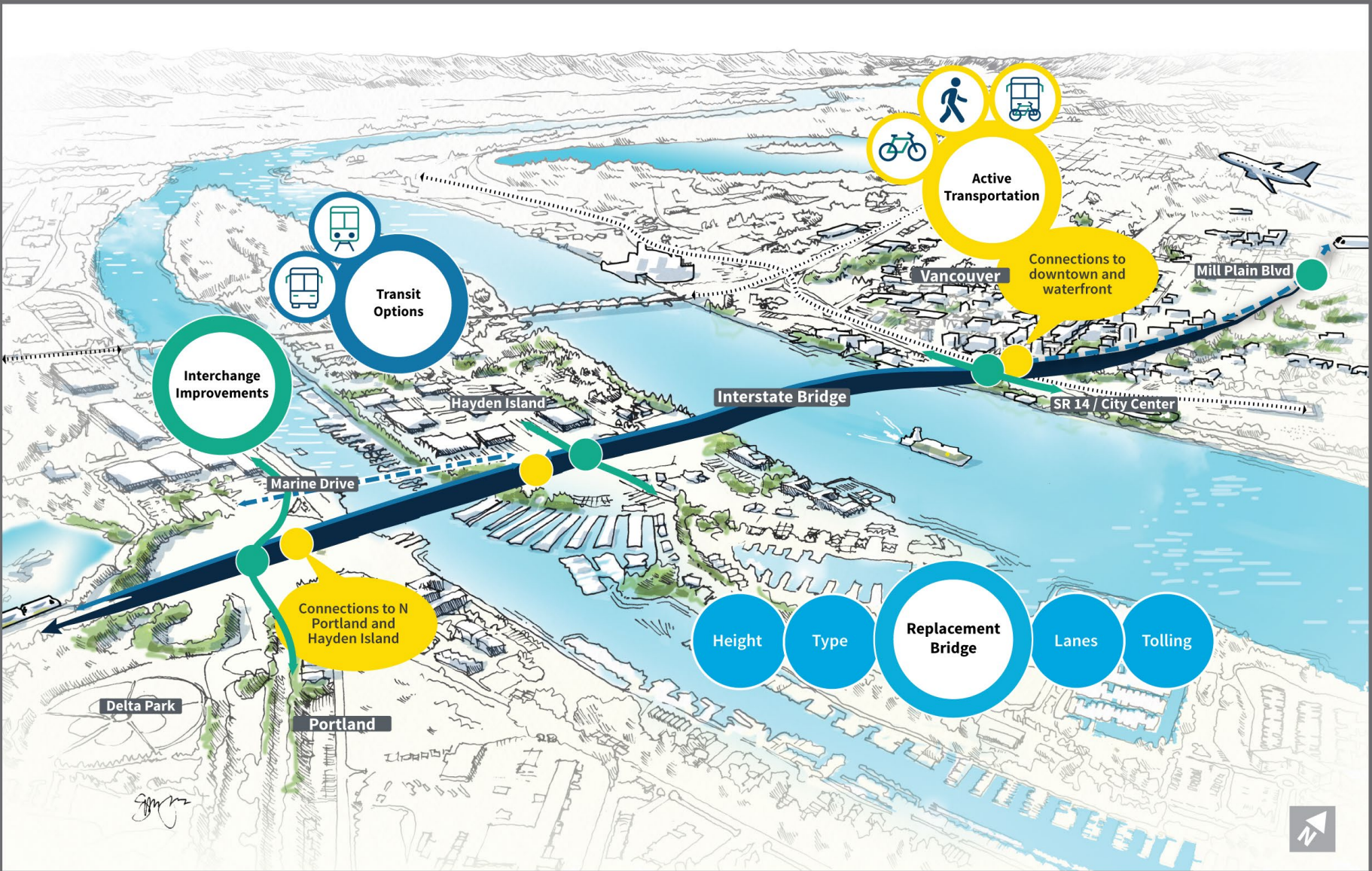
▶ Immersed Tube Tunnel

- Safety concerns with locating vehicles and bike/ped in a tunnel (e.g., fire)
- Would not be able to connect to Hayden Island and downtown Vancouver
- Approximately twice as expensive as a replacement bridge
- Additional impacts to natural and cultural resources

Re-Confirming Bridge Replacement - Conclusion

- ▶ In summary, the analysis and screening conducted on these potential solutions during the previous project is still valid.
- ▶ The dismissed alternatives do not meet the Purpose and Need for the IBR program and will not be given additional consideration.
 - This does not prevent additional planning for future projects that may include High Speed Rail or Third Bridge
- ▶ More information is available at www.interstatebridge.org/library under “Environmental Documents”

Identifying the IBR Solution



Design Options and IBR Solution

► Design Options

- Specific design choices that address physical or contextual changes
- Will be considered on their own and in relation to other program elements

Option A

Option B

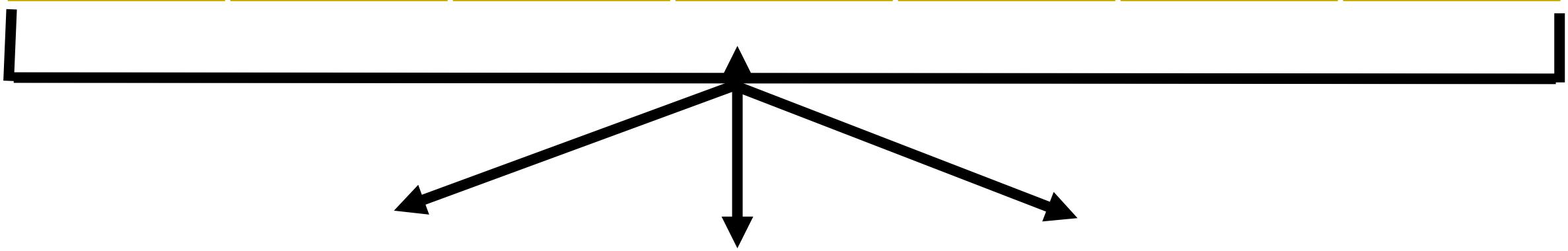
Option C

► Alternative/IBR Solution

- Single combination of design options that, when packaged together, address the identified transportation problems

Blue	Blue
Dark Green	Cyan
Dark Green	Blue
Blue	Dark Green
Blue	Blue
Dark Green	Blue

Developing an IBR Solution for the Region



Program Desired Outcomes

Observable and measurable accomplishments for the IBR program

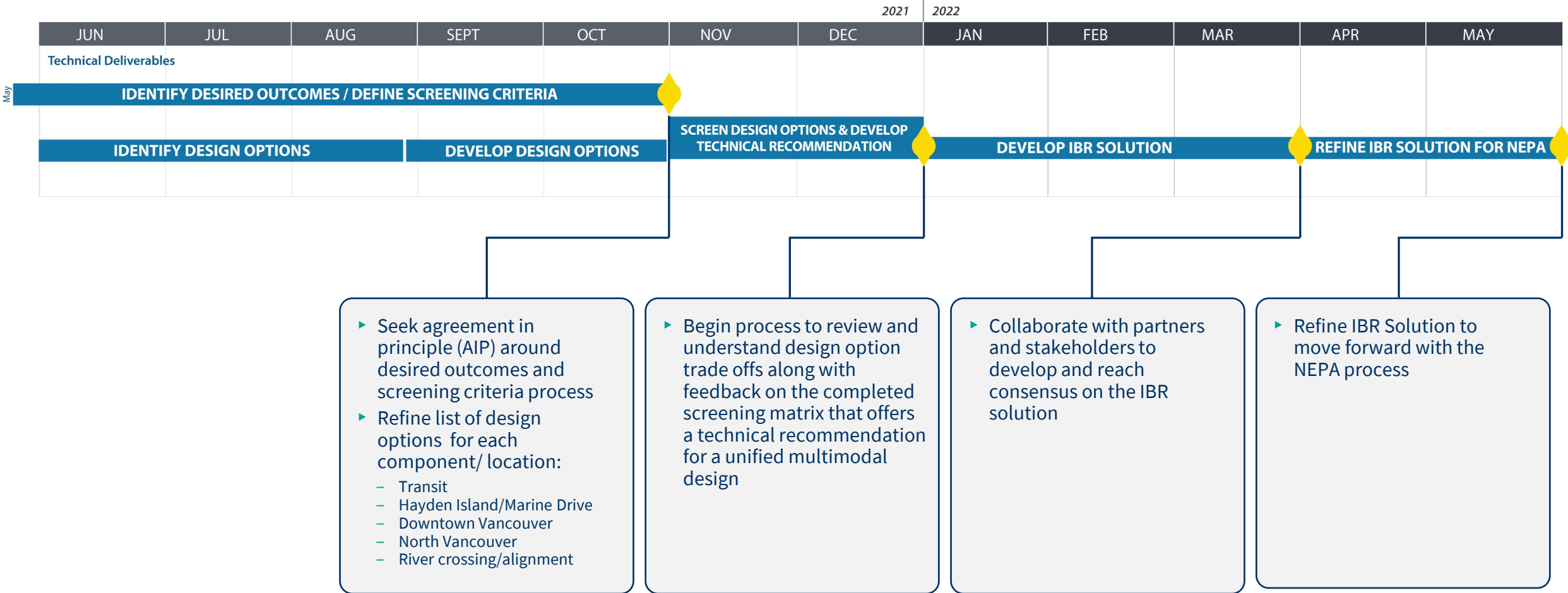
Program-Level Performance Measures

Indicators to measure the IBR program's success over the lifespan of the program

Design Option Screening Criteria

Requirements used to assess the trade-offs or potential impacts among the design options considered

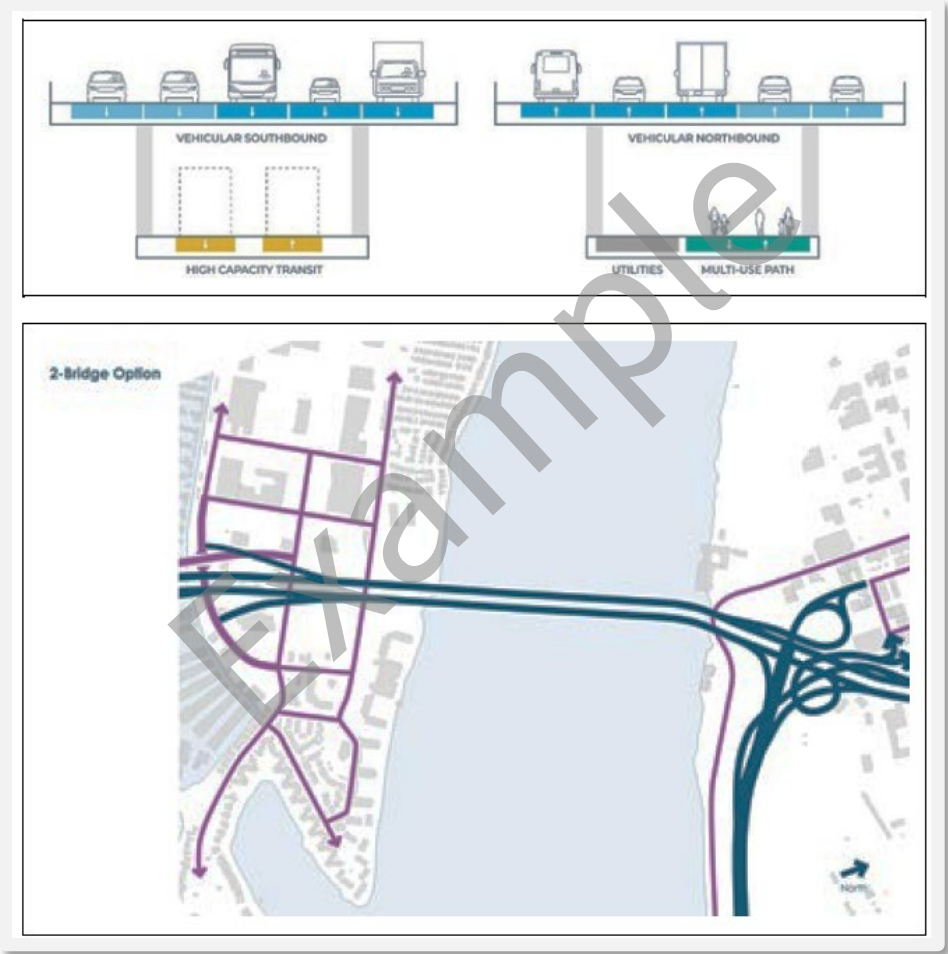
Getting to the IBR Solution: Technical Work Overview



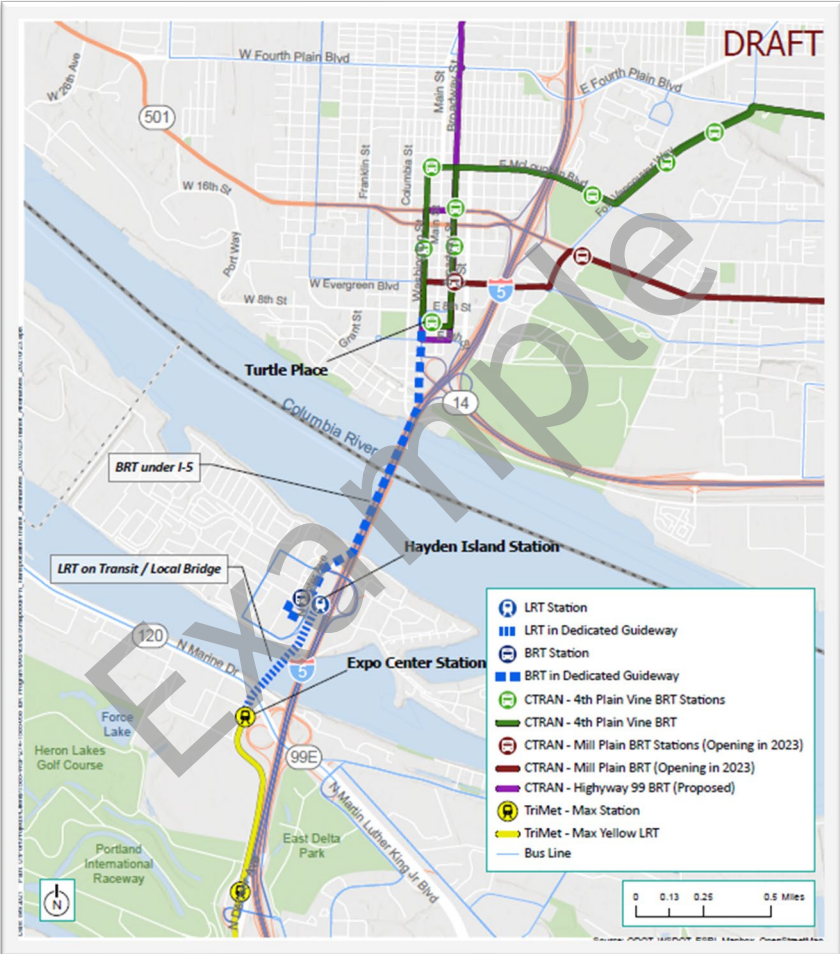
Developing Preliminary Design Options that are Responsive to Changes

- ▶ **River crossing and alignment**
 - Replacement bridge configuration including through lanes and auxiliary lanes, with options including:
 - *2013 LPA option, straight alignment, and stacked alignment*
- ▶ **Interchange improvements and roadway sections**
 - Includes road, interchange, transit, bicycle, and pedestrian improvements, with options including:
 - *North Vancouver: Mill Plain/4th Plain*
 - *Downtown Vancouver: 2013 LPA option and option with stacked river crossing alignment*
 - *Hayden Island/Marine Drive: Multiple options that include full interchange, partial interchange, and no interchange*
- ▶ **Replacement of North Portland Harbor Bridge**
 - Additional work will be done to identify impacts and considerations of replacing this bridge
- ▶ **Transit Options**
 - Multiple high-capacity transit combinations in dedicated guideway, with options including:
 - *Alignments: Near I-5 or in the center of I-5*
 - *Mode: LRT/BRT/Express Bus on Shoulder*
 - *LRT extensions to locations including Hayden Island, McLoughlin/I-5 and Kiggins Bowl in Vancouver*
 - *BRT extensions to Hayden Island and Expo Center*
- ▶ **Active Transportation improvements**
 - Additional detail on improvements and connections will be added in the fall

Preliminary Design Option Examples



Example: Bridge alignment option detail



Example: Transit option detail

Design Options: Where we have been and where we are going

- ▶ Spring and Summer 2021
 - Working with partners to understand changes since past project to identify possible design options to study and evaluate in response to changes
- ▶ Summer 2021
 - Working collaboratively with partners to develop desired outcomes, proposed screening criteria and metrics, and a preliminary list of design options
- ▶ Summer and Fall 2021
 - Technical sessions with all partners to refine design options develop and review data inputs and modeling results

Transit Trade Offs and Performance

- ▶ Modeling will identify trade offs to inform consideration of transit options
- ▶ Engaging with CAG and EAG to get feedback on considerations such as transit access, connections, and priorities

EVALUATION MEASURE	
	Ridership
	Transit Boardings
	Corridor Transit Trips
	I-5 Columbia River crossings
	Station Mode of Access
	Park and Ride Demand
	Market Analysis
	Transit Travel Time
	Capital Costs
	Operating and Maintenance Costs
	Climate Resiliency
	Proximity to HCT for Equity Priority Communities
	Mobility for Equity Priority Communities
	Potential Property Impacts

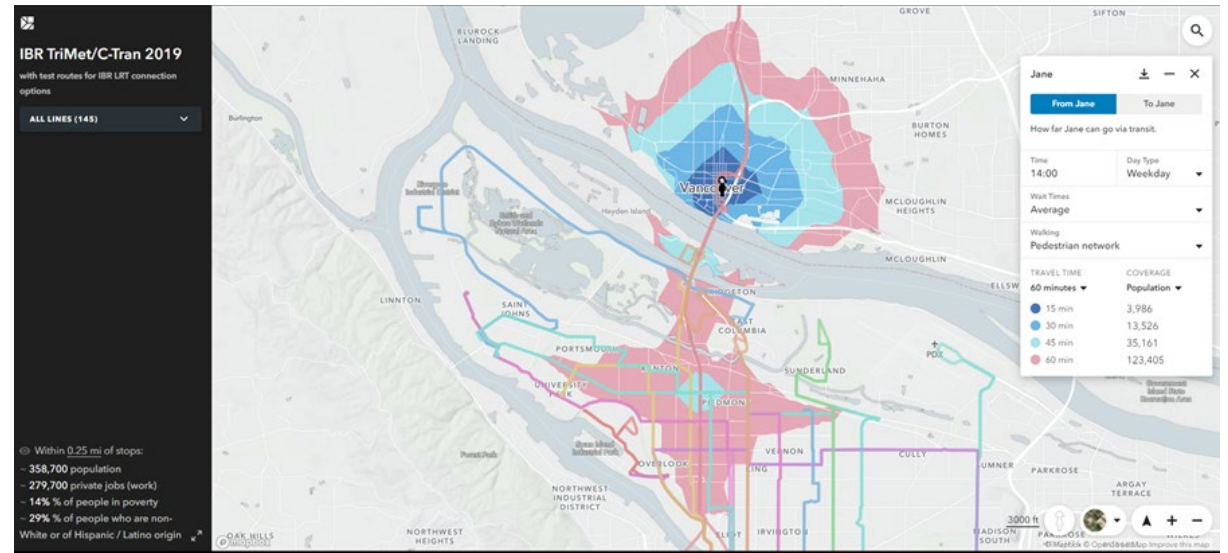
Early Equity Focused Transit Measures

Physical Access to Stops

Local and regional mobility

Property impacts

DRAFT high level equity-focused transit performance measures



One tool we will utilize : An isochrone map in geography and urban planning is a map that depicts the area accessible from a point within a certain time threshold.

Early Climate Focused Transit Measures

Ridership, boardings, mode of access

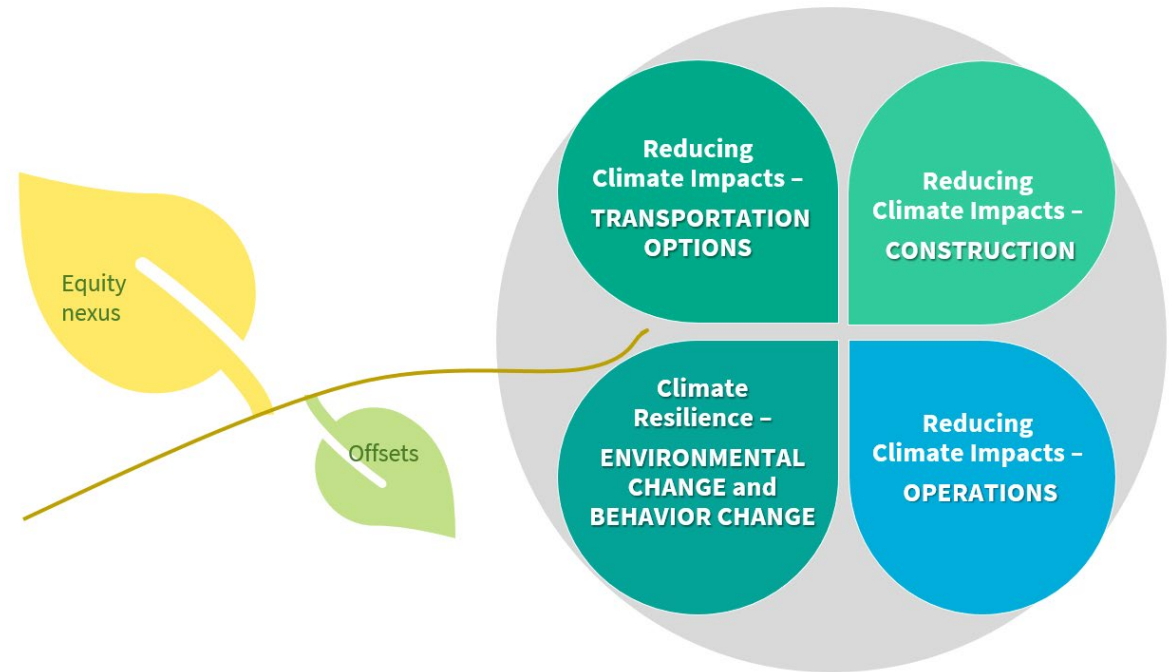
Mode shift

Reliability in extreme weather

Fostering walkable communities

Relative carbon impact for construction and O&M

- ▶ DRAFT high level climate-focused transit performance measures



Climate Framework

Design: What's Next

- ▶ Design option definition
 - Local street connections and access to multi-use paths, ramps, and transit options
- ▶ Supporting screening
November → December
- ▶ Additional data generation and analysis
 - Modeling options for screening
 - Refinement of equity data
 - Climate



Example: Advancing definition to support screening

Working Toward the IBR Solution: Engagement

▶ Partner Agencies

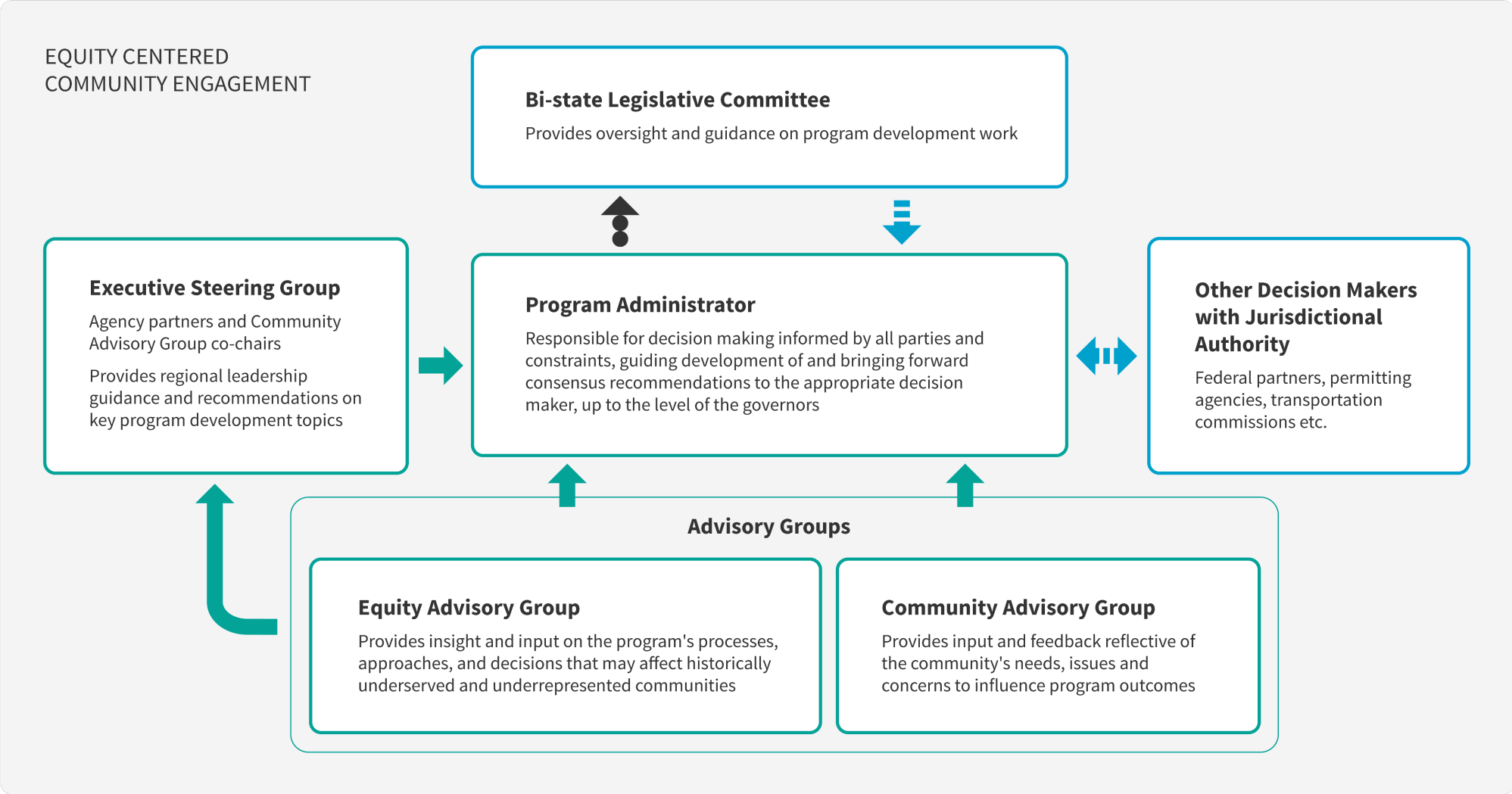
- ESG members
- Ongoing engagement with embedded partner agency staff
- Technical groups
 - *Hayden Island/Marine Drive*
 - *Downtown Vancouver*
 - *North Vancouver Interchanges*
 - *River Crossing/Alignment*
 - *Transit Options*
 - *Travel Demand Modeling*

▶ Advisory Groups

▶ Community Engagement

- Community Working Groups
 - *Active Transportation*
 - *Hayden Island/Marine Drive*
 - *Multimodal Commuter*
 - *Downtown Vancouver*
- Fall Community Engagement Events
 - *Community briefings*
 - *Online open house/engagement survey*

Decision Making Process



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.

Bi-State Legislative Committee Updates

► Fall/Winter

- Additional detail on design options for review and input
- Updates on data analysis and screening process
- Community engagement feedback
- Update on bridge authority report including study of examples such as bi-state agreement and interstate compact

► Spring

- Draft multimodal IBR solution to advance through the federal environmental review process for additional analysis



Feedback and Guidance

- ▶ What suggestions or feedback do you have for improving the process, progress, and potential outcomes?

Steering & Advisory Group Update

- ▶ Greg Johnson, Program Administrator
- ▶ Lynn Valenter, CAG Co-Chair, Member ESG
- ▶ Ed Washington, CAG Co-Chair, Member ESG

Community Advisory Group - CAG

- ▶ **June - Consensus on community values and priorities**
 - Developed using feedback from community engagement activities, including:
 - *Community Listening Sessions*
 - *Survey feedback*
 - *CAG meeting feedback, including breakout session notes and group discussion*
 - *Individual CAG member meeting feedback*
- ▶ **July – Introduced to design options & screening criteria**
- ▶ **August - Provided feedback on Climate Framework**
- ▶ **September - Provided feedback on Equity Framework**
 - Introduced transit design option process
 - Feedback on future transit wants from the community perspective

Community Values and Priorities

- ▶ **Community values and priorities will be used to develop screening criteria and performance measures:**
 - Past transportation projects have caused harm to communities of concern. The program should center equity and avoid further harm to communities and individuals. Equity is both an outcome as well as a process.
 - There is a strong correlation between transportation and climate change. The program should advance opportunities to reduce impacts from and improve resiliency to global climate change.
 - Transit and active transportation facilities must reflect the needs of all ages and abilities, and remove barriers, including language, to access and ensure availability of transportation choices.

Community Values and Priorities

- ▶ Creating opportunities for local job creation through apprenticeship and training and career pathways as well as opportunities for BIPOC, women, and DBE businesses and a diverse workforce. Growth and increased access contributes to economic empowerment and a thriving economy.
- ▶ Cost effectiveness should be assessed through concepts of affordability, recognizing future funding challenges, and designing a bridge that will serve future generations beyond our own. Fiscal responsibility throughout program, including emergency technology, should be considered.
- ▶ Congestion does not just affect personal vehicles; it impacts freight deliveries for companies (small and large), reduces public transit reliability when mixed in traffic, and reduces safety.

Community Values and Priorities

- ▶ Natural resources should be protected and enhanced including fish and wildlife habitat and water quality. Cultural and historical heritage and resources should be protected and honored
- ▶ Foster leadership and cooperation between bi-state program partners to improve program outcomes, keeping the bi-state conversation focused to ensure the burden of fiscal responsibility is shared for mutually beneficial outcomes.
- ▶ Provide ongoing opportunities for meaningful, equitable and transparent community engagement.

Next Steps: Community Values and Priorities

▶ Shapes Program Outcomes

- Center the equity in the program's process and outcomes
- Improve resiliency to climate change
- Foster leadership and cooperation between bi-state partners
- Provide meaningful, equitable and transparent community engagement.

▶ Identifies Performance Measures

- Provide all modes to increase capacity
- Contribute to economic empowerment

▶ Defines Screening Criteria

- Reduce congestion
- Provide access to and ensure availability of transportation choices
- Protect and enhance natural resources

Executive Steering Group

- ▶ Shared support for the program's progress on a **Climate Framework** and provided input on how climate goals can be applied in various components of the program.
- ▶ Provided guidance on the IBR workplan to **get to an IBR Solution**, including how best to ensure accountability, engage stakeholders, and meet regional interests.
- ▶ Continued to learn about each other's interests, address issues and concerns, and work toward a **bi-state vision** for the IBR program.

Executive Steering Group

Upcoming Work

- ▶ September – November: Strive for alignment on desired outcomes, screening criteria, and the screening process.
- ▶ December: Track progress and provide feedback on design options screening.
- ▶ January – February: Work with program team, CAG and EAG to review data from the screening process and provide guidance on design options that will be part of the IBR Solution.
- ▶ March: Strive for consensus recommendation on IBR Solution.

EAG Update

August 16th meeting

- ▶ Made progress towards recommended set of equity-focused screening criteria for design options.
 - EAG subcommittee has been taking a deep dive into this topic
 - Example criterion: Communities of concern within ½ mile of HCT stations
- ▶ Continued development of Equity Framework by refining recommended program commitments.
 - Example of **Process** commitment: Be explicit about race and systemic racism
 - Example of **Outcome** commitment: Community Benefits Agreement



Feedback and Guidance

- ▶ What input are you seeking from these advisory groups as we develop and refine an IBR multimodal design solution by March 2022?

Equity Framework

- ▶ Johnell Bell, Principal Equity Officer

Definition of Equity

- ▶ The Interstate Bridge Replacement program defines equity in terms of both process and outcomes.
- ▶ Process Equity means that the program prioritizes access, influence, and decision-making power for marginalized and underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success.
- ▶ Outcome Equity is the result of successful Process Equity and is demonstrated by tangible transportation and economic benefits for marginalized and underserved communities.
- ▶ Process Equity & Outcome Equity contribute to addressing the impacts of and removing long standing injustices experienced by these communities.

Definition of Equity

- ▶ Marginalized and underserved communities are defined as those who experience and/or have experienced discrimination and exclusion based on identity, such as:
 - BIPOC (Black, Indigenous, and People of Color)
 - People with disabilities • Communities with limited English proficiency (LEP)
 - Persons with lower income
 - Houseless individuals and families
 - Immigrants and refugees
 - Young people
 - Older adults
- ▶ Together, Process Equity and Outcome Equity contribute to addressing the impacts of and removing long standing injustices experienced by these communities.

Equity Objectives

Mobility & Accessibility

Improve mobility, accessibility, and connectivity in the program area, with a particular focus on the needs of lower income travelers, people with disabilities, and communities who experience transportation barriers related to the location of affordable housing options.

Physical Design

Integrate equity into the physical design elements of the program.

Community Benefits

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

Economic opportunity

Ensure that economic opportunities generated by the program, including contracting and workforce development, substantially benefit minority and women owned firms, workers of color, workers with disabilities, and young people.

Decision-making processes

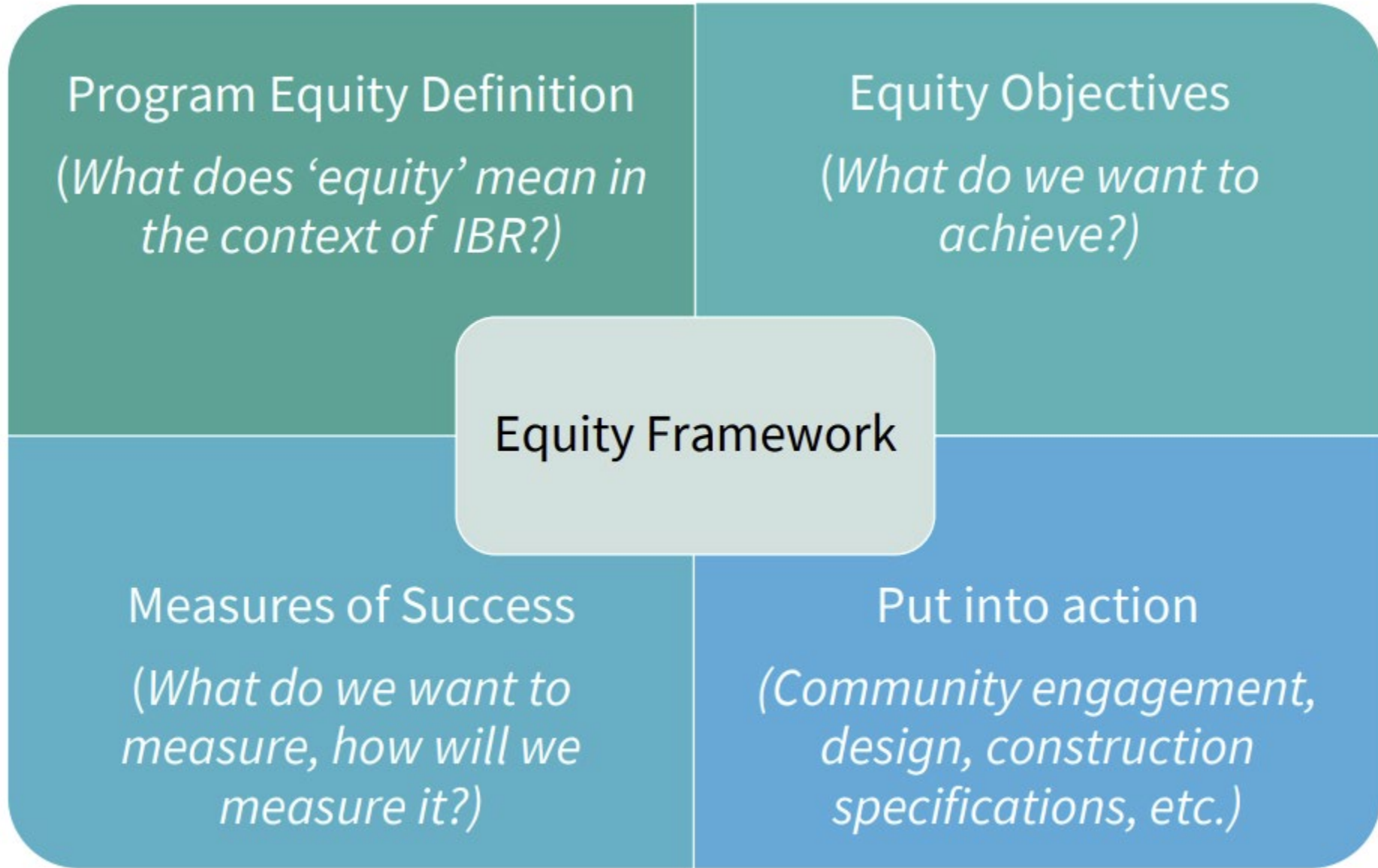
Meaningfully share access, participation, influence, and decision-making power with historically marginalized communities throughout the course of the program.

Avoiding further harm

Avoid disproportionate impacts on communities of concern while implementing substantial mitigations for any unavoidable, but proportional, impacts.

Equity Framework Development

- ▶ **What does it mean to achieve equity through the Interstate Bridge Replacement program, & how will we achieve it?**
 - An essential step of the IBR equity advancement strategy is to develop an Equity Framework to provide a shared understanding of what the Program seeks to achieve and how it will be achieved. The Framework identifies the steps the Program will take to advance equity, through both processes and outcomes.



Equity Framework

- ▶ Complete product includes:
 - Historic context & demographic overview
 - *Understanding the history of the corridor relative to communities of concern*
 - Equity Definition
 - Equity Objectives
 - Process & Outcome Equity Commitments
 - Implementation Plan
 - *Includes suite of tools and performance measures*
- ▶ Anticipate finalizing at October/November EAG
 - Will be updated throughout course of the program

“Big picture” Equity Lens questions

- ▶ What decision is being made?
- ▶ Who is at the table?
- ▶ How are decisions being made?
- ▶ What assumptions are at the foundation of the issue?
- ▶ What is the likely impact?

Source: United Way of Santa Cruz County

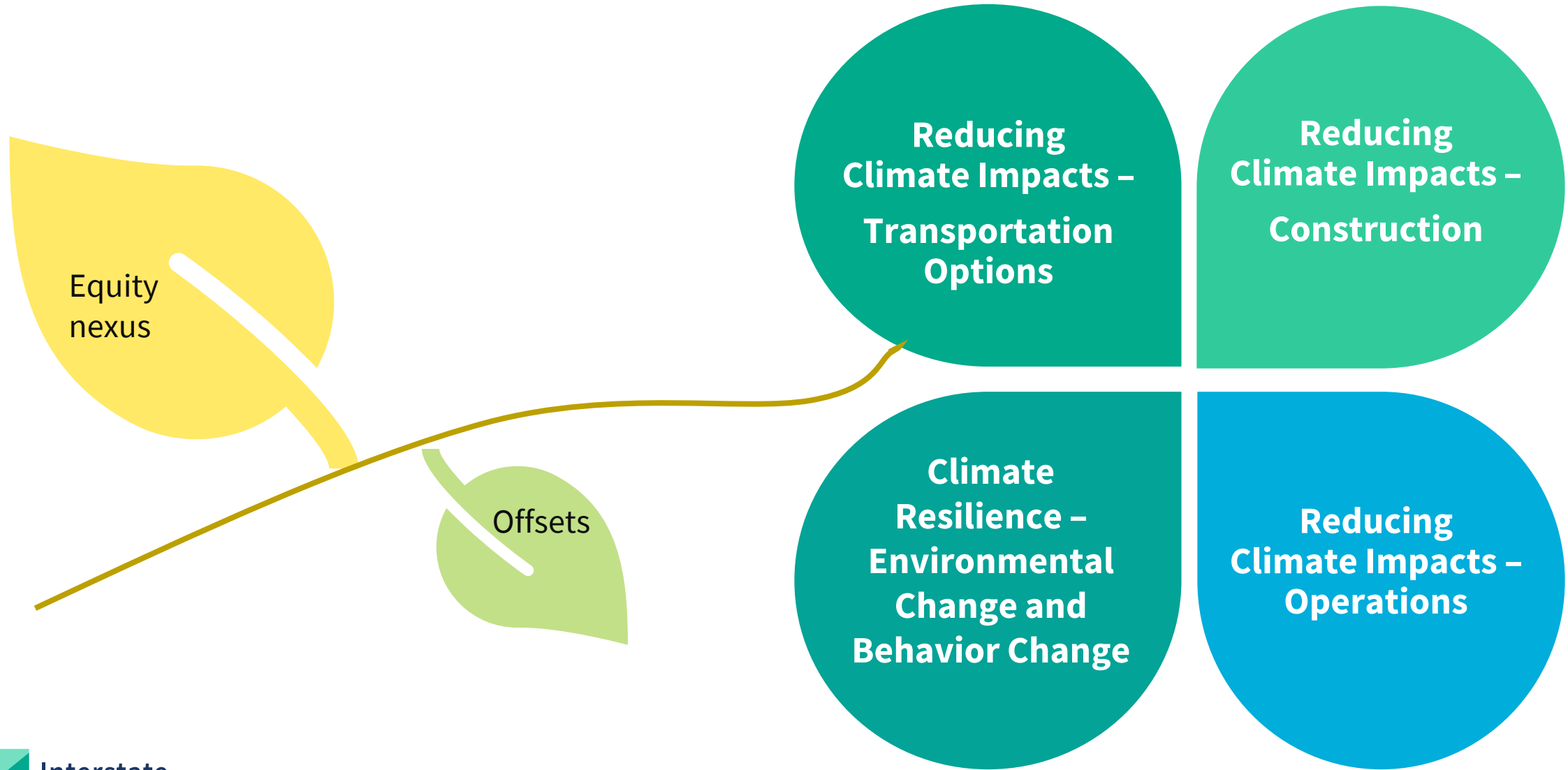


Feedback and Questions

Climate Framework

- ▶ Sarah Ogier, Principal Climate Officer

IBR Climate Framework



Transportation Options

Reducing climate impacts

- ▶ Reduce IBR traffic vehicle-based emissions
 - Shift travel demand to low GHG modes
 - *Transit*
 - *Active Transportation*
- ▶ Improve transportation efficiency
- ▶ Minimize travel demand



Construction

Reducing construction-based emissions

- ▶ Methods and materials
- ▶ Equipment and vehicles
- ▶ Sourcing locally to reduce transport
- ▶ Zero waste goals for demolition



Maintenance and Operations

Reduce emissions associated with maintenance and operations

- ▶ Lifecycle cost analysis for materials and design selection
- ▶ Prioritize materials durability
- ▶ Renewable power supply
- ▶ High efficiency lighting
- ▶ Electric vehicle maintenance fleet



Offsets

Offset unavoidable emissions

- ▶ Carbon offsets for construction
- ▶ Carbon offsets for ongoing operations
- ▶ Higher than traditional tree and planting replacement rates in the public right of way
- ▶ Contribute to local efforts to reduce urban heat islands



Climate Resiliency

Environmental Changes

- ▶ Design for performance in a range of environmental conditions resulting from evolving climate

Development and Behavioral Changes

- ▶ Consider climate impacts to future growth and population centers



Applying the Climate Framework

For all aspects of the program, including but not limited to:

- ▶ Design option screening criteria
- ▶ Program-level performance measures
- ▶ Desired outcomes
- ▶ Environmental impacts analysis and mitigation
- ▶ Bridge, highway and transit design
- ▶ Construction specifications and procurement strategies
- ▶ IGAs and Community Benefits Agreements
- ▶ Program commitments: community enhancements and mitigation



Feedback and Questions

Community Engagement Update

- ▶ Kimberly Pincheira, Communications and External Relations Manager

Video Storytelling

▶ Case for IBR

- Community, business, and IBR leadership representatives share how this vital piece of infrastructure impacts our region
- www.interstatebridge.org/case4IBR

▶ Bridge Stories

- Amplifying the voices and experiences of diverse communities and individuals
- www.interstatebridge.org/bridge-stories

[YouTube.com/IBRProgram](https://www.youtube.com/IBRProgram)



Media and Social Media Update

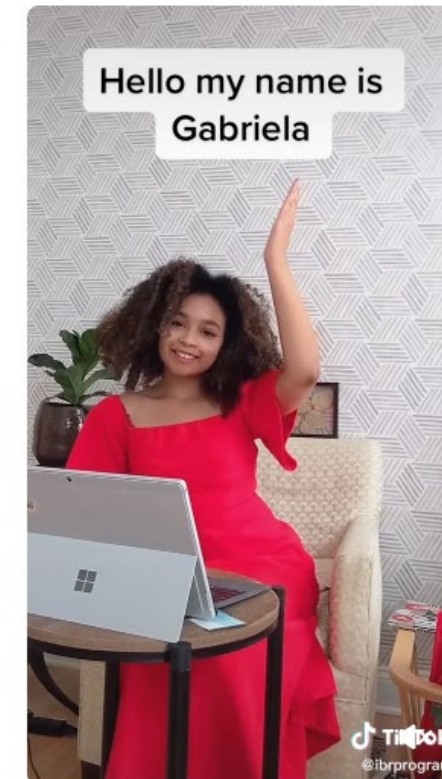
- ▶ Ongoing, proactive outreach to media outlets, including print, radio and television
- ▶ Increased social media engagement
 - Communications interns helped launch IBR TikTok
 - Launched LinkedIn
 - Increased impressions and views across all platforms



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Meet the interns p. 1! #summer #summerinternship #ib #bridgereplacement #infastructure #interstatebridge #QuickBooksVictoryPose

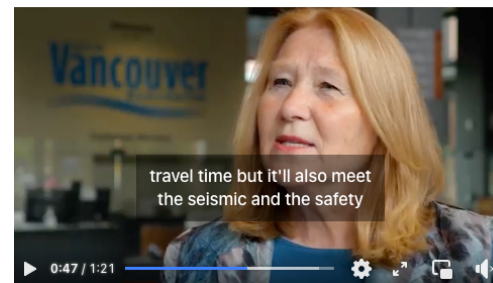
♪ Summer - Instrumental - Devinney



Interstate Bridge Replacement Program
September 10 at 5:11 PM · 🌐

"We're a thriving and attractive place to live, work, play and visit, and we want people to come to the waterfront, we want them here at the historic reserve. We want to improve access for everyone—getting in and through the city."

Vancouver, Washington City Government Mayor Anne McEnery-Ogle makes her case for why replacing the Interstate Bridge is vital for communities on both sides of the Columbia River.



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Elevating Equity Listening Sessions

- ▶ 130 participants in 9 listening sessions in August with communities of concern:

- People with Disabilities
- BIPOC
- Houseless individuals and families
- Older Adults
- Vietnamese
- Chinese
- Somali
- Russian

- ▶ High-level takeaways:

- 90% were first-time participants, with 80% saying they would participate again.
- Feedback included the desire for the program to include:
 - *Investment into the local economy*
 - *Additional transit and multimodal options as part of a replacement bridge solution*
 - *Continued transparent program communications*
 - *Increased opportunities for historically marginalized communities to get involved*

- ▶ Summaries of what we heard at the listening sessions will be available on the website.

Small Scale, Low Barrier Grant Program

Purpose:

- ▶ To create relationships with local Community-Based Organizations (CBOs) to conduct community engagement in coordination with the Interstate Bridge Replacement program (IBR), that go beyond the program's existing reach.
- ▶ A tiered model approach with clear expectations for each level of engagement

Eligibility requirements:

- ▶ Serve or represent communities of concern, reflective of IBR's adopted definition of equity;
- ▶ Have an office physically located in or members within the larger program area/region;
- ▶ Have multiple modes of engagement (social media, email, phones, newsletters, etc.);
- ▶ Legally incorporated nonprofit organization.

Community Working Groups

Role

- ▶ Provide feedback to help inform what design options are being analyzed in the near-term and to consider specific design elements long-term

Topic Areas

- ▶ Active Transportation
- ▶ Downtown Vancouver
- ▶ Hayden Island / Marine Drive
- ▶ Multimodal Commuter

Structure

- ▶ 15-20 participants, including both organizations and at-large positions
- ▶ 1–2 Community Advisory Group members serving on each group
- ▶ Each group expected to meet 2-3 times before the end of the year
- ▶ Groups may be reconvened or additional groups formed on an as-needed basis

Community Working Group Recruitment

Organizational appointments:

- ▶ The team considered appointment of approximately 60 CBOs and stakeholder interest groups based on organization scope and mission
- ▶ The list was refined based on appointment criteria, balanced representation between OR and WA organizations, and specific working group focus

At-large applicants:

- ▶ 498 CAG applications screened and reviewed the week of June 1
- ▶ Interviewed nearly 100 community members
- ▶ Targeted outreach to ensure broad demographic representation

Fall 2021 Community Engagement

Desired Outcomes

- ▶ Create broad awareness and understanding about current program activities, including process to make decisions, key milestones and opportunities for feedback
- ▶ Obtain feedback on design options
- ▶ Center equity and elevate voices of communities of concern

Engagement Activities

- ▶ Solicit feedback from CAG, EAG, and Community Working Groups
- ▶ Informational campaign
- ▶ Community Briefings
- ▶ Online open house and engagement survey



Feedback and Questions



For more information contact:

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360-859-0494 or 503-897-9218

888-503-6735

www.interstatebridge.org