

TO: Joint I-5 Bridge Committee

FROM: Joe Cortright, City Observatory

RE: IBR is delayed by 6-18 months by the need to change modeling to be consistent with Metro's RTP, according to IBR's own internal reports

IBR's own risk report, obtained by public records request, shows the change in travel modeling will create a 6-18 month delay for the IBR.

IBR modeling is based on the Metro Regional Travel Demand Model. Metro adopted changes to its Regional Transportation Plan in November, 2023, and these changes involve significant changes to the model's parameters (assumptions about future traffic growth). IBR is having to re-do its traffic modeling to be consistent with the new Metro modeling structure. IBR has known about this risk for a long time, and was hoping to avoid this by releasing the Draft SEIS before Metro adopted its new RTP. IBR's risk report now says this will add 6 to 18 months delay to the IBR project.

We currently don't know how delayed the project is because IBR hasn't completed a new project schedule in the past six months to incorporate these changes. For reference, the IBR is now at least two years behind the schedule it announced in December 2020, meaning that the environmental review process will have taken at least twice as long--four years, rather than the two years it claimed then.

*Quarterly Risk Update, April 12, 2024, page 11 (Attached)*

#### **Traffic**

##### **Risk #185: Changes to Travel Demand Modeling Parameters**

- This risk is currently being realized and is actively being managed.
- The schedule impact range was increased from 1-3 months to 6-18 months (most likely 12 months) to reflect the expected range of delay.

Here is IBR's "Risk Register" description of the change in travel demand modeling

##### **Risk #185: Changes to Travel Demand Modeling Parameters**

Changes to current travel demand modeling parameters (2045 time period) or changes to model standard practices lead to a new model runs required; pre-ROD leads to delays. Land use changes in the program year may trigger additional analysis (i.e., Hayden Island).

Ensure that incorporation of travel analysis numbers is not required at the DSEIS.

Continue to track policy changes that may impact travel demand modeling requirements.

Plan for updated Metro RTP model in 2023.

Confirm with RTC on cross river land use and forecast.

If changes could result in delays, do not use them.