



Interstate
BRIDGE
Replacement Program



IBR Program Progress

January 24, 2022

www.interstatebridge.org

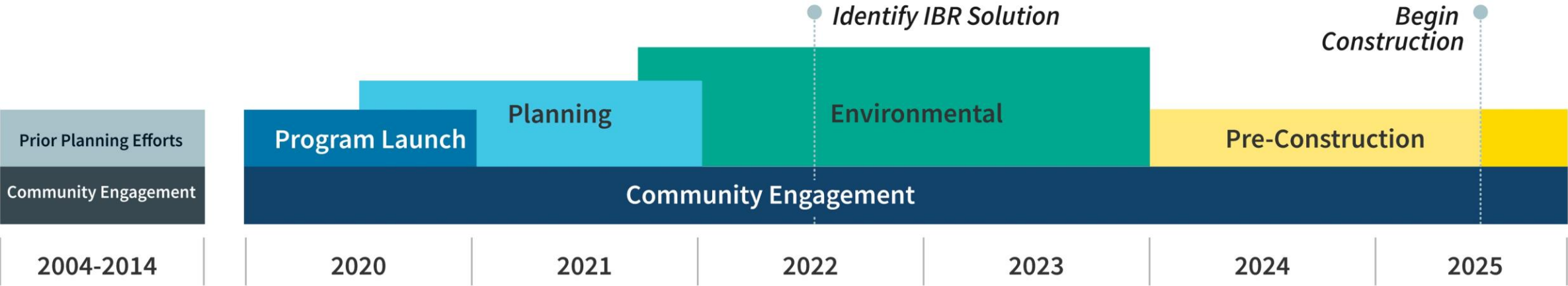
IBR Program Progress

- ▶ Program Update
- ▶ Update on Process to Identify the IBR Solution/Modified Locally Preferred Alternative
- ▶ Overview of Fall 2021 Community Engagement and Design Options Feedback
- ▶ Next Steps

Program Update

Greg Johnson, Program Administrator

Program Timeline



NEPA Re-Evaluation Determination

- ▶ **As part of ongoing work with federal partners, the program submitted a NEPA re-evaluation to the Federal Highway Administration and Federal Transit Administration in late 2021**
 - The re-evaluation was needed to determine whether any design revisions in response to physical and contextual changes could result in potential adverse impacts that were not previously identified in the 2011 CRC Final EIS and ROD.
 - A NEPA re-evaluation does not require the program to have made decisions on the details of the future project, it is merely a process of determining whether the original document or decision is sufficient or if supplemental or new analysis is needed.
- ▶ **In late December 2021, FHWA and FTA provided their determination that a Supplemental EIS is necessary to identify and disclose potential new adverse impacts and mitigation associated with the IBR Program that could result from changes**
 - A Supplemental EIS is a detailed process that requires extensive analysis and documentation along with formal public engagement to achieve a federal Record of Decision granting approval to proceed to construction.

2021 Year in Review

Community Engagement By the Numbers

29,000

Engagements!

Via online meetings, community briefings, listening sessions, surveys, newsletters, social media, and direct email comments.

Advisory Groups

Three advisory groups and working groups, reflective of our community, inform, shape the program, and build consensus.

Community Values

Established community values and priorities with the Community Advisory Group and community feedback.

Equity Framework

Developed with the Equity Advisory Group to outline the program's approach and the resources it will use to advance equity.

79 Virtual public meetings and events.

18,700 Responses collected from two community surveys.



- ▶ **Year in Review Video:**
 - [Youtube.com/IBRprogram](https://www.youtube.com/IBRprogram)
- ▶ **Accountability Dashboard**
 - Update end of January

Recent Steering and Advisory Group Meetings

▶ **Community Advisory Group – Jan. 6**

- Overview of major components of the draft modified LPA and program strategy to achieve an approved draft modified LPA by June of 2022
- Review of role in approval process and approved values and priorities
- Vote and ranking on top values to use as evaluation criteria in considering bridge design options

▶ **Equity Advisory Group – Jan. 10**

- Overview of Equity Framework Accountability Reporting Tool
- Discussion of equity performance measures
- Process in developing equity performance measures, and equity objectives

▶ **Executive Steering Group – Jan. 20**

- Program update
- Update on progress toward a Draft Modified Locally Preferred Alternative
- Overview of Fall 2021 Community Engagement and Design Options Feedback

Please note that details on past and upcoming meetings and events, including meeting materials and videos, are available on the [IBR Meetings & Events](#) page.

Recent Public Presentations on Program Progress

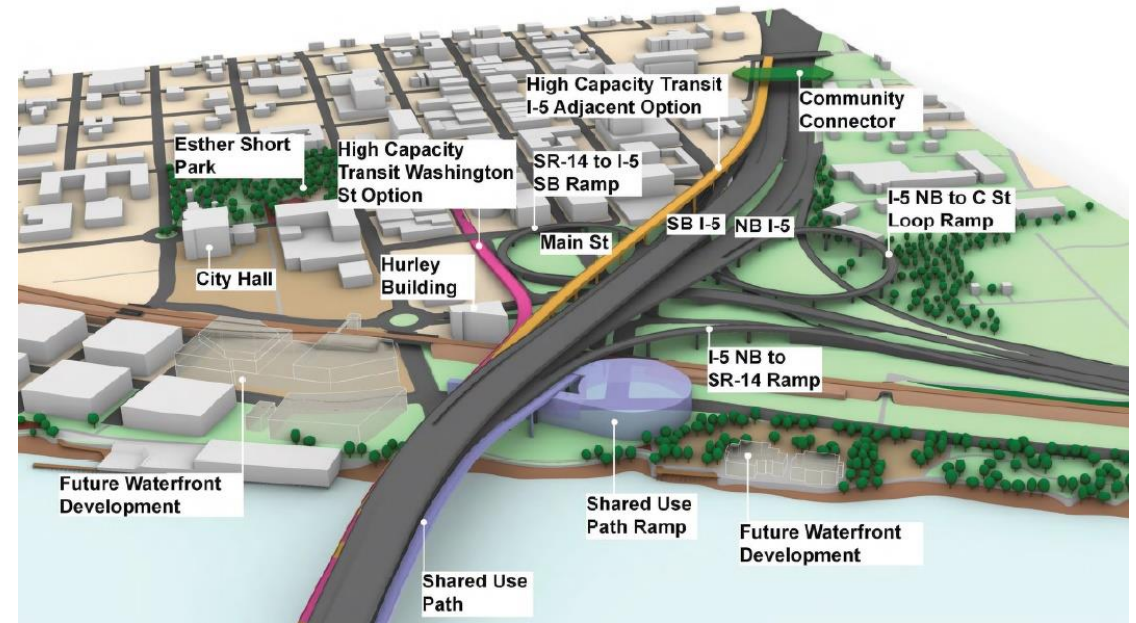
- ▶ **RTC Board – Jan. 4**
- ▶ **Metro Council – Jan. 6**
 - MTIP amendment approval and Resolution on Values and Priorities
- ▶ **Oregon Joint Committee on Transportation – Jan. 13**
- ▶ **Washington State Transportation Commission – Jan. 19**
- ▶ **City of Vancouver Council – Jan. 24**
 - Staff update on process to identify Modified LPA

Conceptual Visualizations

▶ Two-Bridge Option (Side-by-Side Structures)



▶ Stacked One-Bridge Option (Different Levels for Northbound & Southbound Traffic)



- These visualizations depict potential River Crossing/Vancouver Interchange options and are intended to provide an example of high-level illustrations of design options being considered as the program works to identify a multimodal solution.
- These renderings are examples only and do not represent new design options or indicate that decisions on design options have been made.
- Images similar to these are being developed for other areas of the program to help the community better understand design options.
- The renderings are draft concepts for illustration purposes only and do not show property impacts.



Questions or Feedback?

Update on Process to Identify the IBR Solution/Modified Locally Preferred Alternative

Greg Johnson, Program Administrator
John Willis, Deputy Program Manager

Lynn Peterson, Metro Council President
Matt Ransom, RTC Executive Director

Moving Toward the IBR Solution/Draft Modified LPA

July – Sept 2021

Oct 2021

Nov – Dec 2021

Jan - June 2022

Link Desired Outcomes to Program-Level Performance Measures and Design Option Screening Criteria

Develop Preliminary Design Options that Respond to Changes since Prior Work

Reached ESG Concurrence to move forward on Desired Outcomes, Screening Criteria Process, and Preliminary List of Design Options

Begin to Screen Developed Design Options

Identify/Refine Draft Modified LPA:

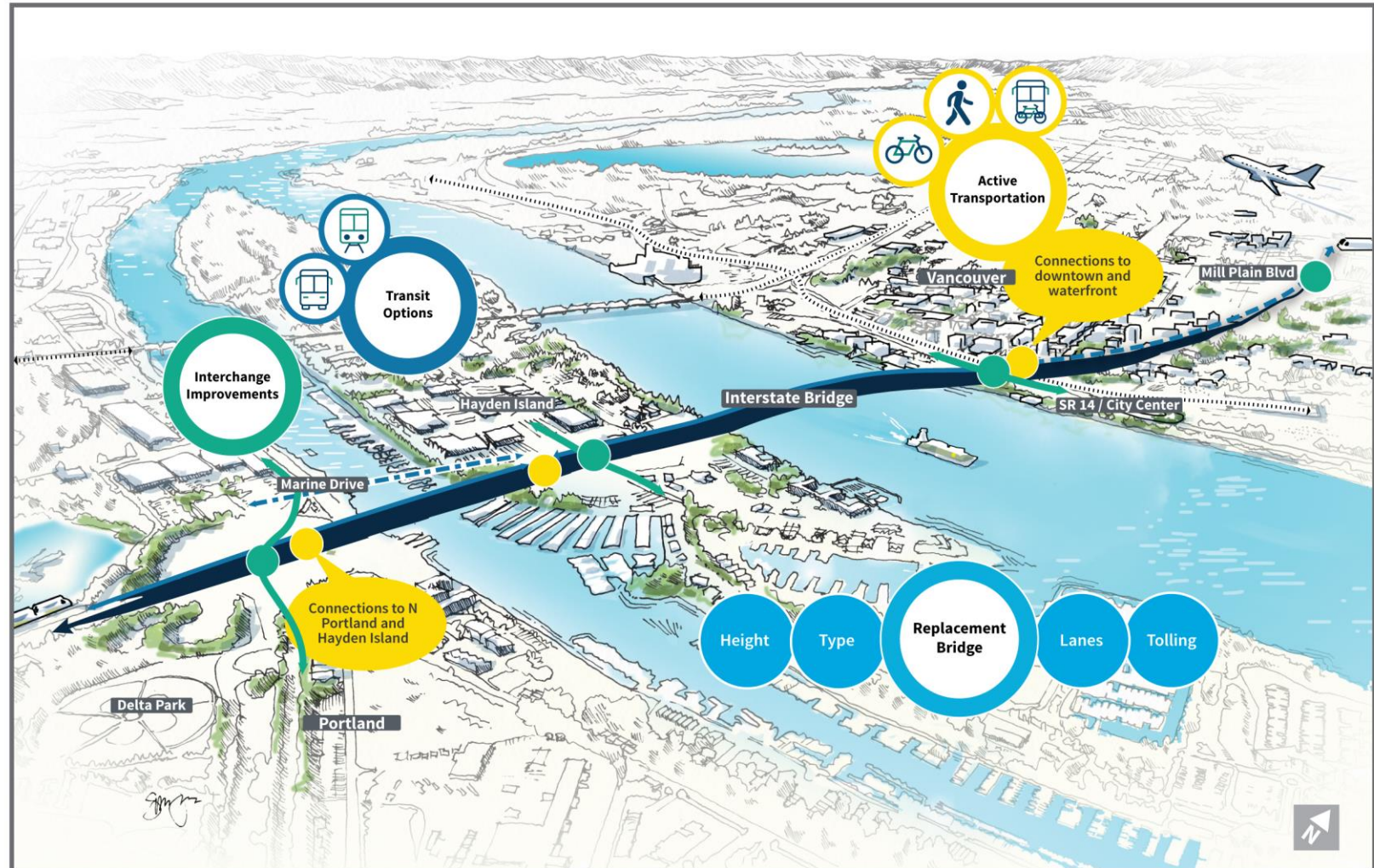
- ▶ **Technical Recommendations**
- ▶ **Additional Modeling/Data Analysis**
- ▶ **Partner Agency Alignment**
- ▶ **Community Engagement**

Identifying the Modified Locally Preferred Alternative

- ▶ **Transit Mode**
 - Reviewing 4 LRT, 3 BRT, 1 BRT to LRT, and Bus on Shoulder options
- ▶ **Hayden Island/Marine Dr. Interchange**
 - Full, partial, none
- ▶ **Vancouver Interchanges**
 - Downtown Vancouver connections
- ▶ **Bridge Crossing and Alignment**
 - Curved alignment (2013 LPA), Straight alignment, Stacked alignment
- ▶ **Number of Auxiliary Lanes**

All options assume replacement of North Portland Harbor Bridge. More work be will done to identify benefits and impacts.

Active transportation improvements are integrated into design options for all areas.



Transit Options - Overview

- ▶ **The IBR program is analyzing ten transit options:**

- (1) No-Build Option:

- *Assumes no transit improvements from the IBR program but does include other planned transit improvements in the next 25 years. This option is used as a tool for measuring the effects of other options.*

- (1) Bus on Shoulder option

- (3) Bus Rapid Transit (BRT) options

- (4) Light Rail Transit (LRT) options

- (1) BRT/LRT option

- ▶ **High-Capacity Transit (HCT) options include:**

- Dedicated space for HCT between the Expo Center and Hayden Island

- Dedicated space for HCT on the replacement bridge

- Express buses operating on the shoulder of the freeway, where possible in the program area

- ▶ **Future design work, informed by data, partners, and community engagement, will inform:**

- Specific transit terminus locations

- *Transit termini shown in preliminary list of design options are indicative of general locations being studied for current analysis*

- Transit station details and specific locations

- Park & Ride size and specific locations

Transit Trade Offs and Performance

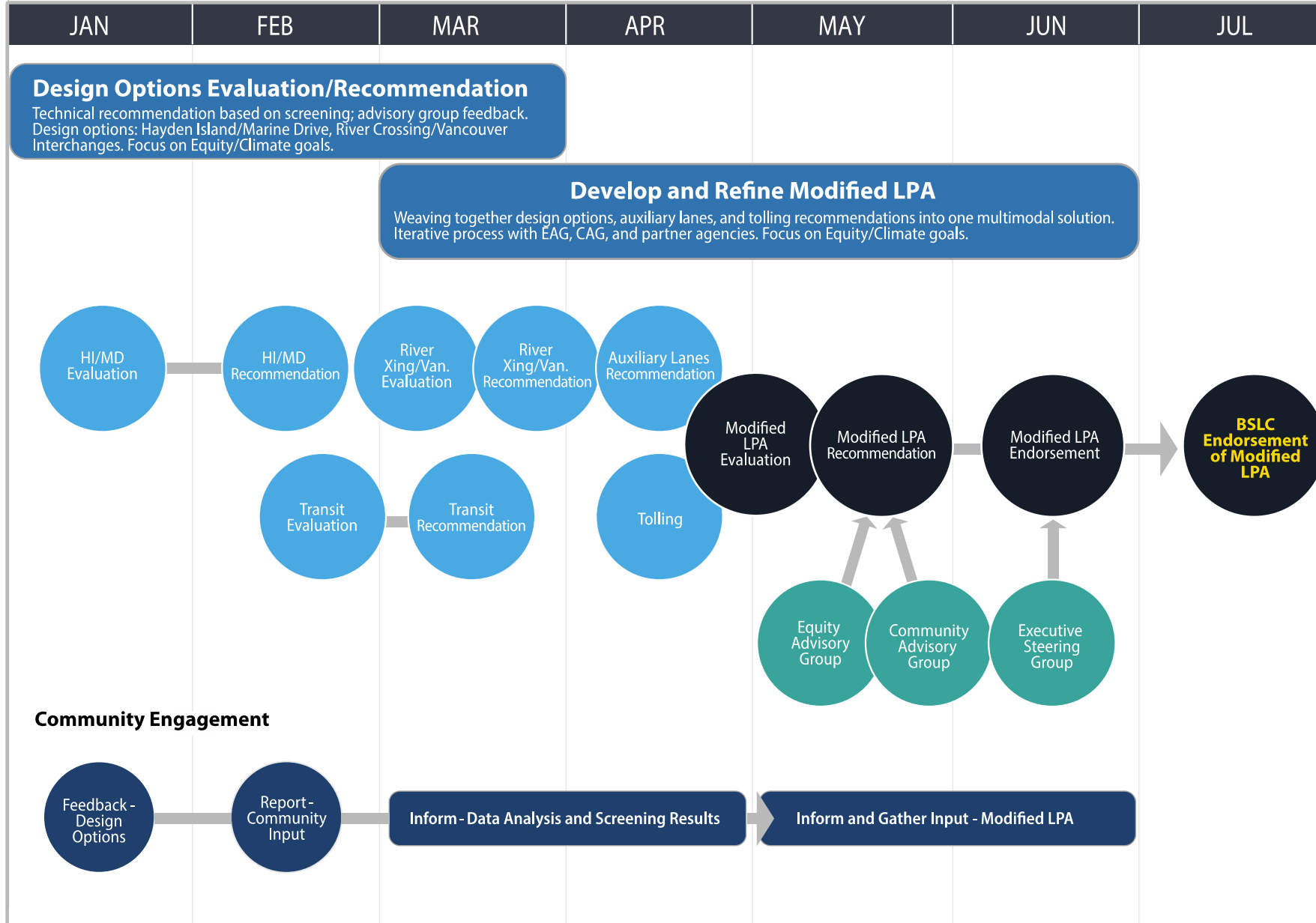
- ▶ Model to identify trade offs to inform consideration of transit options
- ▶ Engage with CAG and EAG to get feedback on considerations such as transit access, connections, and priorities.
- ▶ Integrate transit options into the multimodal design options for screening

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

Transit Equity Analysis

- ▶ **Analysis is currently underway to support equitable outcomes:**
 - Comparing station locations in terms of total population and equity priority communities living within ½ mile walk
 - Identifying how different transit options improve access to jobs for equity priority communities
 - Analysis for specific neighborhoods
 - Comparing results at different times of day and lengths of trip
 - Potential property impacts of different alignments

Getting to the IBR Solution



Hearing from Program Partners

- ▶ **We are committed to a data-driven process that includes current modeling and analysis, along with stakeholder and community input, to identify a Modified LPA that supports regional needs and priorities**
 - The program continues to work with partners to address their concerns and demonstrate how shared priorities such as equity and climate considerations are incorporated.
 - The program will be responsive to partner requests for data and information while maintaining the overall program schedule.
- ▶ **We've invited Metro and RTC to join us today so you can hear directly from them on our process:**
 - Lynn Peterson, President, Metro Council
 - Matt Ransom, Executive Director, RTC



Questions or Feedback?

Fall 2021 Community Engagement - Feedback on Design Options

Kimberly Pincheira, Communications and External Relations Manager
Salomé Chimuku, Equity/Community Engagement

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

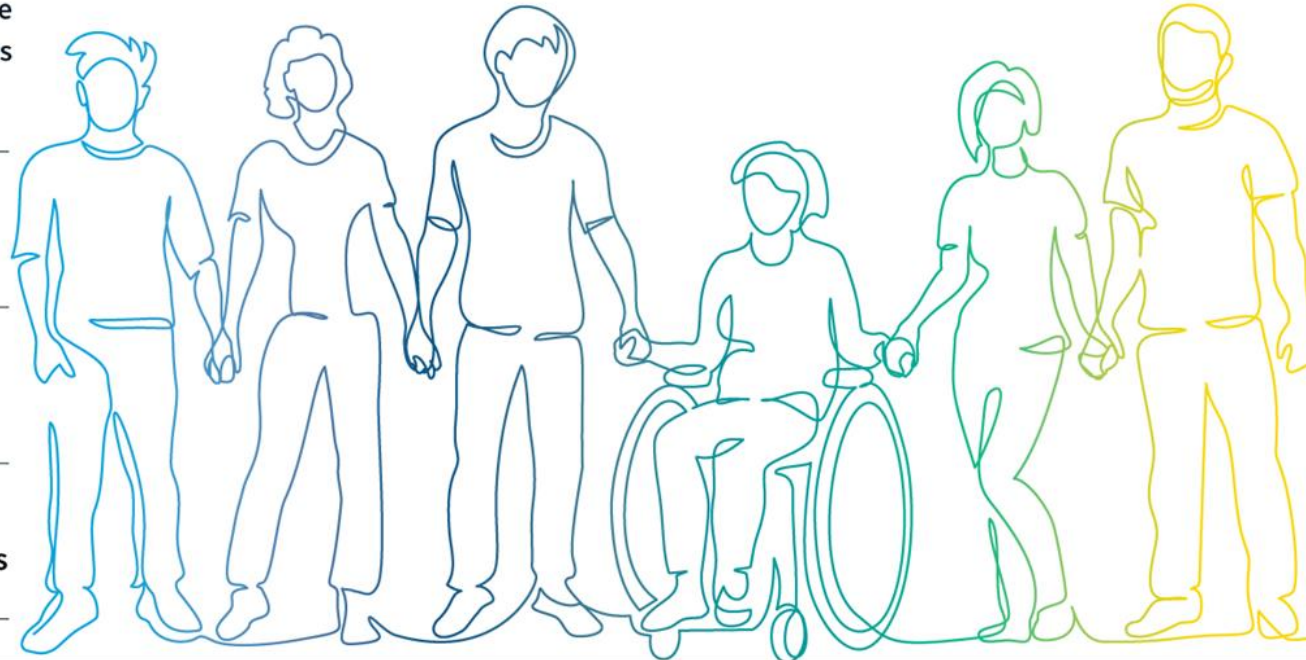
11 Community-based
Organization Partners

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

4 Community
Working Groups

4 Community
Briefings

12 Print, online, and
radio advertisements

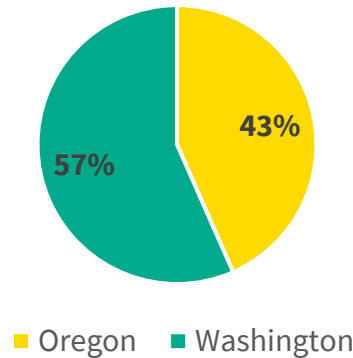


Survey Demographics

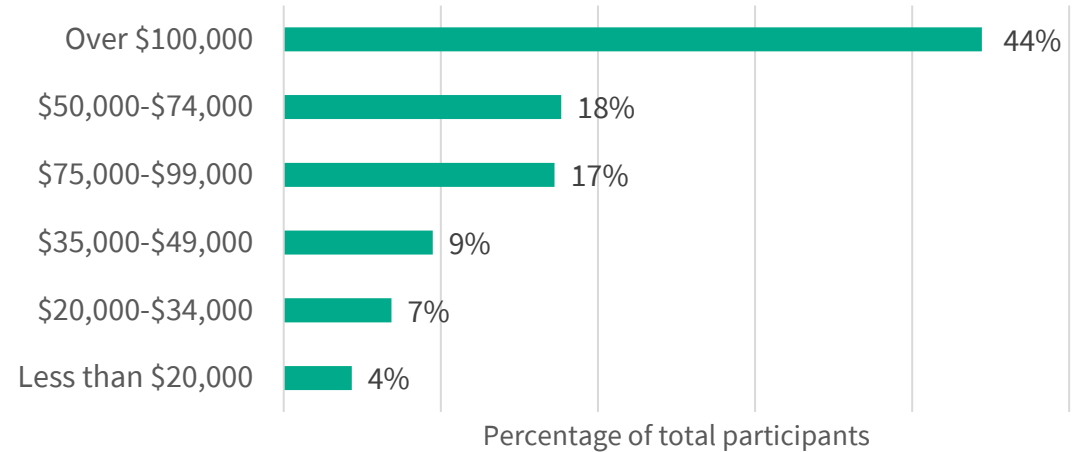
TOTAL PARTICIPANTS: 9,600+

- Age – 6,600+ responses
- Race – 6,500+ responses
- Income – 6,300+ responses
- Location – 6,400+ responses

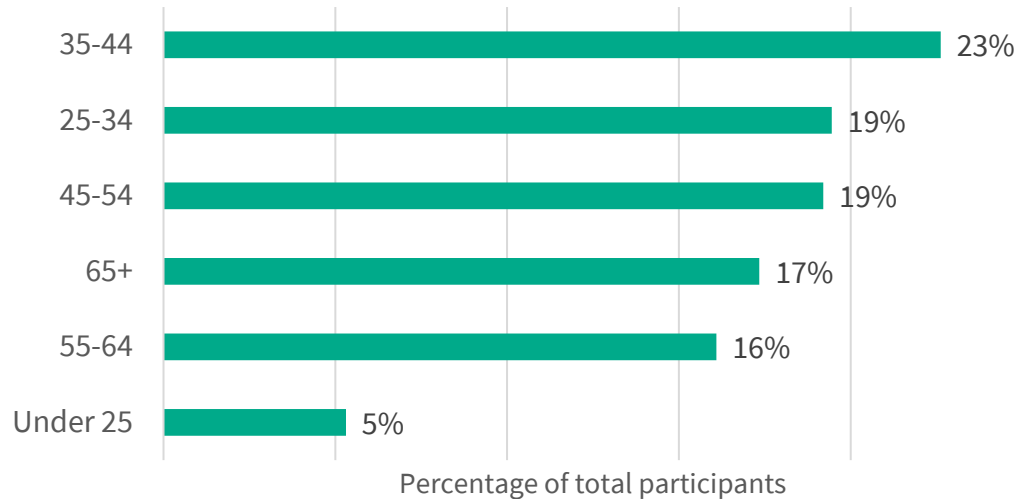
Location



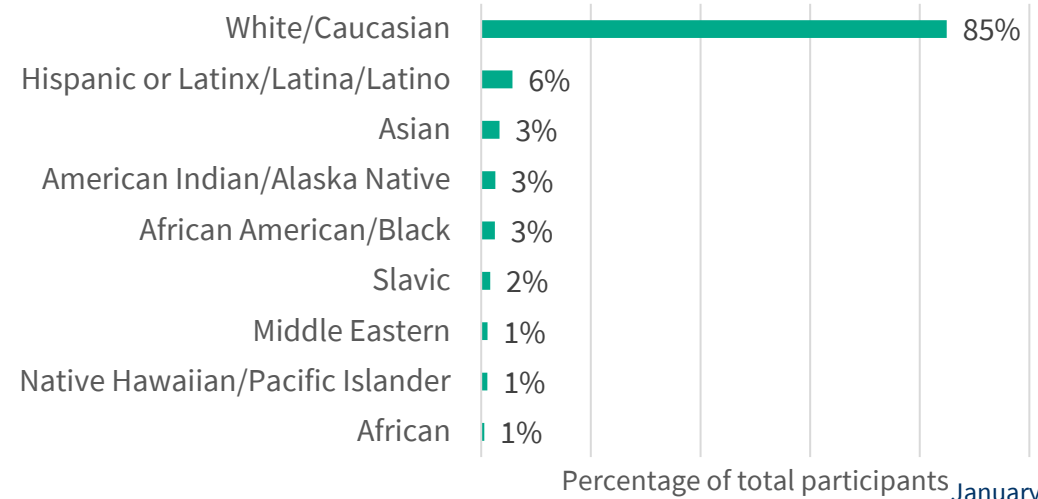
Income



Age



Race



Equity-Priority Engagement Tactics

▶ Accessibility

- Conducted ADA user testing and implemented recommendations
- Language translation for survey, online open house and listening sessions

▶ Partnerships with community-based organizations

- 11 CBO partners distributed listening session information to their networks through email blasts, social media posts, and newsletter articles

▶ Survey deadline extension

- Survey demographics did not fully represent overall community demographics
- We heard that certain communities need more time to understand, digest, and provide feedback on information as complex and technical as the design options
 - *Refined survey and outreach materials to meet needs of people living with disabilities or who use screen readers and visual aids*
 - *Provided additional time for multi-lingual participants to take the survey*
- Direct engagement to CBO partners, advisory group members and listening session participants

Equity-Priority Engagement Feedback

▶ 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
- Need for ongoing engagement with BIPOC communities in affinity spaces

▶ People Living with Disabilities

- High interest for accessible and dependable transit options
- Concern over funding and project cost
- Concern about construction signage and notices along with signs on new bridge

Equity-Priority Engagement Feedback

▶ Youth and People Living with Lower Income

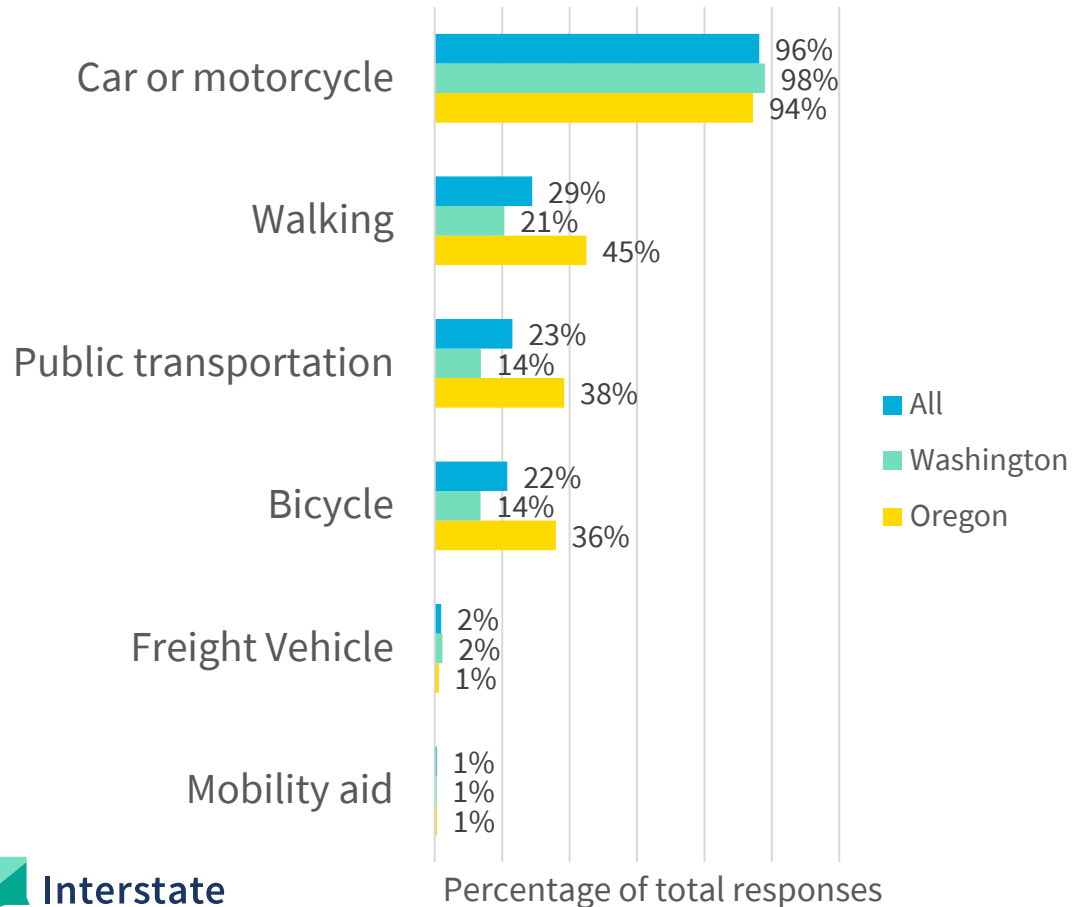
- Strong environmental impact concerns
- Support infrastructure that promotes high-capacity transit and low-stress active transportation options

▶ Limited English Proficiency (LEP), Immigrants, and Refugees

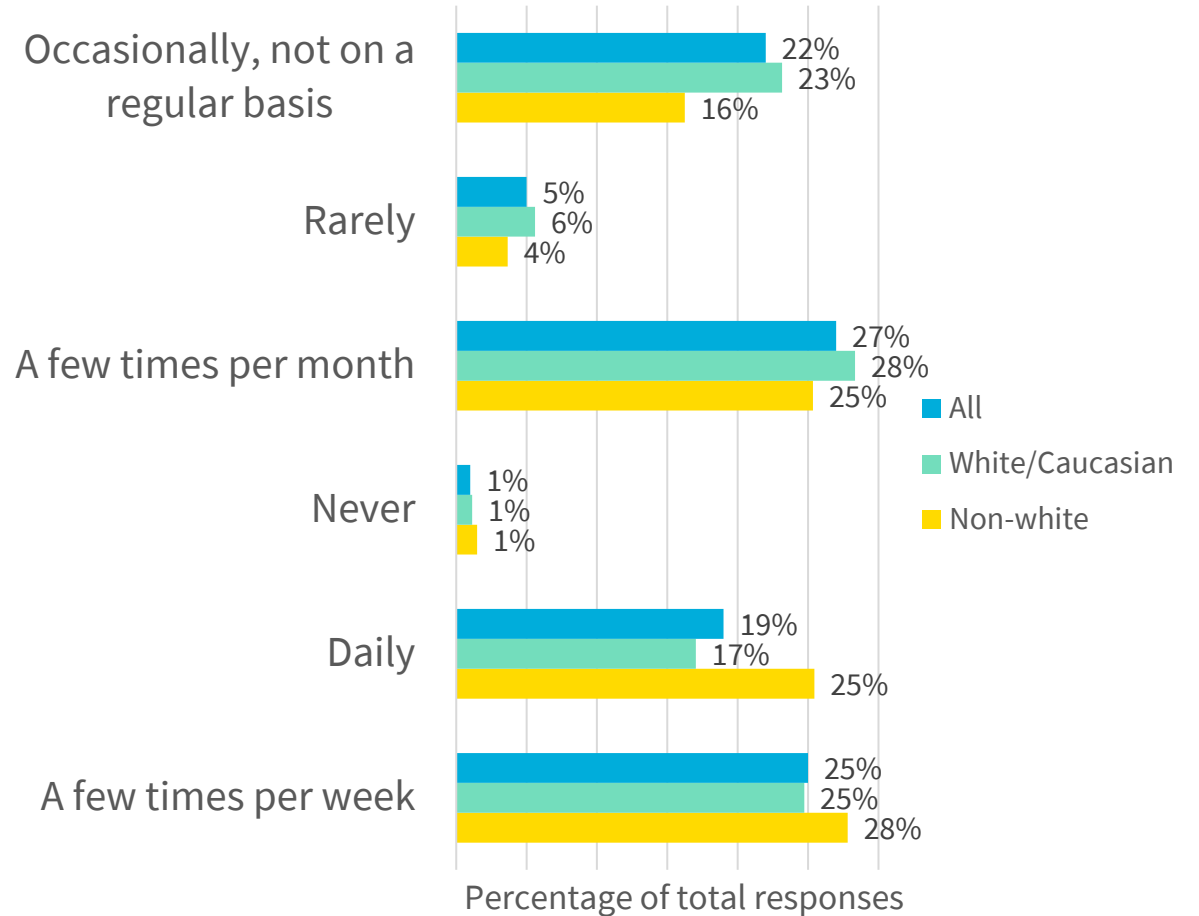
- Concerns around how tolling will be implemented equitably
- Safety and congestion relief are top priorities
- Desire for dedicated lanes for freight or transit
- Support active transportation and high-capacity transit options
- Several people expressed support of a stacked bridge alignment option

Travel Patterns

- ▶ Survey question: Which of the following do you rely on to get around? (select all that apply)



- ▶ Survey question: How often do you travel across the bridge in a vehicle?

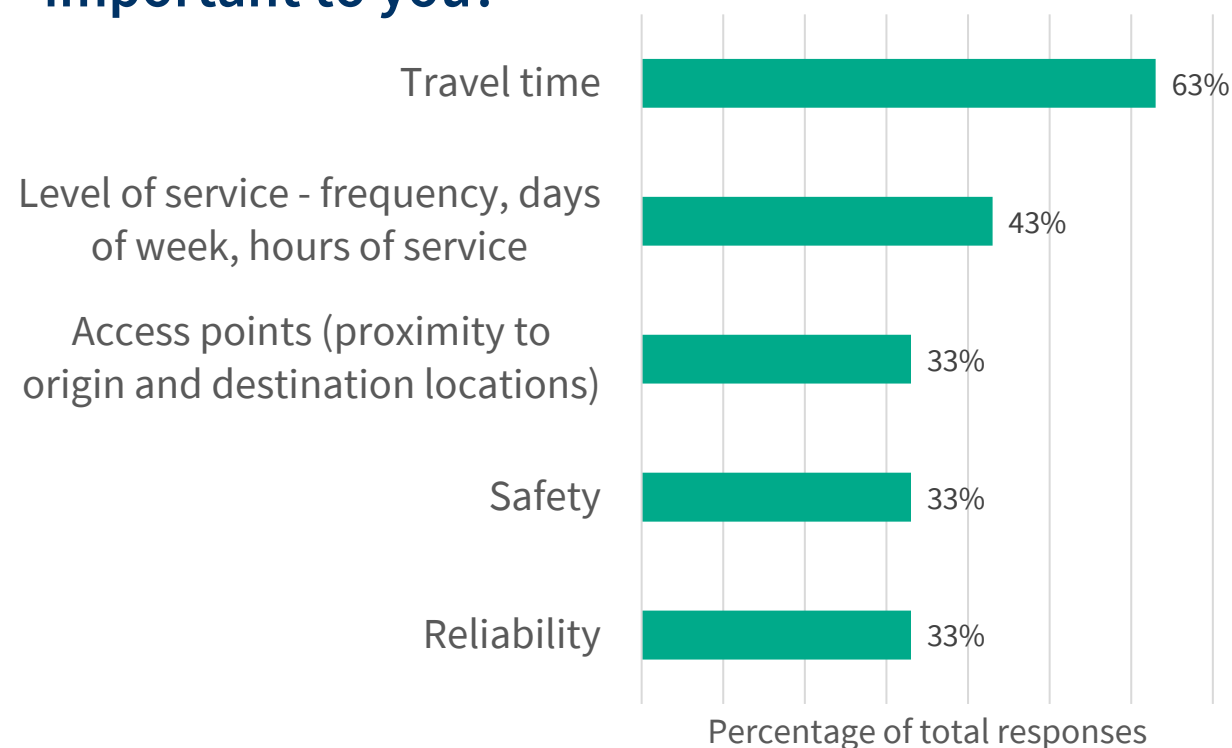


High-Capacity Transit

► Key takeaways from overall engagement

- Strong opinions both for and against HCT on the Interstate Bridge
- Those who express support for high-capacity transit generally prefer light rail
- Those unsupportive of light rail are generally supportive of bus-rapid transit or suggest existing bus transit is sufficient
- Overall, Community Working Groups were supportive of high-capacity transit options, with many preferring light rail or a combined LRT/BRT option
- Survey results showed prioritization of fast, reliable, and safe transit services on both sides of the river that connects with shared-use paths as part of a cohesive transportation network

► Survey question: When comparing transit options, which attributes are most important to you?

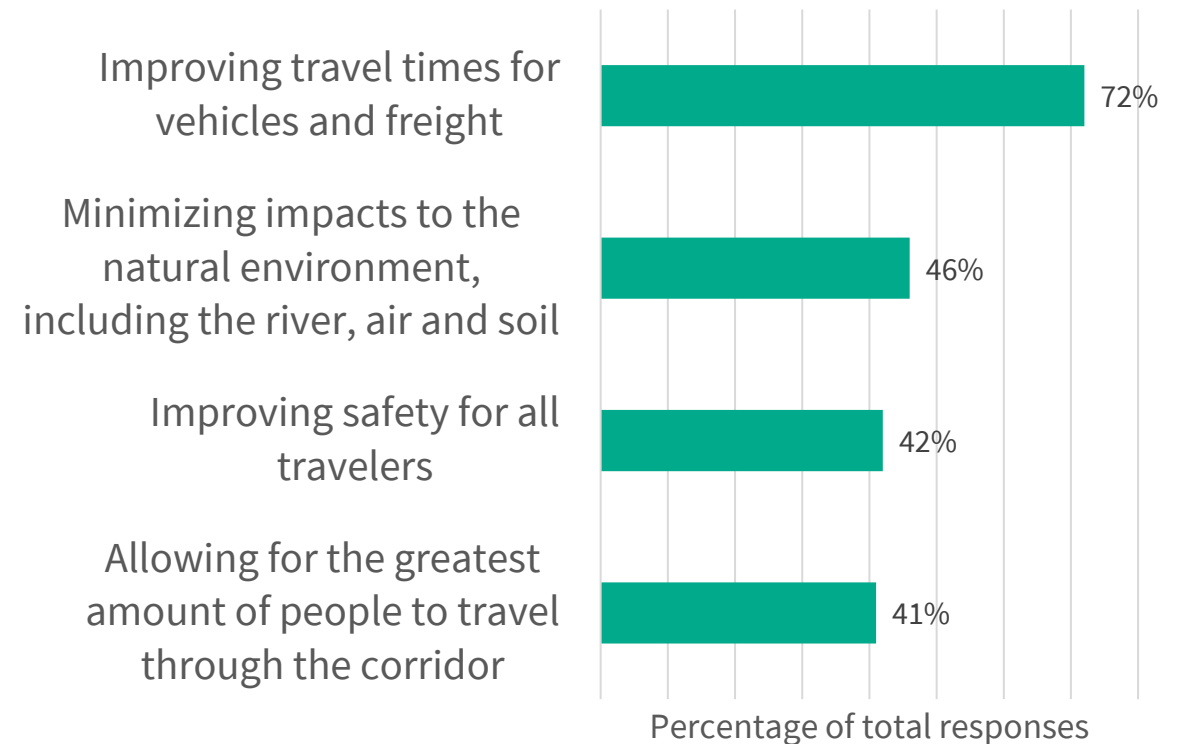


River Crossing & Alignment

► Key takeaways from overall engagement

- Most important consideration for survey respondents is improved travel times for vehicles and freight
- General support for stacked alignment
- Concern stacked option will remove connections to downtown Vancouver
- Safety, noise, and exhaust are concerns for shared-use path users
- Interest in the logistical and design considerations for high, wide, and heavy freight
- Suggest third crossing and/or “express lanes” needed
- Continued interest in other alternatives (tunnel, rail, ferry, etc.)

► Survey question: When considering a replacement crossing, I care most about:

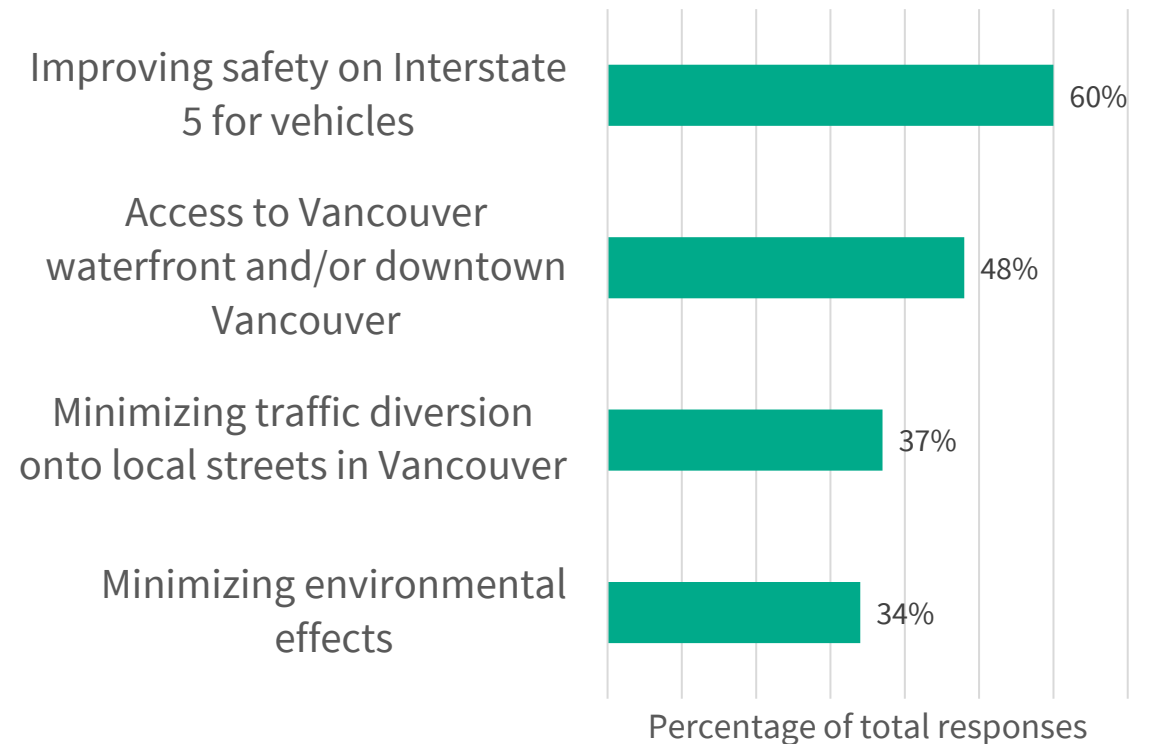


Vancouver Interchanges

▶ Key takeaways from overall engagement

- Top priority for survey respondents is improving safety on Interstate 5 for vehicles, followed by access to Vancouver waterfront/downtown
- Desire for more information on how river crossing and alignment options will affect downtown Vancouver and SR-14 connections
- Downtown Vancouver Community Working Group
 - *Some participants felt the interchange should be removed to eliminate unsafe speeding and backups in a heavily congested intersection*
 - *Others felt a downtown interchange is beneficial for connectivity and economic benefits*

▶ Survey question: When considering interchange improvements to SR 14, Downtown Vancouver/City Center, Mill Plain, 4th Plain and SR 500, my top priorities are:



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Hayden Island/Marine Drive Interchanges

► Key takeaways from overall engagement

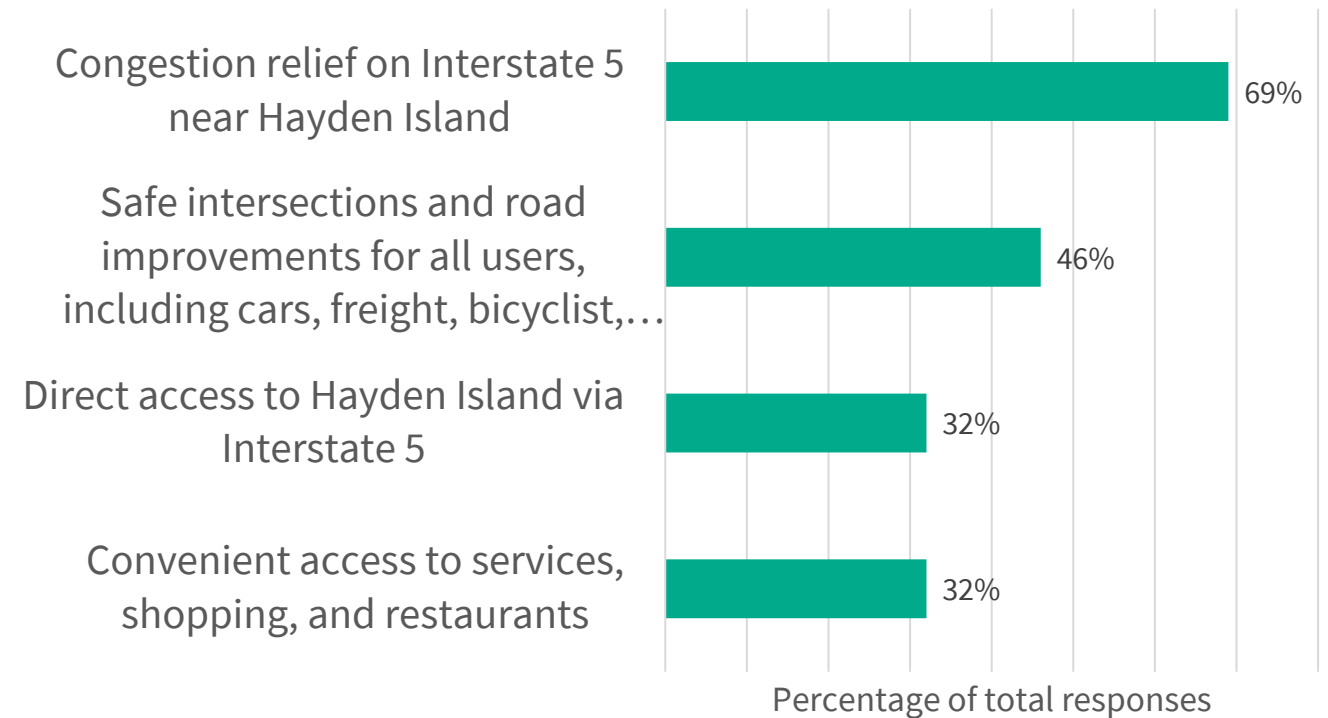
– Hayden Island/Marine Drive Community Working Group

- Majority of the group supports full interchange option
- Expressed need to better understand benefits and tradeoffs of each option

– Nearly 1/3 of survey respondents indicated they do not have a preference regarding access to Hayden Island/Marine Drive

- Washington respondents were more likely to prefer direct access to Hayden Island
- Oregon respondents were more likely to prefer access to Hayden Island via Marine Drive and arterial bridges in North Portland

► Survey question: When selecting my preference for how to access Hayden Island, what I care most about is:



Design Options Feedback - Overall Takeaways

- ▶ Many expressed desire to find a solution and “build it already”
- ▶ Desire to both relieve congestion and reduce greenhouse gas emissions
- ▶ Trip time, ease of trip, and avoiding a toll reported as most influential factors when choosing how to travel across the bridge in the future
- ▶ Desire to understand benefits/tradeoffs of design options more clearly
- ▶ Other feedback beyond design options:
 - Concerns around costs
 - 250+ comments regarding tolling
 - ~70% expressed opposition or concern, generally regarding the impact of tolling and how it will be implemented equitably
 - ~30% expressed support, generally viewing tolling as a tool to help relieve congestion and encourage other forms of transportation
 - Number of lanes: Mixed feedback, with some wanting to see the number of lanes increased, others do not due to environmental concerns
 - Concern around potential impacts to residences, businesses, and neighborhoods

Next Steps

- ▶ **Comprehensive engagement report will be posted to the program website by the end of January**
- ▶ **Feedback will be considered in decision making process for identifying a Modified LPA alongside:**
 - Technical expertise
 - Partner agency feedback
 - Screening results
 - Traffic modeling data
 - Equity analysis
- ▶ **Continued engagement and outreach as the program works towards design solution consensus and into the NEPA process**



Questions and Feedback

Next Steps

Greg Johnson, Program Administrator

Next Steps

▶ Near term timeline

- Identify initial recommendations on Modified LPA components - spring 2022
- Review and endorsement by boards, councils, and commissions – spring/summer 2022
- Bi-State Legislative Committee consideration of Modified LPA - summer 2022

▶ Beyond summer 2022

- Additional analysis will occur as part of the NEPA process beginning in 2022, with the Final Supplemental EIS estimated to be published by late 2023
- Additional development of design details such as bridge type, active transportation facilities, transit details, etc. —mid-2022 through mid-2024
- Updates to the conceptual finance plan will occur in fall 2022 in preparation for the 2023 OR and WA legislative sessions
 - *We know transportation projects of this size require multiple funding sources including federal, state, and tolling revenue*



Questions or Guidance?

Is there additional information you would like from the program to support bi-state committee work or broader legislative conversations?



For more information contact:

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888-503-6735

<https://www.interstatebridge.org>

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Thank you!

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