

PUBLIC COMMENTS FOR IBR PROGRAM EQUITY ADVISORY GROUP

Received between January 6, 2022 – February 17, 2022

Mike Barrett

2/11/2022

Has anyone considered a tunnel for all the through traffic on I-5. The local traffic would use the existing bridge.

Thanks,

Mike Barrett

Sent from my iPhone

Gerritt Rosenthal

1/13/2022

I am attaching some comment relative to the January 10 EAG meeting.

Gerritt Rosenthal

Metro Council, District 3

** ADA compliant versions of the attachments can be made available upon request*

David Rowe

1/11/2022

Attached is information the IBR Equity Advisory Group should consider as

the IBR program moves into the study phase. Dave Rowe

** ADA compliant versions of the attachments can be made available upon request*

COMMENTS TO IBRP EAG
JANUARY 10 MEETING

TO THE EAG:

I sat in on the EAG via live stream. It was interesting to see how far the process has progressed. I have a number of comments on several issues:

1) METRO COUNCIL & MTIP: As you know, Metro Council debated and passed the IBRP MTIP amendment at our last Council Session on January 6. This was a 6-hour session with many public commenters. Most of the commenters were skeptical and/or opposed to any bridge expansion and many had suggestions for better metrics and wider climate considerations. We, the Council, added several amendments based on these comments including: periodic updates through May/June, a requirement for a modeled air quality health analysis between Vancouver and downtown Portland, and an Investment Grade Financial analysis of the modified LPA to make sure that sufficient bonds could be sold to cover the needed costs. Many younger members testified against a larger bridge than currently exists because of their observation that “more lanes means more travel and more GHGs”. There was considerable discussion of ways to control GHG emissions through transit, congestion pricing, and vehicle electrification.

On the aspect of bridge size, the Metro Council is in agreement in sticking to the concept of three travel lanes each way, with the issue of accessory/emergency lanes and/or ramps to be decided based on other factors. I mention this because the sketches presented during your EAG meeting by the project team continue to show a 5-lane (each way) bridge.

I would suggest that the project team update its sketches and be prepared to discuss the issue of the number of lanes, as a MAJOR climate equity issue yet to be agreed upon, at your February meeting.

2) RETROFIT OPTION: I also want to correct an impression that Mr. Johnson may have left, inadvertently, that the Metro Council is still debating the option of simple seismic retrofitting of the existing bridges. This may be an issue still under consideration by the Project Team but is not being actively pursued by the Metro Council. The major issues for the Council are: the number of lanes, how transit options will be provided, how the process can reduce GHGs and improve air quality, how the bridge should be paid for, and how and what will congestion pricing look like.

3) WORKFORCE EQUITY: On workforce equity, I agree with Mr. Johnson that we do not know yet exactly what will be built, yet we do know that it will be a bridge and all bridges share many construction features in common. Any large bridge will require well known construction skill sets. We may not know the exact timing and numbers of jobs but I have to disagree with him that we cannot start the process of identifying and setting up apprenticeship programs at this stage. This process will take some time and

the sooner we start, the more inclusive and effective we will be able to make them. Some adjustments will be made once a final design is agreed on, but these will be matters of numbers, not of job skills. The danger of waiting until further into the process is that there might be a rush to move forward with construction and workforce equity programs (apprenticeships) might not receive the attention and outreach they deserve.

4) TIMING: I agree with Mr. Warr in his presentation in noting that equity performance metrics have a wide variety of potential impacts. One dichotomy that should be stressed is that equity needs to be measured both “during” the process and also ‘ex post facto” completion. Some metrics, such as “equity group involvement” occur primarily during the process of construction while others, such as “better transit options” can only be measured afterward. Other examples include: MBE contracting and apprenticeships which have to be measured during construction, aesthetics which can only be measured ex post facto, and the “avoid harm” metric which must be measured both “during” and “ex post facto”. This dichotomy needs to be specifically recognized in the development of equity metrics.

4. EQUITY STAKEHOLDERS: I appreciated the presentation by Mr. Warr, and he made a number of important points. That said, I think it would be helpful for the Project Team to identify the specific equity groups at an early stage. Equity and community are often mentioned as broad concepts, but as your breakout sessions noted, equity means different things to different groups. I am somewhat disappointed that the Project Team has not developed a preliminary list of “equity” stakeholders (and their specific nexus) at this stage. I believe that this would help the EAG in developing critical equity metrics for both “during” and “ex post facto” periods. For discussion, here is a partial list of potential “equity” groups:

- Neighborhood groups
- Downtown & business associations
- Historically marginalized communities
- People with driving limitations
- The river use community (boaters)
- Houseboaters
- Low wage commuters
- Truckers (local and long-haul)
- Aesthetics interests
- Indigenous communities with historical nexus
- Environmental & climate action
- Etc.

A further point is that each of these groups might be impacted by a different part of the project. Vancouver neighborhoods are much less impacted by the actual bridge design than river users or people with aesthetic concerns while low-income commuters will be

much more impacted by tolling and transit options than long-haul truckers. As the project team noted, the bridge project consists of the bridge and separate freeway components (downtown Vancouver, Vancouver, Hayden Island, Marine drive area). The bridge itself may have little historical equity complications, however freeway and interchange aspects have both historical and future equity considerations.

5.) SPECIFIC METRICS: I have gone on records as requesting that the Project Team adopt what might be called aspirational metrics for some of the more important equity issues. Here are a couple examples:

- Low Wage Commuters - tying the potential tolling costs to income such that impacts to low earners (e.g. <80% AML) do not exceed a certain threshold
- Historically Marginalized Communities - a commitment that some revenues generated might be used to restore historic communities
- Neighborhoods - specific commitments to use nonpolluting equipment within certain distances of residential areas
- Climate - an aspirational goal relating to percent of GHG reductions (in agreement with state goals) by a specific date or upon completion
- Safety - specific goals on accident reductions at speeds > 45 mph

I would urge both the Project Team and the EAG to develop as many specific equity goals as possible before a final design commitment is made, since some of these can be used to condition both the construction and the eventual outcome. The Project Team goal of a June design decision creates a very short time frame for this critical work.

I look forward to further good work by the EAG on the part of Equity standards and metrics. Metro is committed to Equity, both regarding ethnic and racial groups as well as other stakeholders, throughout the IBRP process. We encourage robust discussions and proactive approaches to ensuring that equity, diversity and inclusion remain in the forefront during this multiyear effort. I appreciate the opportunity to comment.

Gerritt Rosenthal
Metro Council - District 3

Comment to IBR Equity Advisory Group

January 10, 2022

By Dave Rowe of Battle Ground, Washington

The IBR Program has been meeting for a year. The result has been not much different than the 2012 CRC solution. Forty-two years ago on January 27, 2000, The Oregon and Washington State Departments of Transportation issued the **Portland/Vancouver 1-5 Trade Corridor, Freight feasibility and Needs Assessment**. This report pointed out the I-5 corridor requires a multifaceted solution. Not only Interstate highway expansion is necessary, but rail is needed to be part of the solution. Rail service provides equity because all citizens do not have access to an automobile. Rail stations can be serviced by buses, Lyft, bicycles, wheel chairs and pedestrians.

The IBR Program must study new methods to move people and freight. Please study the advancement China has made in rail development. In twelve years, they have built 25,000 miles of high speed rail system with an initial investment of \$4 Billion. The same investment the IBR is projecting to spend on one bridge. Goods and passengers are moved by rail in China to Europe and England very swiftly and efficiently. Germany's development of battery powered passenger rail service should also be studied.

Freeway expansion only caused traffic jams in the 20th century and will not be any different for crossing the Columbia River. The future Tri-Met MAX Yellow line will be slower than the current C-Tran Bus #105 to travel from Vancouver to Portland. Today C-Tran bus # 105 takes 25 minutes into Portland. **The Cascades** train travels from Vancouver to Portland in 15 minutes. Regional Rail tracks from Battle Ground, Ridgefield, and Camas connect Portland now. Rail travel is more equitable for all citizens.

The IBR Program must get out of this silo that was built in 2012. This project must be designed for citizens and freight to use for next one hundred years.

Regional Passenger Rail would help Portland area traffic

Planning transportation methods for citizens needs to make economical and equitable sense. I would like to advocate using the existing Railroad Right of Way as a Regional Rail corridor. Using this existing Right of Way would avoid the environmental obstacles and land acquisitions generally found when building a new system. Passenger trains would be able to travel at higher speeds to move passengers quickly and safely.

Crossing the Columbia River by regional passenger rail would reduce traffic on I-5 especially at the Rose Quarter area. Crossing the Willamette River from Milwaukie to Lake Oswego would also reduce traffic on Hwy 43 and Hwy 99 in Milwaukie. This rail transportation would reduce the demand on I-5 in the Willamette Valley. The original Willamette Valley regional rail system moved over one and a half million passengers a year from 1915 to 1920.

This concept moves passengers equitably from many communities when commuters in this corridor need to travel in several directions through out the day. This is different than one directional commuter rail system.

Bicycle users, pedestrians as well as bus riders could access this system to and from this corridor.

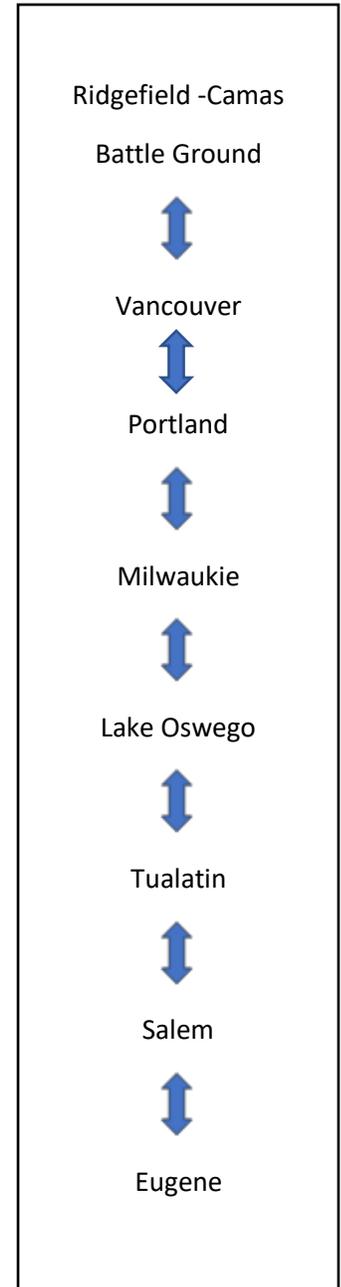
The rail line would be built with Positive Train Control (PTC) for the safest movement of all trains. *The Cascades* train cars now used can attain speeds of 79 MPH if curves and crossings are upgraded and extended down the Willamette Valley. Electric battery powered rail cars could be used such as the Stadler Rail car used in Germany.

Using the current railroad bridge structures would save start-up cost. And rail bridges are much more resilient to major earthquakes compared with highway structures.

Portland & Western, Union Pacific, BN-SF and Portland Vancouver Junction Railroad could be involved in a public/private partnership.

This concept deserves a feasibility study to enhance auto, truck, light rail and bus travel in our region.

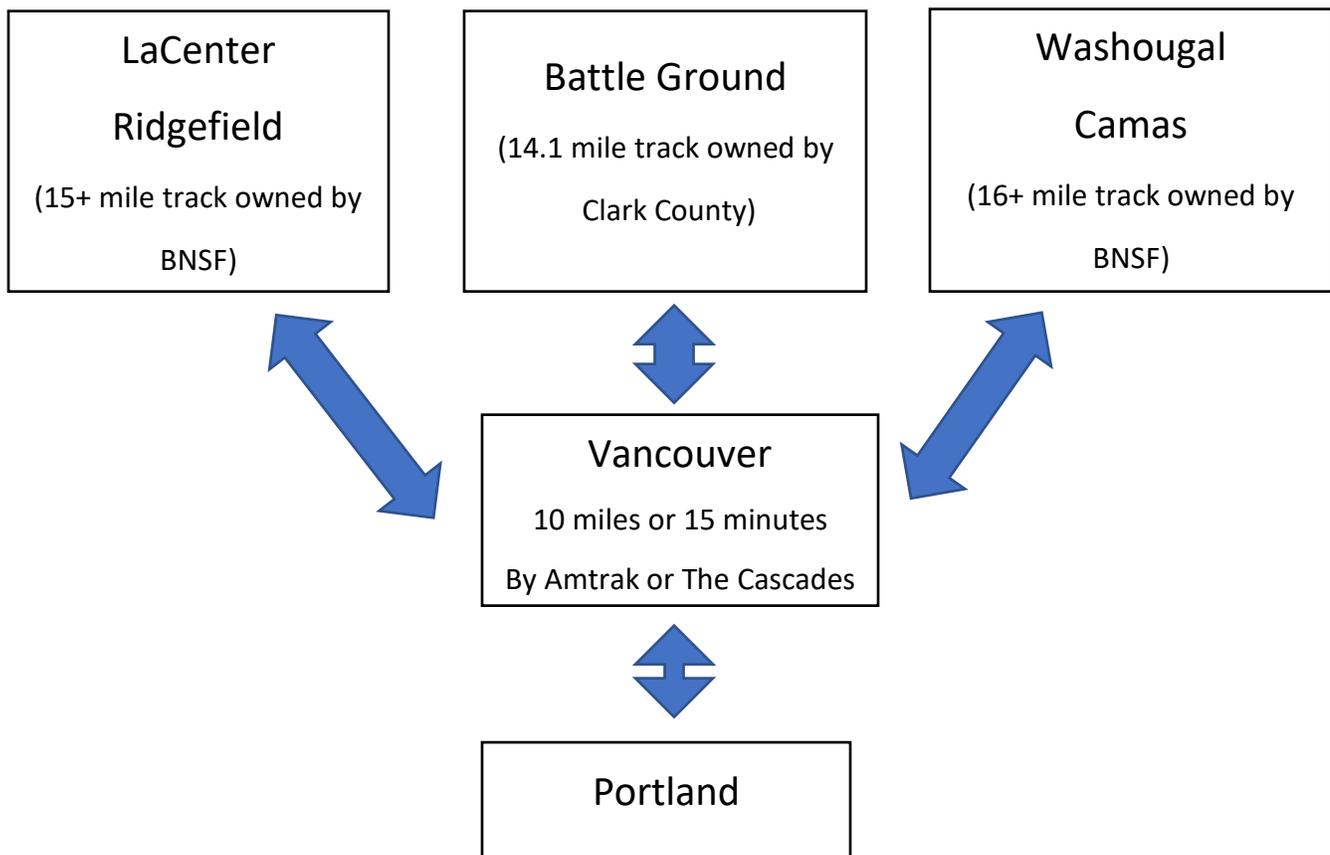
David L. Rowe



Three Regional Rail Corridors from Clark County to Portland

I-5 congestion could be lessened by developing regional electric passenger rail service on the existing rail lines from Clark County to Portland. Clark County is one of the fastest growing counties in Washington State. Climate change can be reduced by regional electric passenger rail development in Oregon and Washington. A bus goes about one mile on a fifth of a gallon of diesel, costing about 75 cents to move **40** passengers. The San Francisco BART passenger rail car uses about 3.5 Kilowatt/Hour per mile costing about 35 cents to move **150** passengers. Rail entrepreneur Henry Posner is testing the concept of battery powered rail cars in Rockhill, Pennsylvania. A fleet of 55 Stadler Battery Passenger Cars will be in service next year in Germany. Battery Powered Rail cars could be used in the Northwest to reduce greenhouse gases. Rail commuters would avoid tolls and by pass the congested Rose Quarter as currently proposed by the Interstate Bridge Replacement Program.

Regional Passenger Rail system with only 34 foot wide right of way can move as many passengers per hour as an eight lane freeway.





FLIRT AKKU 3 PART

Test carrier

The FLIRT AKKU is the battery-operated version of the FLIRT type series. Designed for non-electrified or partially-electrified tracks, the vehicle is highly versatile. 80 percent of the non-electrified tracks in Germany can be used by the regional train in battery mode. The FLIRT AKKU is a single-storey, flexible regional train that can be customised. The vehicle concept is primarily based on the previously approved and tested electrical multiple-unit FLIRT trains purely for operation below the catenary. The traction elements and the most important mechanical components are largely the same. One thing that all FLIRTs have in common is their lightweight design made of aluminium. Maintenance-friendly components that have been tried and tested a thousand times over help to keep the operating, energy and maintenance costs as low as possible. 2 to 4-part train combinations can be realised in the model equipped with lithium-ion batteries. Here, the FLIRT AKKU, like the FLIRT, can be customised to meet requirements with respect to the number of seats, passenger flow or interior design. The 3-part test carrier offers space for 310 passengers, of this number 154 on seats. The FLIRT Akku test carrier is used for testing and the continuous further development of the technology.

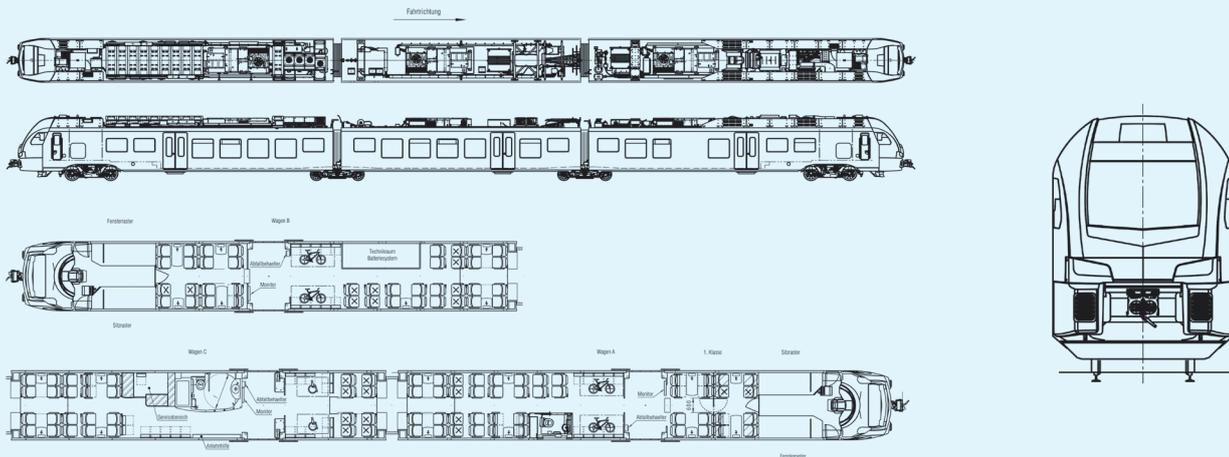
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Technical features

Technology

- Automatic central buffer couplings
- Lightweight aluminium construction
- Meets the requirements of DIN EN 15227 (Crash Norm)
- Air-sprung bogies ensure smooth running
- Catenary operation with 15 kV and catenary-free operation with lithium-ion traction battery

Comfort

- Bright and friendly passenger compartment
- Passenger compartment fully steplessly walk-through
- Air-conditioned passenger compartment and driver's cab
- Generously designed multi-functional compartments at all entrance-areas
- 3 doors per side
- Sliding steps and gap-bridging at all doors
- Cycle racks / wheelchair
- Modern passenger information system
- Service area
- Universal WC and standard WC acc. to TSI PRM

Staff

- Ergonomically designed driver's cab
- Service area

Reliability / Availability / Maintainability / Safety

- Fulfilment of the Crash Norm EN 15227
- Fulfilment of the TSI PRM and the TSI Noise

Vehicle data

Gauge 1,435 mm

Supply voltage 15 kV AC

Axle arrangement Bo'2'2'2

Seats 154

Standing capacity (4 pers./m²) 156

Floor height

Low floor 780 mm

High floor 1,200 mm

Door width 1,300 mm

Door height 780 mm

Longitudinal strength 1,500 kN

Length overall 58,600 mm

Vehicle width 2,880 mm

Vehicle height 4,120 mm

Bogie wheelbase 2,500 mm

Running bogie 2,700 mm

Drive wheel diameter

new 920 mm

worn 850 mm

Trailer wheel diameter

new 760 mm

worn 690 mm

Maximum speed 140 km/h

Drive 2 × 500 kW