



# IBR Executive Steering Group Meeting

October 21, 2021

10:00 a.m. – 12:00 p.m.

[www.interstatebridge.org](http://www.interstatebridge.org)

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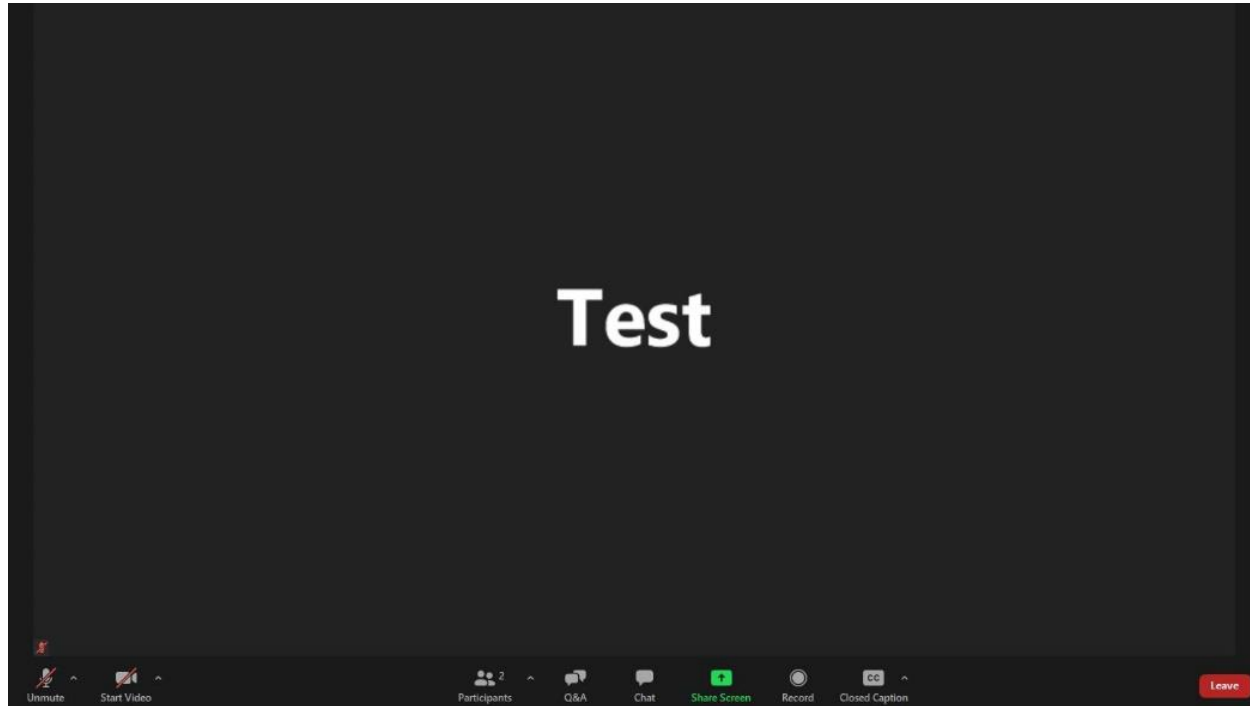
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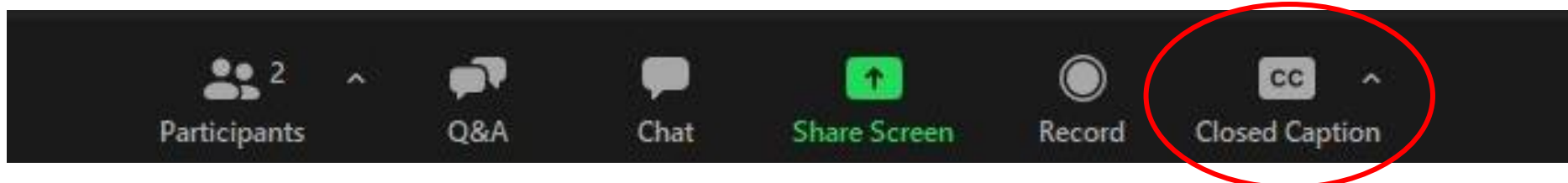
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2. Click on the “CC” icon and a separate window with captions will appear.



# Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ Before speaking, please state your name and affiliation to help attendees identify who is talking.
- ▶ If you experience technical difficulties, please contact program staff at:  
**(360) 329-6744**

# Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
  - Email comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “ESG Public Comment” in the subject line
  - Call 888-503-6735 and state “ESG Public Comment” in your message





# Welcome, Introductions, and Brief Updates from Around the Region

# Welcome and Updates

- ▶ **Greg Johnson, Program Administrator**

- Welcome and program updates

- *Bi-State Legislative Committee Meeting Scheduled:  
October 27, 9am – 12pm*

- ▶ **Executive Steering Group Members**

- Regional updates

- ▶ **Deb Nudelman, Facilitator**



# Meeting Agenda

Time	Topic
10:00-10:15 am	Welcome, Introductions, Proposed Agenda, and Updates
10:15-11:15 am	Seeking Concurrence: IBR Desired Outcomes, the Screening Criteria Process, and Preliminary List of Design Options
11:15-11:40 am	Information: Updates on Important Program Work
11:40-11:50 am	Opportunity for Public Input
11:50-12:00 pm	Confirm Upcoming Meeting Topics, Next Steps, and Summary
12:00 pm	Adjourn



# Meeting Ground Rules

- ▶ Honor the agenda
- ▶ Listen to understand and ask questions to clarify
- ▶ Hard on the problems, soft on the people
- ▶ Address interests and seek common ground
- ▶ Provide a balance of speaking time



# Seeking Concurrence: IBR Desired Outcomes, Screening Criteria Process, and the Preliminary List of Design Options

# Today's Ask - Seeking ESG Concurrence on:

Desired  
Outcomes

Screening Criteria  
Process

Preliminary List of  
Design Options

Sets an overall framework for a collaborative process and consensus building for an ESG recommendation on the IBR Solution:

- 1. Secures alignment** at a conceptual level that work product is sufficiently developed to progress on to next steps
- 2. Builds confidence** that the program and partners are aligned in a stepwise fashion with joint commitments
- 3. Develops comprehensive work product** that meets joint interests and is more likely to obtain full consensus support for a recommendation on the IBR Solution



# Moving towards an IBR Solution

July – Sept 2021

Oct 2021

Nov – Dec 2021

Early 2022

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

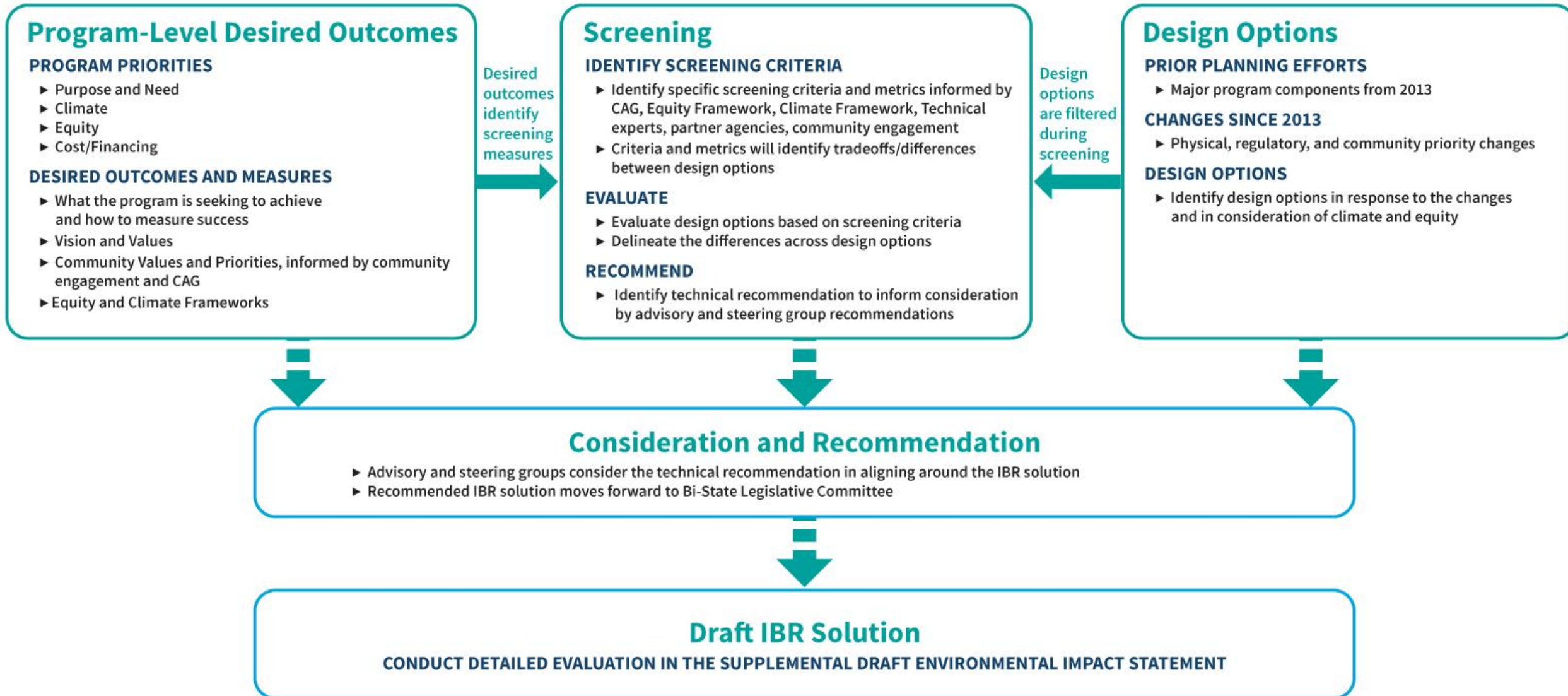
**Develop Preliminary Design Options that Respond to Changes since Prior Work**

**Reach Concurrence on Desired Outcomes, Screening Criteria Process, and Preliminary List of Design Options**

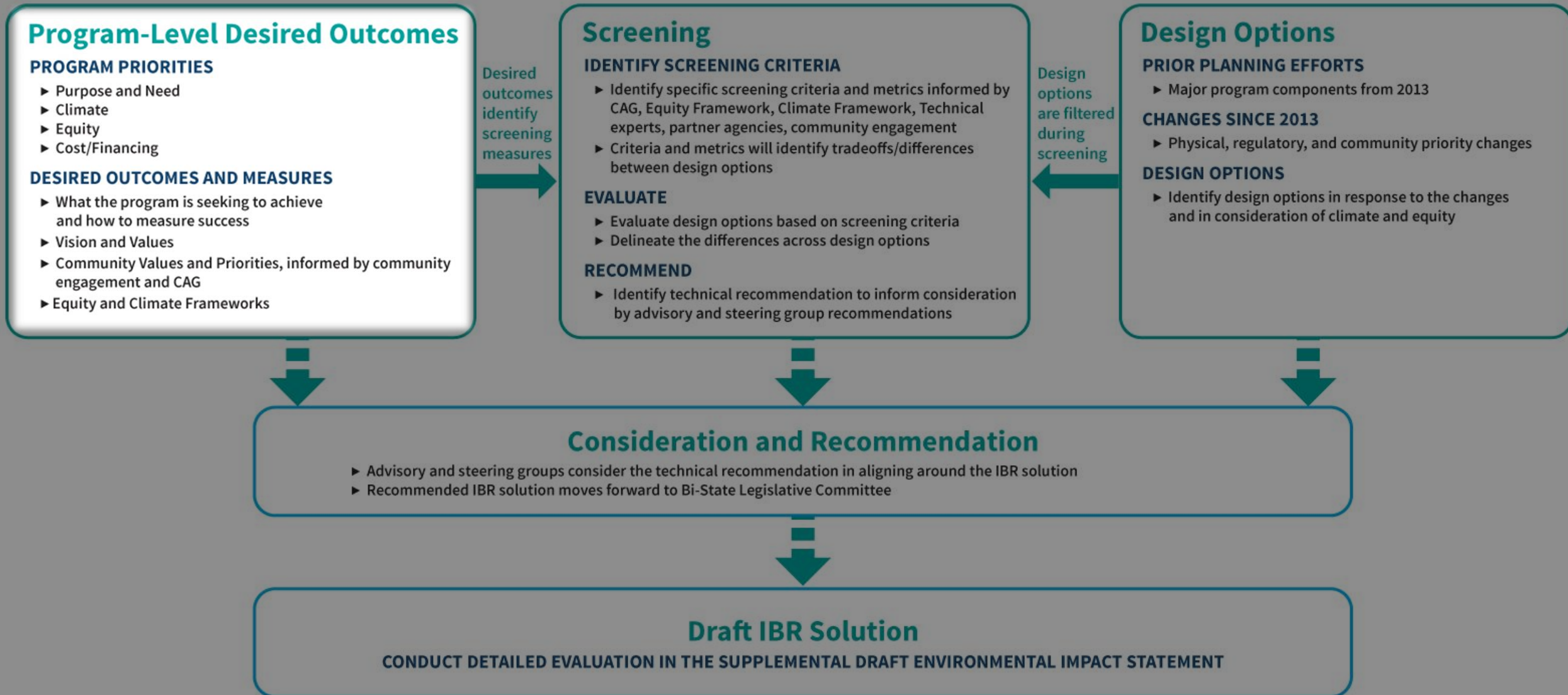
**Screen Developed Design Options**

**Identify IBR Solution**

# Moving towards an IBR Solution



# Moving towards an IBR Solution



# IBR Desired Outcomes

## PURPOSE AND NEED

## DESIRED OUTCOMES

### 1. Travel demand and congestion

More people can move through the program area.

Travel times through the program area are faster and more predictable.

People of all ages, abilities, and incomes have access to move through the program area, regardless of mode.

Regional trips stay on I-5.

### 2. Freight movement

Freight travel through the program area is more reliable.

Freight travel times through the program area are faster.

Accommodates high, wide, and heavy cargo in existing and future routes.

### 3. Public transportation

More people use transit.

Travel by transit is competitive with other modes.

Transit connects people to their origins and destinations.

Travel by transit is predictable, reliable, and consistent.

More people have access to high-quality, affordable, and reliable transit.



# IBR Desired Outcomes

PURPOSE AND NEED	DESIRED OUTCOMES
<b>4. Safety</b>	<p>Reduce overall crashes on I-5, including severe injury and fatal crashes.</p> <hr/> <p>Reduce overall crashes, including severe injury and fatal crashes, on I-5 ramps, local streets, and active transportation networks in the program area.</p> <hr/> <p>Fewer diverted trips from I-5 to local streets.</p> <hr/> <p>Safety is reflected in designs for all modes.</p>
<b>5. Bicycle and Pedestrian</b>	<p>Active transportation is an attractive mode, and more people walk and cycle, both to access transit and instead of travelling by autos.</p> <hr/> <p>Traveling by walking, biking, and rolling feels safe because facilities are separated from moving vehicles and the shared use path environment is visible and connected.</p> <hr/> <p>The high-quality networks for walking/biking/rolling are convenient and connect destinations that are important for most trips.</p> <hr/> <p>More people have access to high-quality active transportation facilities.</p>
<b>6. Seismic</b>	<p>Bridges will be designed and constructed so that they will not collapse and will remain operable in a Cascadia subduction zone earthquake.</p>



# IBR Desired Outcomes

## CLIMATE CHANGE & RESILIENCY

Reduce GHG emissions in support of state climate goals.

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Minimize operational and embodied carbon during construction.

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All structures are resilient to and operable following anticipated climate disruptions (e.g., heat events, flooding, sea level rise).

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Program limits other environmental impacts that exacerbate effects of climate change (e.g., heat island, runoff).

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# IBR Desired Outcomes

## **EQUITY** (as excerpted from the Equity Framework and to be refined by EAG)

Improved mobility, accessibility, and connectivity especially for lower income travelers, people with disabilities, and communities who experience transportation barriers.

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Fewer identity-based disparities in travel time, access, transportation costs, and exposure to air pollution, road noise, and traffic crashes.

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Local community improvements are implemented in addition to required mitigations.

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Economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

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Equity priority communities have access, influence, and decision-making power throughout the program in establishing objectives, design, implementation, and evaluation of success.

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Disproportionate impacts on equity priority communities are avoided rather than simply mitigated.

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# IBR Desired Outcomes

## COST EFFECTIVENESS AND FINANCIAL RESOURCES

Pursue and leverage any and all federal, state, and other funding sources that support all modes and address long-term needs.

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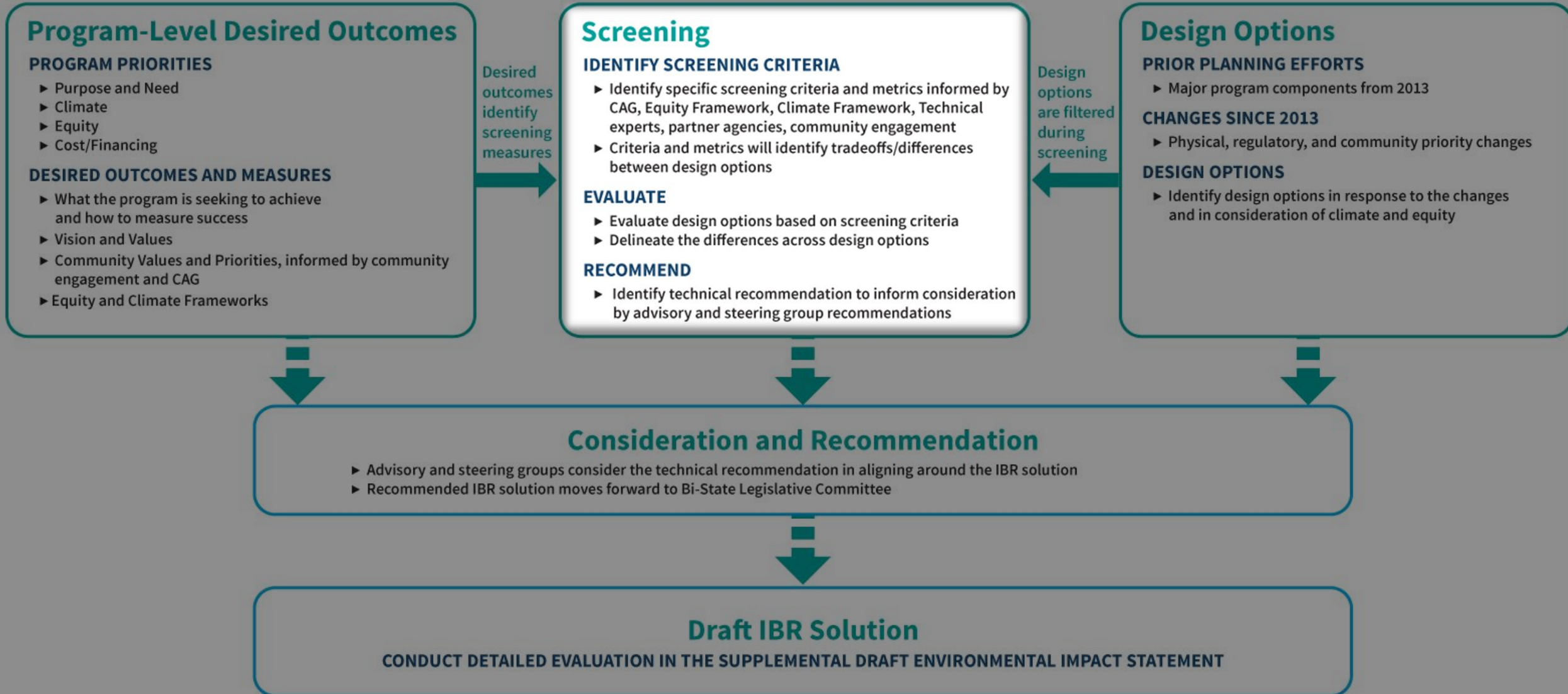
Identify equitable tolling and pricing strategies supporting multimodal construction costs and improved operations and access, in coordination with statewide tolling programs and in support of each state's climate goals.

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Consider fiscal responsibility across the program and into the future, including new technology to solve future problems.

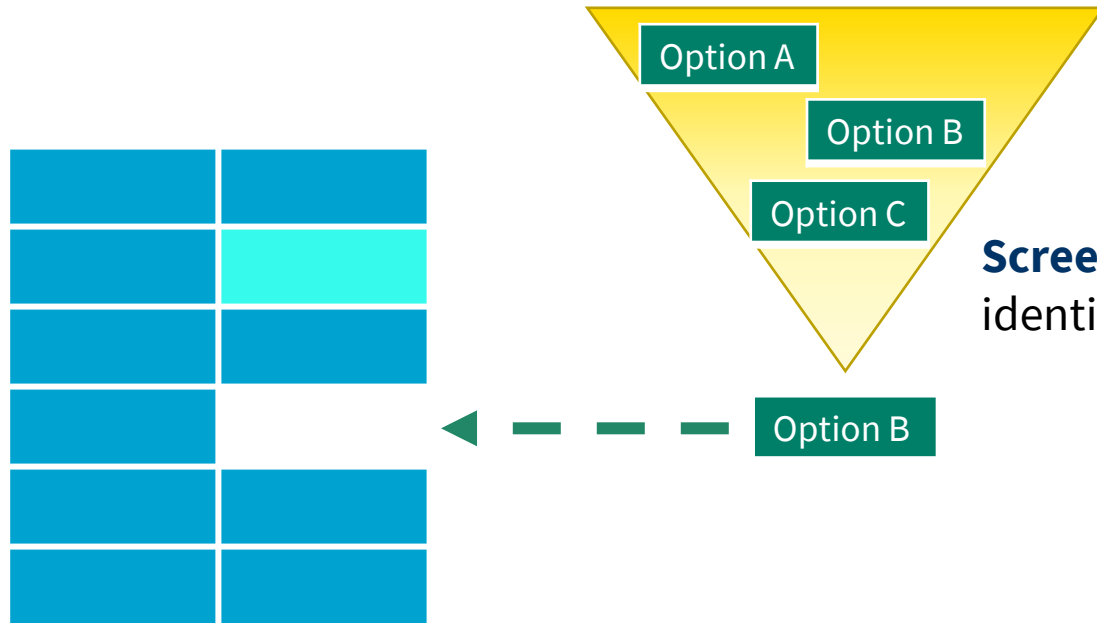
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# Moving towards an IBR Solution



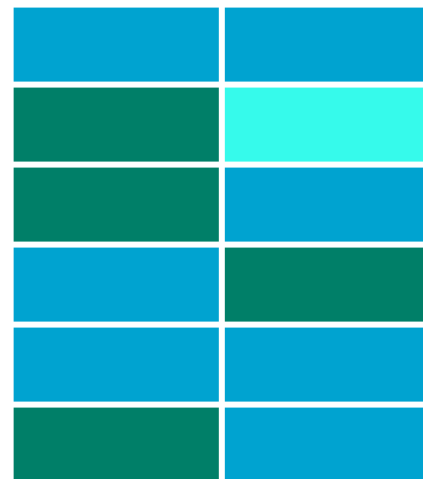
# Screening Process

**Screening criteria and metrics informed by:**  
CAG, EAG, Equity Framework, Climate Framework, technical experts, partner agencies, community engagement













**Screening criteria:**  
identify tradeoffs/differences between design options

**IBR Solution**



**Detailed evaluation in  
Supplemental NEPA  
document**

# Screening Criteria Process: Example Matrix

Screening Criteria	Design Option 1	Design Option 2	Design Option 3
<b>Environment and Community Health</b>			
Environmental impacts  			
<b>Efficient Movement of People and Goods</b>			
Diversion  			
Mobility  			
Modal Choice  			
Safety  			
<b>Cost/Financing</b>			
Construction cost			
<b>Recommendation</b>			

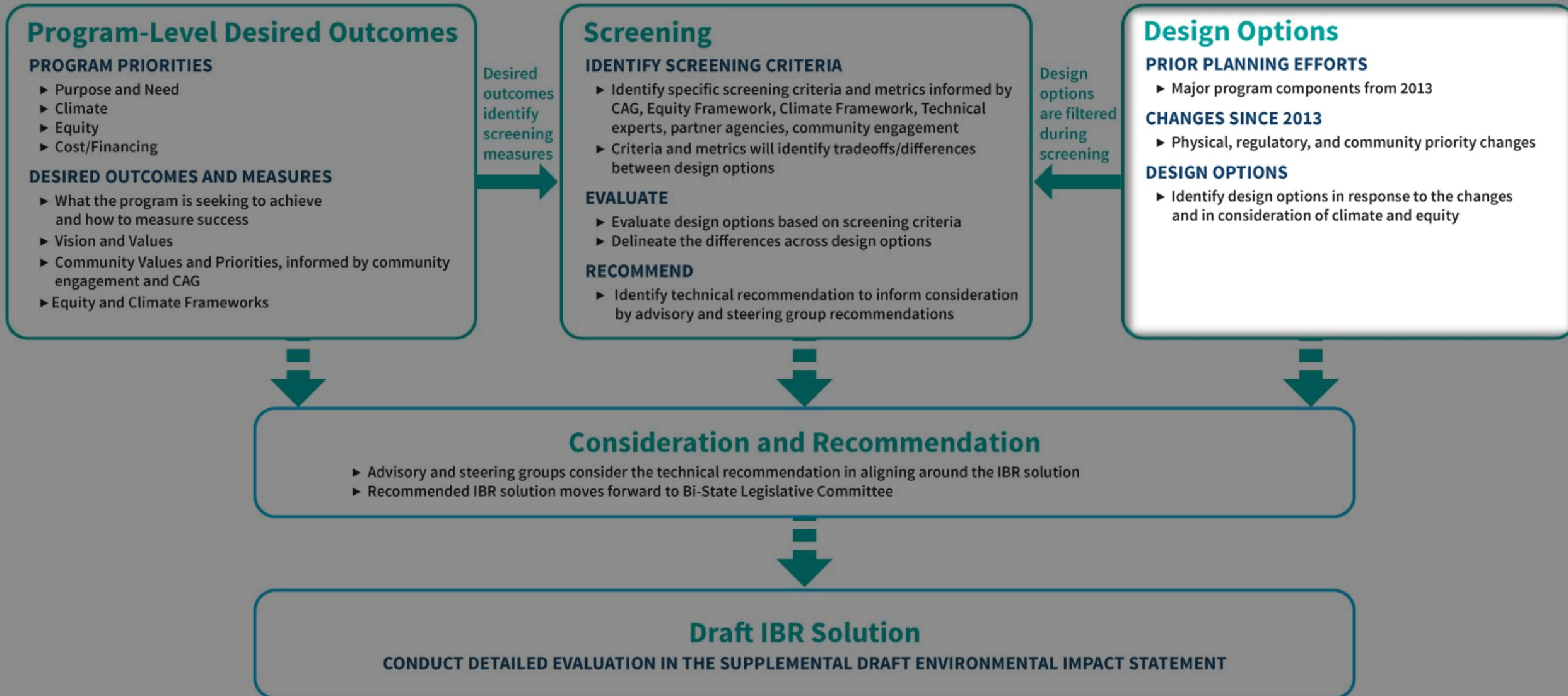


Supports Equity objectives



Supports Climate objectives

# Moving towards an IBR Solution



# Design Options in Response to Changes

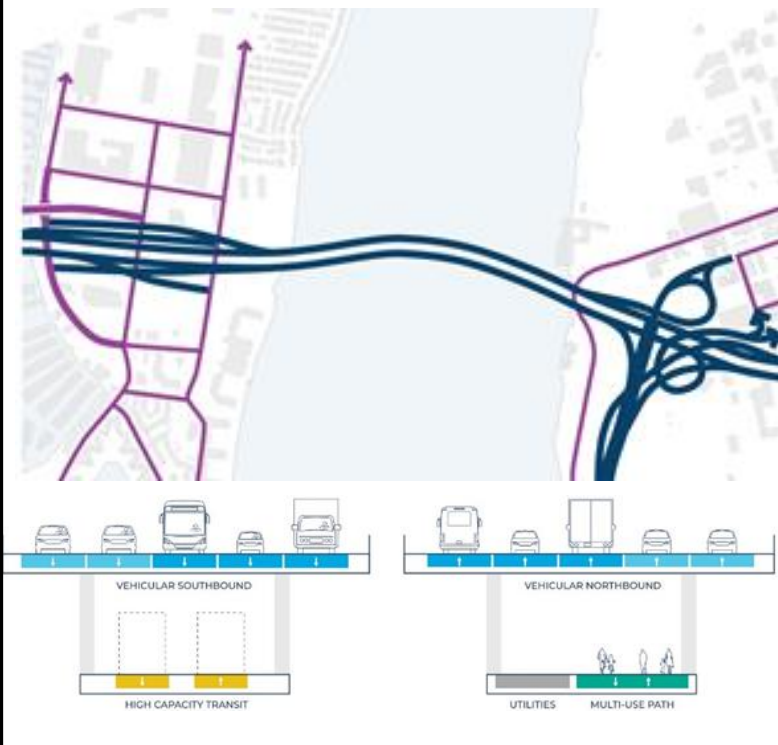
- ▶ In the years since the previous planning efforts, the baseline conditions, regulatory and policy context, and community priorities have changed.
- ▶ The program, in collaboration with agency partners, developed high-level design options to respond to changes while incorporating current regional values and priorities into the IBR Solution.
- ▶ The design options pertain to the following program areas:
  - ▶ Bridge Crossing over the Columbia and Alignment
  - ▶ Downtown Vancouver
  - ▶ Vancouver Interchanges
  - ▶ Hayden Island and Marine Drive Interchanges
  - ▶ Transit
  - ▶ Active transportation improvements are integrated into design options for all the above areas



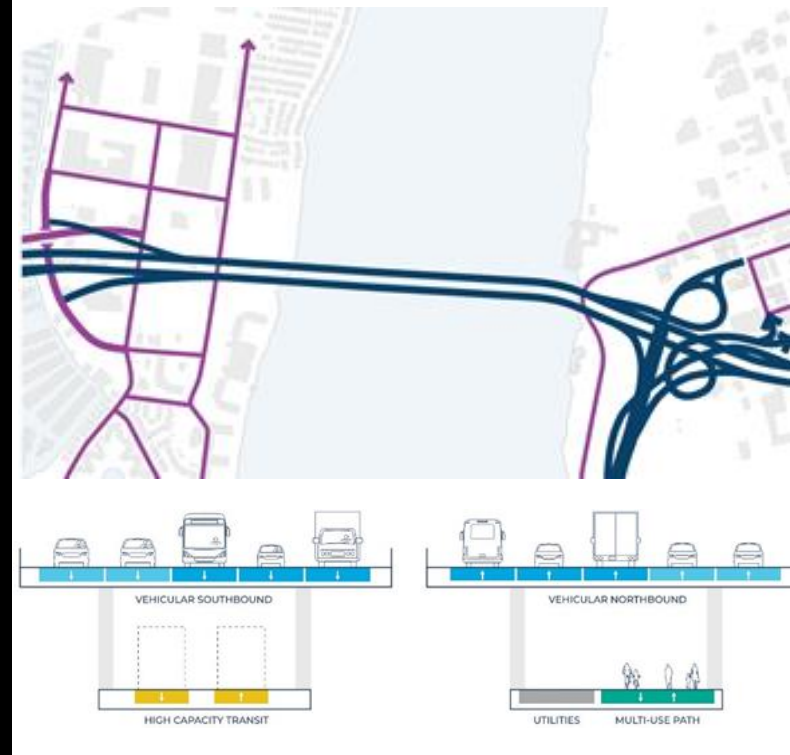
# Bridge Crossing over the Columbia and Alignment

- ▶ Variety of options that differ in constructability and bridge footprint
- ▶ All options provide dedicated transit guideway and wide multi-use path
- ▶ Future design work, informed by data, partners, and community engagement, will determine the bridge height and bridge type

2013 Locally Preferred Alternative Option



Straight Alignment Option

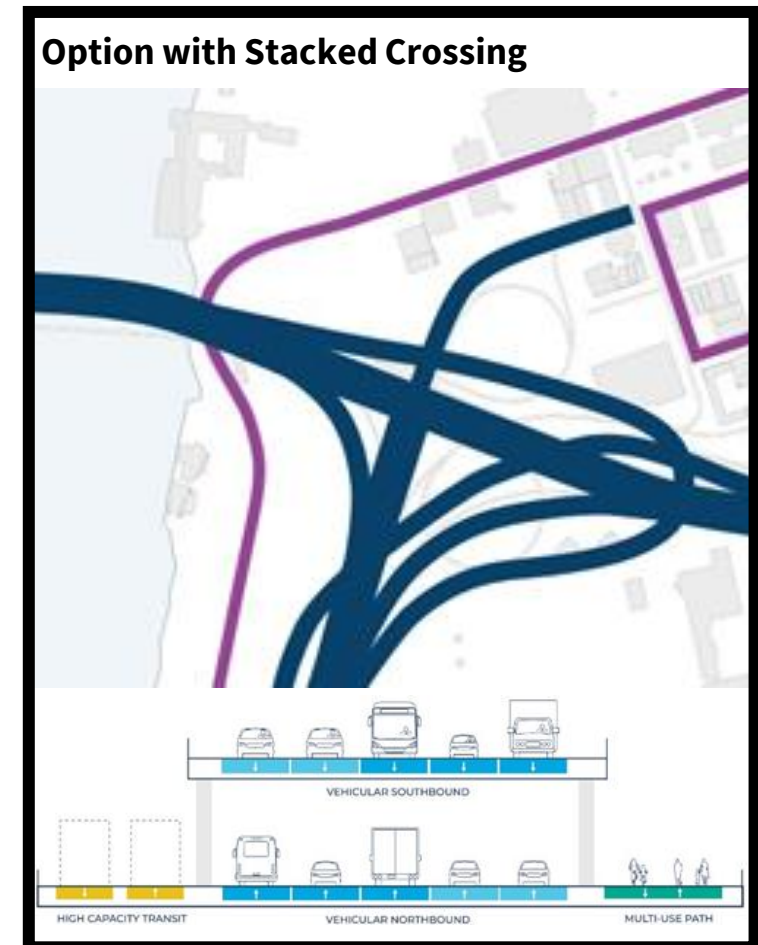
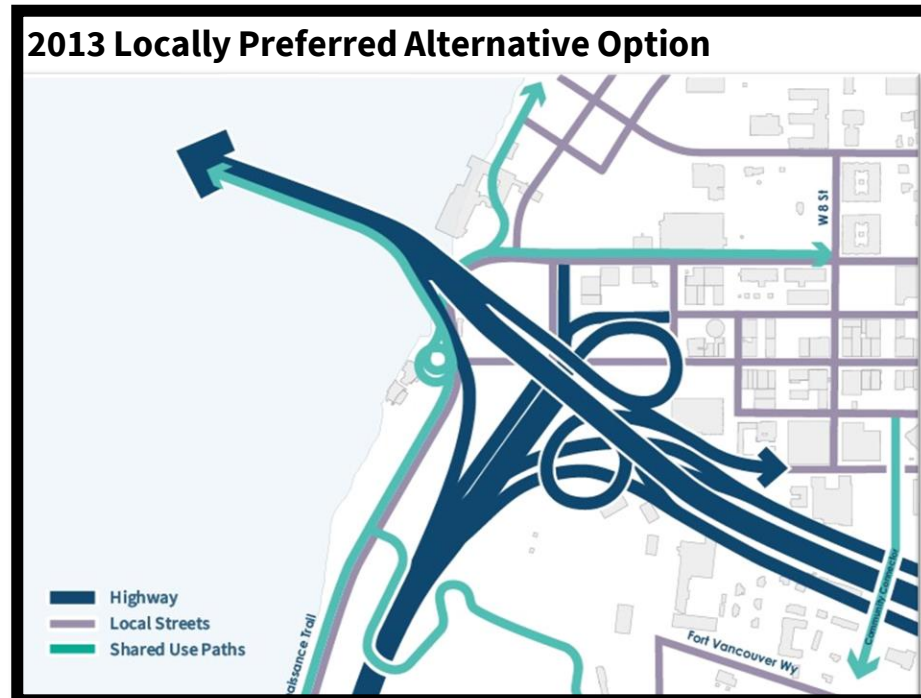


Stacked Alignment Option



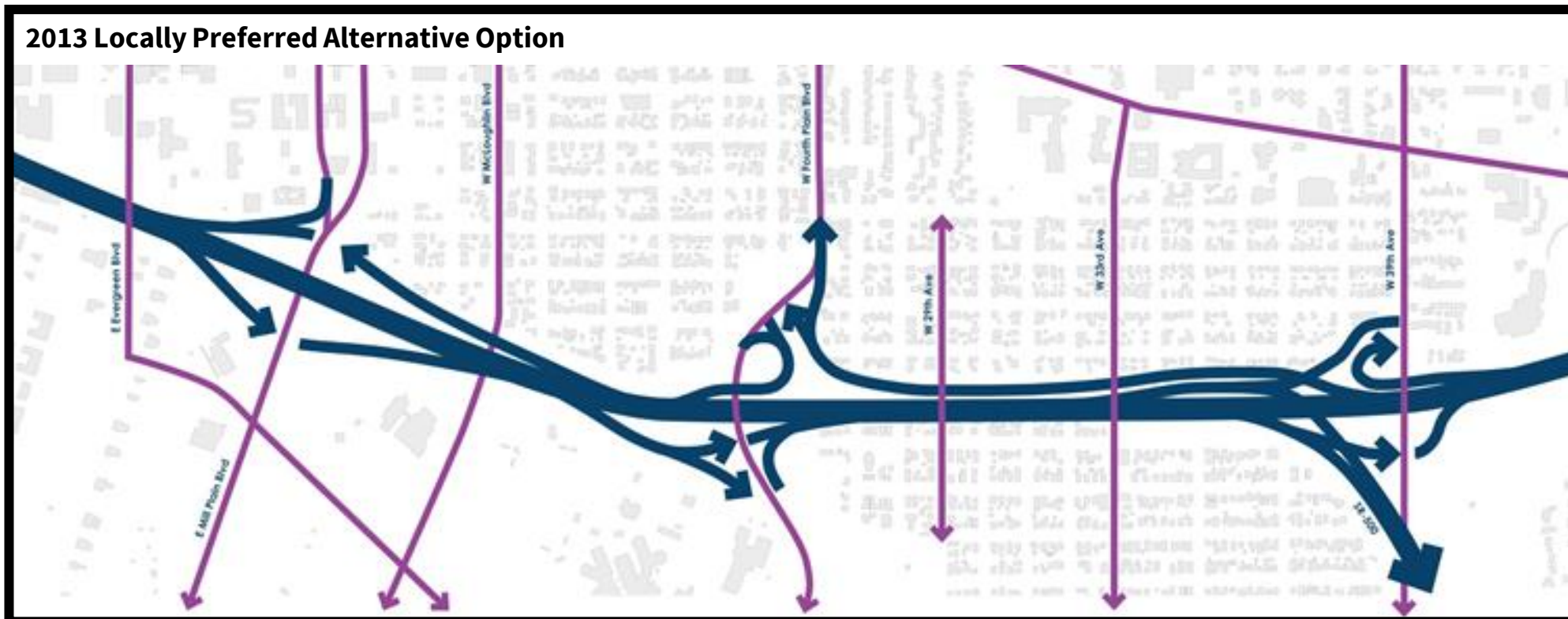
# Downtown Vancouver

- ▶ Options consider ways to connect downtown into a higher I-5 corridor, necessary for bridge replacement options
- ▶ All design options connect the transit and multi-use path to downtown Vancouver
- ▶ Additional analysis is needed to identify how to connect from downtown into the river crossing options



# Vancouver Interchanges

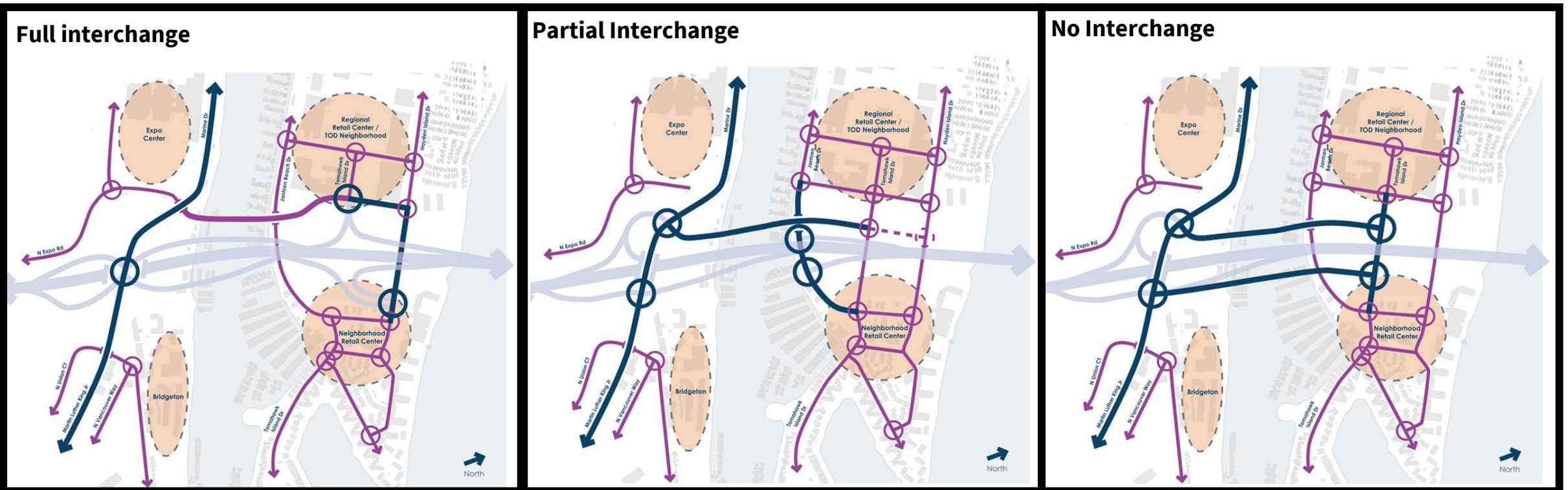
- ▶ Reconstructs the interchanges with braided ramps and auxiliary lanes at Mill Plain and Fourth Plain and replaces overpasses at other locations along I-5 leading up to the river
- ▶ All designs will improve bike and pedestrian connections to support east to west travel
- ▶ Future design work, informed by community engagement, will continue to refine Mill Plain/Fourth Plain intersection improvements and bike/pedestrian connections





# Hayden Island and Marine Drive Interchanges

- ▶ Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- ▶ All options include replacing the North Portland Harbor Bridge
- ▶ Future design work, informed by community engagement, will develop details for connecting multi-use paths, with the intention to connect to the 40-mile loop trail



*Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections*

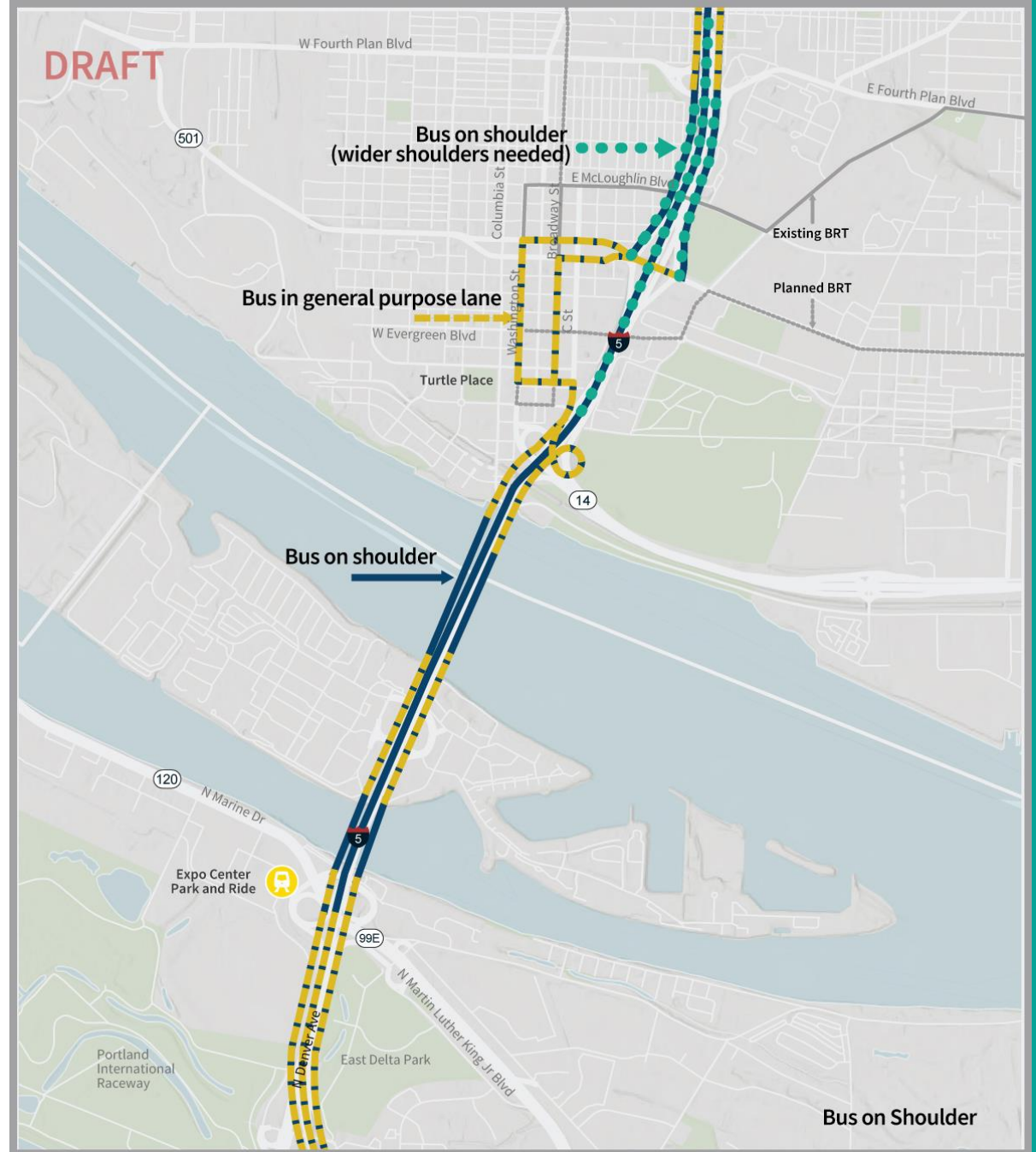
# Transit Options - Overview

- ▶ **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:**
  - The northern transit terminus
  - Transit station details and specific locations
  - Park & Ride size and specific locations

# Transit Options

## ► Bus on Shoulder (BOS)

- Assumes C-TRAN express routes 101 and 105X operate as bus on shoulder in the bridge influence area (both directions). Route 101 operates from downtown Vancouver to downtown Portland, Route 105X operates from Salmon Creek to 99<sup>th</sup> to downtown Portland.

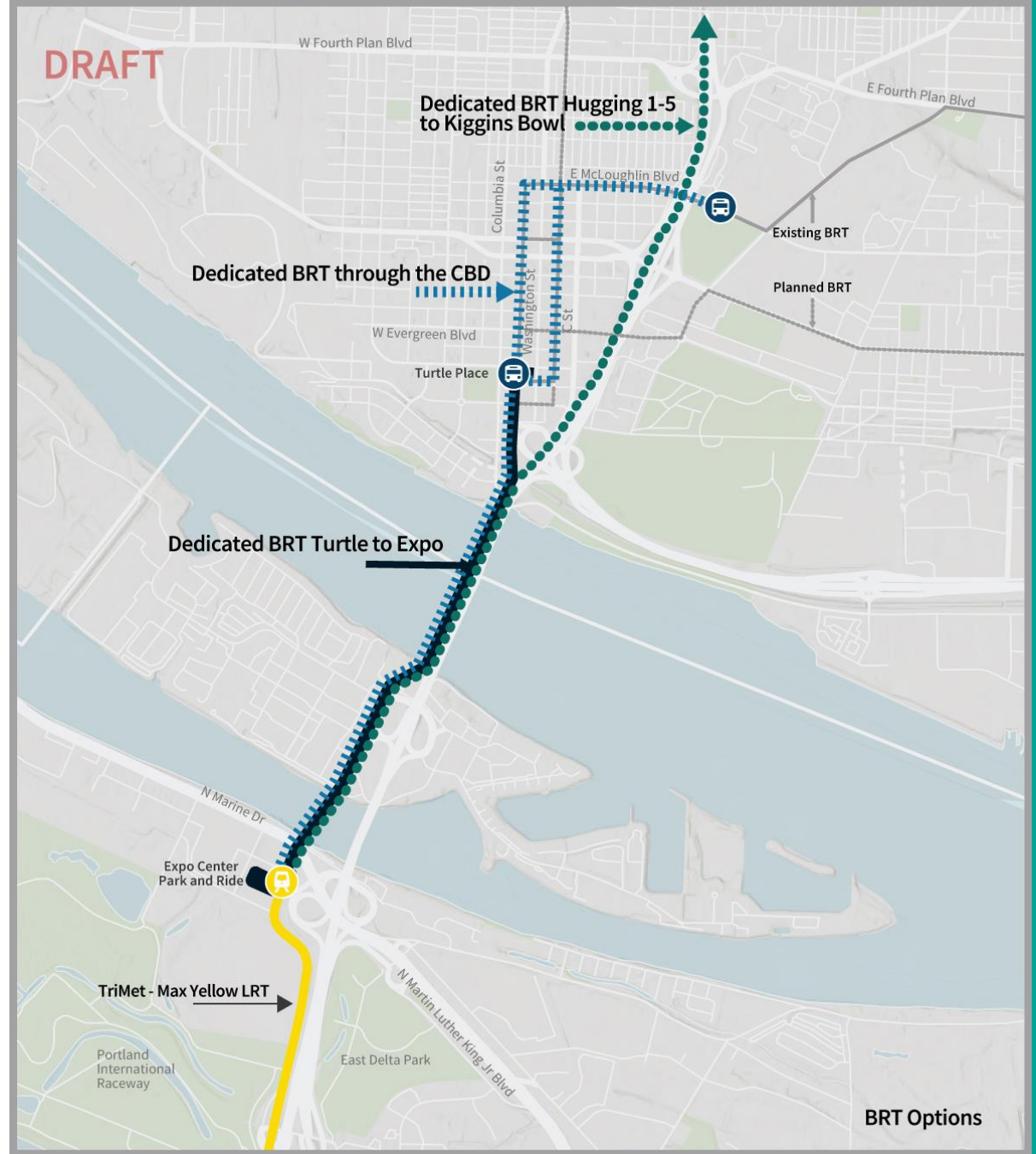




# Transit Options

## ▶ 3 BRT options

- **Dedicated BRT Turtle to Expo:** Vine BRT lines would extend via dedicated guideway from Turtle Place to a terminus near Expo Center.
- **Dedicated BRT Hugging I-5:** Vine BRT lines would extend via dedicated guideway from Kiggins Bowl south to MAX Expo Center Station on a dedicated guideway adjacent to I-5.
- **Dedicated BRT Connection through the Central Business District:** Vine BRT lines would extend via dedicated guideway from McLoughlin Boulevard through Vancouver's CBD before crossing the river to Hayden Island with a terminus near Expo Center.



# Transit Options

## ▶ 4 LRT options

- **The 2013 Locally Preferred Alternative:** LRT would extend from the Expo Center to a terminus near Clark College
- **LRT One Station in Vancouver:** LRT would extend from Expo Center to Turtle Place.
- **LRT Hugging I-5 Near McLoughlin:** LRT would extend from Expo Center to McLoughlin in a dedicated guideway adjacent to I-5.
- **LRT Hugging I-5 to Kiggins Bowl:** LRT would extend from Expo Center to Kiggins Bowl in a dedicated guideway adjacent to I-5.





# Transit Options

- ▶ **Dedicated BRT and LRT to Hayden Island**
  - Vine BRT lines would extend via dedicated guideway from a station near Turtle place to a terminus on Hayden Island.
  - MAX Yellow Line would extend from the current terminus at Expo Center to a new terminus on Hayden Island.



# Community Engagement on Design Options

- ▶ **Community feedback will be considered alongside modeling data and screening results to help differentiate between options**
  - CAG and EAG
  - Online Open House - Starting Late October
  - Community Input Survey - November
    - *Questions will seek feedback on preferences and priorities associated with the user experience and/or attributes of design options, not a ranking between options*
  - Community Briefings - November
    - *Includes program events and listening sessions co-hosted with community-based organizations serving communities of concern*
  - Community Working Groups
    - *Active Transportation, Hayden Island/Marine Drive, Downtown Vancouver, Multimodal Commuter*
  - Freight Focus Group

# Seeking Concurrence

- ▶ Outcome: Seeking concurrence that Desired Outcomes, the Screening Criteria Process, and the Preliminary List of Design Options meet regional joint interests sufficient to move toward an IBR Solution



# Updates on Important IBR Program Work

# Equity Advisory Group(EAG) Update



## Recent work:

- ▶ Continued creation of the Equity Framework
- ▶ Supported development of equity-focused screening criteria for Design Options
- ▶ Informing links between climate and equity

## Coming up:

- ▶ Completing the Equity Framework
- ▶ Beginning to develop equity performance measures
- ▶ Bring work product to ESG in November



# Advancing Climate on the IBR Program



- ▶ **Project outcomes related to climate**
  - How are they tied to design development
  - How climate is being integrated in to design evaluation criteria
  - Working closely with your agency staff to refine
- ▶ **Climate and Equity/Climate Justice**
  - Engagement with Equity Advisory Group on climate (10/18)
- ▶ **Sustainability rating system feasibility analysis this fall (Envision, Greenroads, Living Building)**
- ▶ **Programmatic ways for IBR to advance climate action in the region**
  - How can our collective work on IBR help build regional capacity for broader regional efforts and advance progress on shared climate goals



# Community Advisory Group (CAG) Update



## Recent work:

- ▶ Provided feedback on climate and equity frameworks
- ▶ Introduced transit design options process and provided overview of previous transit process
- ▶ Provided feedback on desired transit improvements, considerations, and priorities

## Coming up:

- ▶ November:
  - Preliminary Design Options review
  - Desired outcomes and screening criteria
  - Community Working Group(s) updates
- ▶ December:
  - Program workplan update
  - Screening update
  - Equity and climate in design/screening
  - Community Working Group(s) updates

# Recent and Upcoming Community Engagement

- ▶ Hosted nine Elevating Equity Listening Sessions
- ▶ Awarded 11 Small Scale, Low Barrier Grants to community-based organizations to increase the program's ability to connect with communities of concern
- ▶ Launched four Community Working Groups (CWGs)
  - Active Transportation, Hayden Island/Marine Drive, Downtown Vancouver, Multimodal Commuter
  - Sept/Oct: Discussion on existing conditions, user experience, and priorities for program
  - Nov: Feedback on preliminary list of design options
- ▶ Extensive fall community engagement effort
  - Highlight the process to identify an IBR design solution
  - Gather feedback on preliminary list of design options







# Questions?

# Opportunity for Public Input

# Comment Instructions

## To make a verbal comment:

- ▶ If you have joined by Zoom, click “Raise Hand.”
- ▶ If you have joined by phone, press \*9 to raise your hand.
- ▶ The facilitator will call on participants. You will receive an “unmute” request. Please accept it. If you are commenting by phone dial \*6 to unmute.
- ▶ Please provide your name and affiliation.
- ▶ Attendees will be allocated up to 2 minutes for public comment depending on the number of commenters up to a total of 10 minutes.



**If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.**

# Comment Instructions

## To submit comment after the meeting:

- ▶ Fill out comment form on program website or email comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “ESG Public Comment” in the subject line.
- ▶ Call 888-503-6735 and state "ESG Public Comment" in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to ESG members. Comments received after that point will be distributed to members in advance of their next meeting. All comments are posted on the IBR website.



# Confirm Upcoming Meeting Topics, Next Steps, and Summary

# Next Steps Beyond March 2022

- ▶ **Environmental work and timelines**
  - IBR solution advances through NEPA in 2022 for additional analysis of impacts and benefits. Current timeline anticipates the Supplemental Final EIS being published in late 2023.
- ▶ **Additional development of design details—mid-2022 through mid-2024**
  - Additional development of design details: ex. bridge type, active transportation facilities and connections, affected local roadways, transit station locations and size, off-site improvements
- ▶ **Funding needs and timelines in anticipation of 2023 sessions**
  - The program will be updating the conceptual finance plan in late 2022 in preparation for the 2023 OR and WA legislative sessions and potential funding conversations
- ▶ **Tolling/Pricing details and discussions—ongoing through early 2025**
- ▶ **Community Workforce Agreement—begin late 2022, through 2024**
- ▶ **Construction contract requirements, including DBE goals—late 2023 to mid-2025**



# Next Steps, Action Items, and Summary



- ▶ Next meeting: **Thursday, November 18 from 10am – 12pm**
- ▶ Confirm upcoming meeting topics:
  - ▶ Equity and Climate work product
  - ▶ Progress on the screening process for evaluating design options
  - ▶ Moving toward the IBR Solution in Spring 2022
- ▶ Propose extending January through March ESG meetings to provide for sufficient dialogue on the IBR Solution (9-12pm or 10-1pm)
- ▶ Review action items and summary



# Thank you!