



IBR Executive Steering Group Meeting

April 7, 2022

2:00 p.m. – 5:00 p.m.

www.interstatebridge.org

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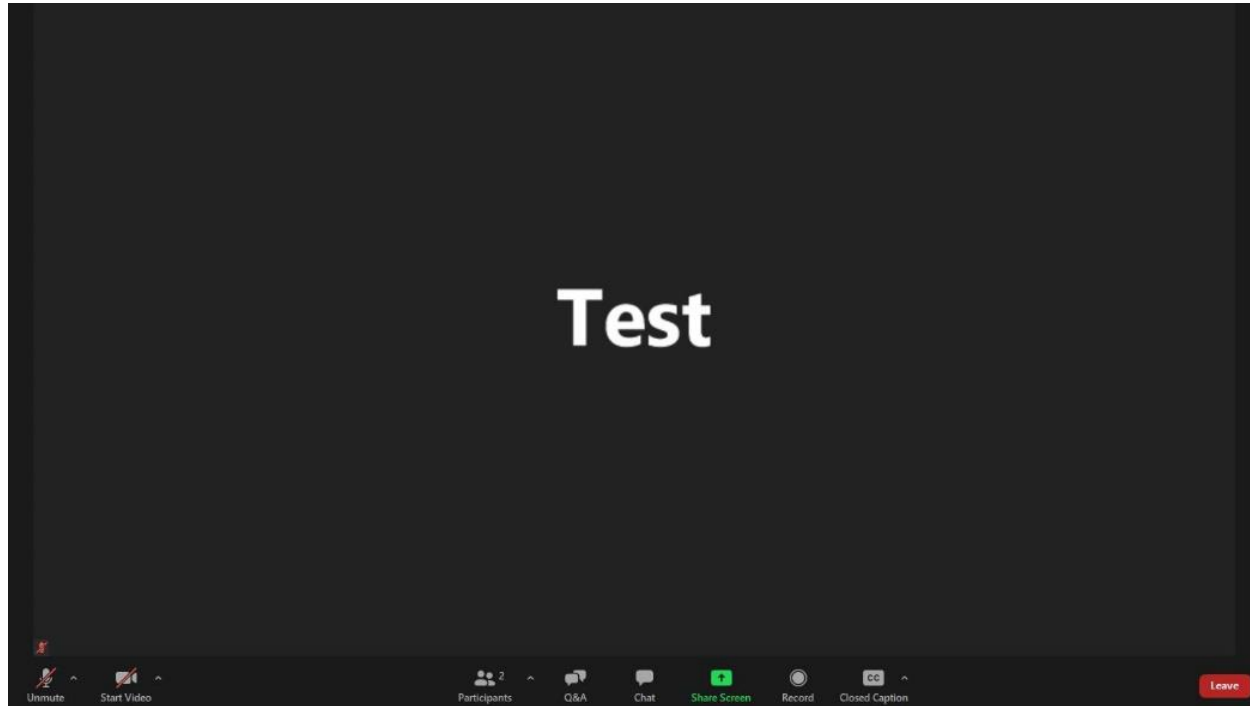
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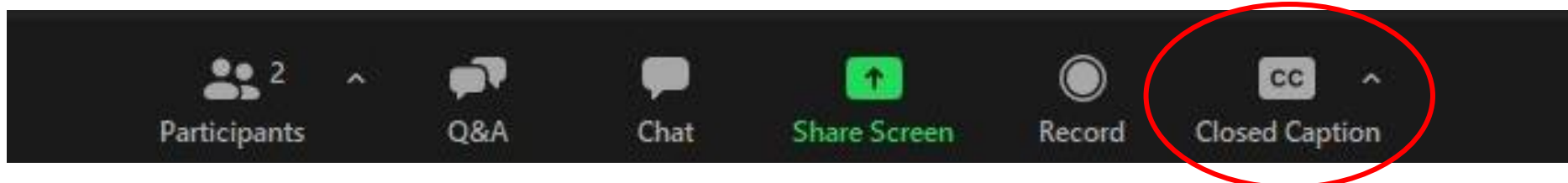
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Webinar Participation Tips

- ▶ 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 with “ESG Public Comment” in the subject line
 - Call 888-503-6735 and state “ESG Public Comment” in your message



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



Meeting Agenda

Time	Topic
2:00 – 2:10 pm	Welcome, Introductions, Agenda Review, and Updates
2:10 – 2:50 pm	The LPA Decision-Making Process
2:50 – 3:30 pm	Technical Overview
3:30 – 3:40 pm	Break
3:40 – 4:20 pm	Transit Overview
4:20 – 4:40pm	Climate Program Overview
4:40 – 4:55 PM	Public Comment
4:55 – 5:00 PM	Confirm Upcoming Meeting Topics, Next Steps and Summary

Welcome, Introductions, and Brief Program Updates



Locally Preferred Alternative, Supplemental Draft EIS Alternative, and Other Studies

Executive Steering Group

Chris Regan

Environmental Manager

April 7, 2022

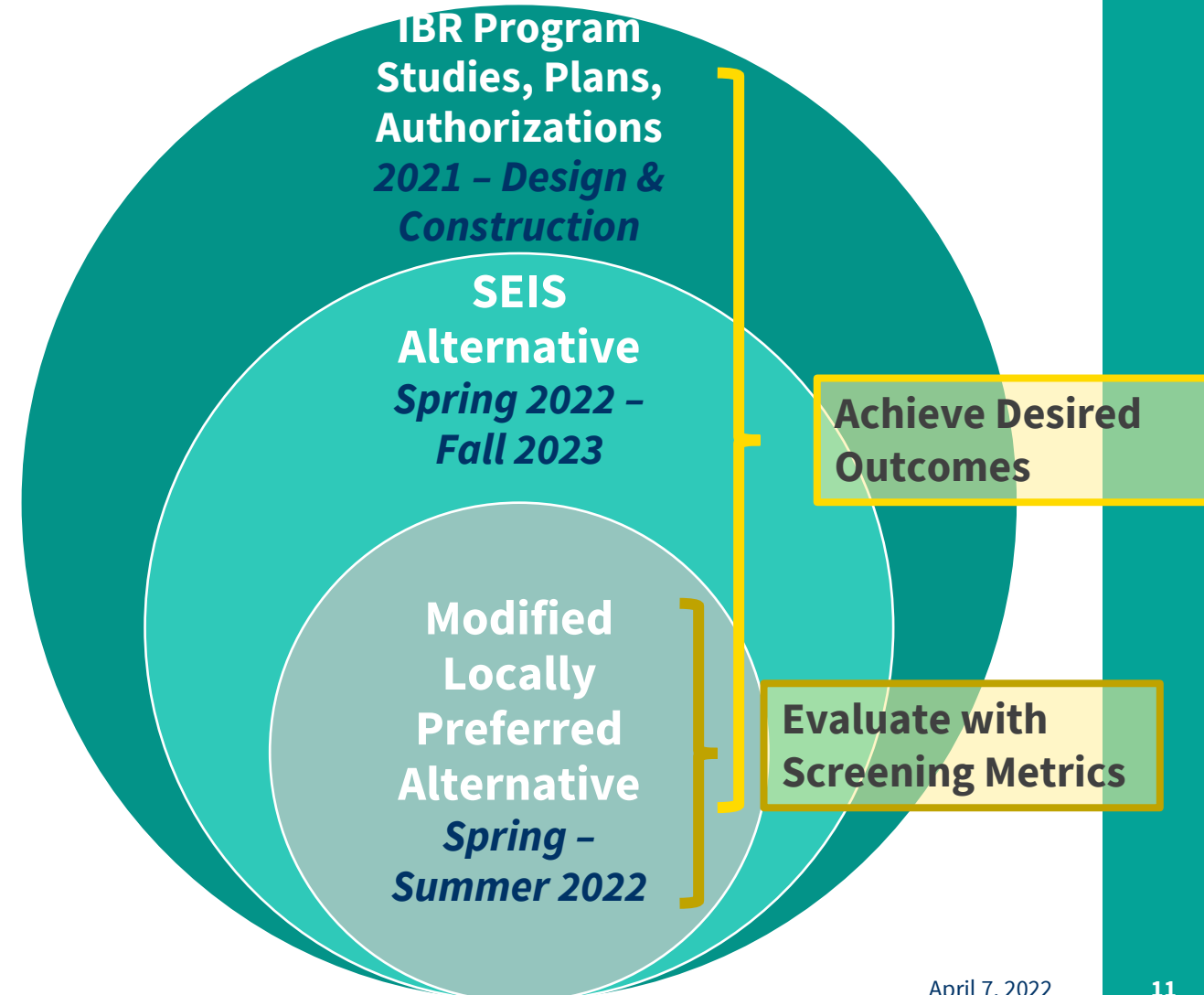


Moving Forward

- ▶ What's completed or nearing completion?
 - Identified desired outcomes and design option screening metrics
 - Evaluating design options via screening and scoring Partner work sessions
 - Modeling and evaluating high-capacity transit investment options
- ▶ What's next?
 - Adopt a Modified Locally Preferred Alternative
 - Describe the alternative that will be evaluated in the Supplemental EIS
 - Identify and conduct other studies

Next Steps – How they fit together

- ▶ **Modified Locally Preferred Alternative (LPA)** identifies the foundational IBR program components that are locally agreed upon
- ▶ **Supplemental Environmental Impact Statement (SEIS) Alternative** evaluates the corridor-wide alternative that incorporates the Modified LPA's foundational components
 - Detailed evaluation will identify benefits and impacts of the SEIS Alternative and be shared with the public for review and comment
 - Refinements to the SEIS Alternative will be made in response to Partner, public and tribal engagement as well as additional design detail
- ▶ **Program requires numerous studies, plans, analyses, authorizations, etc. throughout planning, design, permitting and construction**



Multiple Venues for Input and Decision-making



Modified
Locally
Preferred
Alternative



Supplemental
EIS Alternative



Other Studies,
Plans and
Authorizations

Multiple Venues for Input and Decision-making



Foundational
Components



Key
Milestone



Modified
Locally
Preferred
Alternative

Supplemental
EIS Alternative

Other Studies,
Plans and
Authorizations

Multiple Venues for Input and Decision-making



Foundational
Components



Evaluation of
Corridor-wide
Improvements



Modified
Locally
Preferred
Alternative

Key
Milestone

Supplemental
EIS Alternative

Other Studies,
Plans and
Authorizations

Multiple Venues for Input and Decision-making



Foundational
Components

Modified
Locally
Preferred
Alternative

Key
Milestone



Evaluation of
Corridor-wide
Improvements

Supplemental
EIS Alternative



Supports
NEPA, CIG,
Design,
Construction,
etc.

Other Studies,
Plans and
Authorizations

Defining and Adopting the Modified LPA

Locally Preferred Alternative (LPA)

What it is

- **Key Milestone:** Early agreement by local agencies
- High-level identification of the **foundational components** of an alternative such as mode, alignment, and other improvements based on conceptual design

What it's not

- Fully defined alternative evaluated in the SEIS
 - Conceptual design will integrate the fundamental components into a corridor-wide alternative
- Final design
 - Fundamental concepts will be refined through a stepwise design process (e.g., 30%, 60%, 90%, Issue for Construction)
- The end of technical analyses
 - More analysis and opportunities will shape what gets built
- Final approval
 - More opportunities to develop and approve final program components

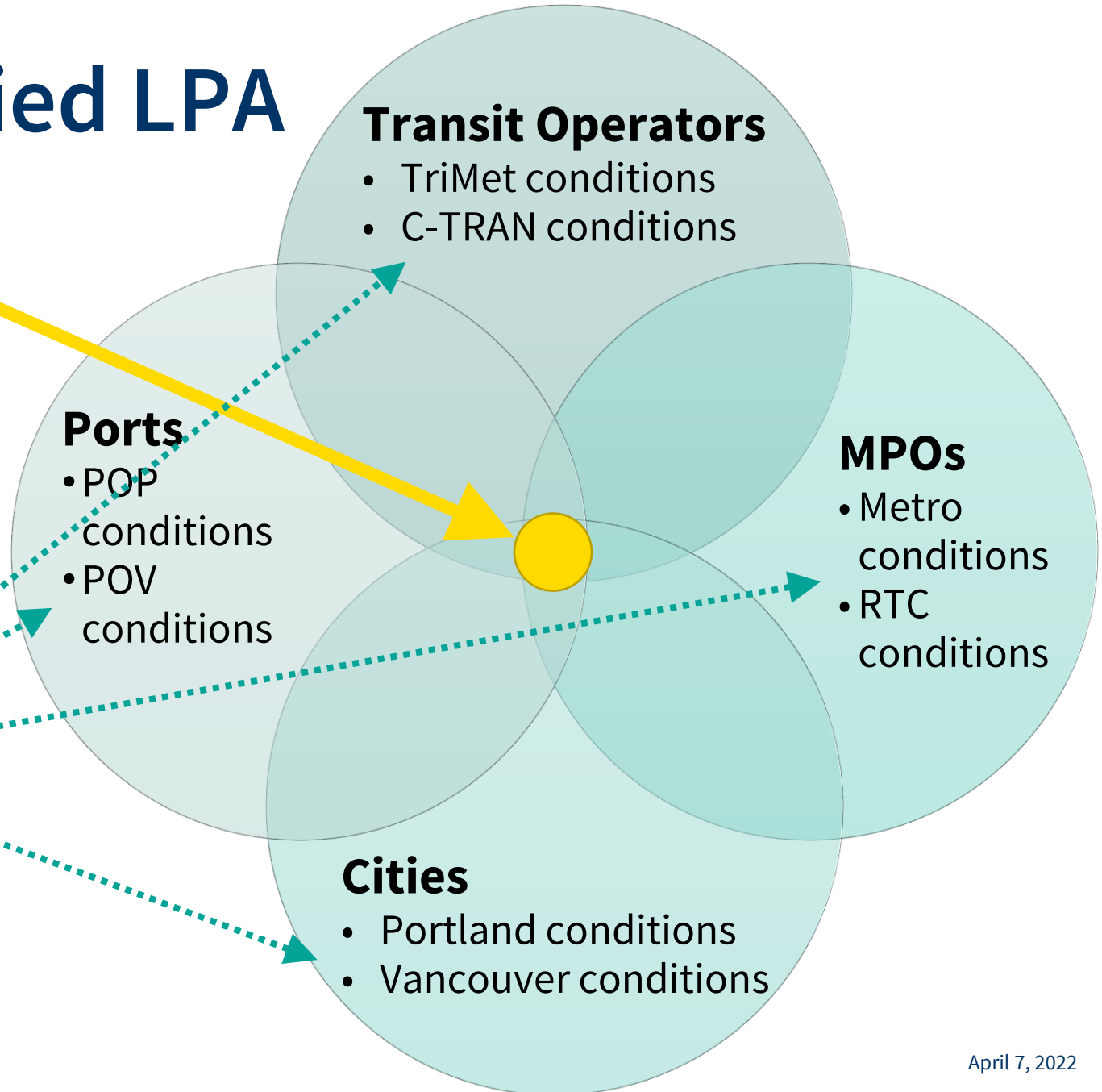
Utility of a Modified LPA

- ▶ Recognized term that demonstrates regional alignment
- ▶ Comprises the foundational components of the program's solution
- ▶ Demonstrates progress on meeting Bi-State Legislative Committee milestones
- ▶ Supports funding requests at state and federal levels, including FTA Capital Investment Grants program

Adopting the Modified LPA

Local Agreement on Foundational Components - **This is the LPA**

Other conditions of approval requested by each Partner – **These will be addressed in the SEIS or Other Studies**





Modified LPA for the IBR Program

- ▶ High-capacity transit mode and general alignment
- ▶ Marine Drive/Hayden Island interchanges configuration
- ▶ Number of lanes on the Interstate Bridge
- ▶ General statements
 - Replace Interstate Bridge with a new bridge
 - Replace North Portland Harbor bridge
 - Implement variable-rate tolling
 - Advance equity through process and outcomes
 - Reduce the impacts to climate change and enhance climate resiliency
 - Meet the Purpose and Need for multimodal transportation and seismic resiliency
 - Design active transportation facilities for all users and abilities

Describing the Supplemental EIS Alternative

Supplemental EIS Alternative

- ▶ Builds on past NEPA documents and decisions
- ▶ SEIS Alternative is the corridor-wide solution that connects and builds upon the foundational components of the Modified LPA
 - SEIS Alternative would include the transit mode and alignment, Hayden Island interchange type, number of lanes on the bridge, etc. as identified in the Modified LPA
 - Other design options previously considered would not be advanced for further study in the SEIS
 - *For example, if a partial interchange for Hayden Island is identified in the Modified LPA, then a full interchange option would not be studied in the SEIS*
- ▶ Focuses analysis on components that have changed

Supplemental EIS Alternative *(continued)*

- ▶ Overlays equity framework and climate considerations
- ▶ Establishes corridor-wide footprint for detailed analysis of benefits and impacts
 - Design details in the Supplemental **Draft** EIS are conceptual (~5% design)
 - *Provides opportunities to achieve desired outcomes through the analysis of benefits and impacts*
 - *Leads program to identify community benefits and mitigation measures*
 - Design details in the Supplemental **Final** EIS will be advanced to about 15% design and refined based on Partner input, public comment, other studies completed, mitigation commitments, etc.
 - *An examples of refinement could include additional details on a transit station (e.g., specific location, elevation, architectural rendering) and associated active transportation connections in the **SFEIS** whereas stations may only be generally located as a “dot on the map” in the **SDEIS***
 - *The foundational components of the Modified LPA would not be expected to change during the SEIS process or any time after local agency adoption, barring major findings (impacts or overwhelming public response) through NEPA process*



Identifying Other Studies

Other Studies, Plans and Authorizations

- ▶ **Support the advancement of the IBR program**
- ▶ **Integrate into**
 - NEPA and other environmental compliance processes
 - Design and technical details
 - Program delivery
 - Construction specifications
 - Finance strategy
 - Community benefit agreement
 - Climate strategies to minimize impacts and enhance resiliency
- ▶ **Partner collaboration in developing studies and resulting decisions**
- ▶ **Community engagement opportunities in many of these studies**

Other Studies, Plans and Authorizations

▶ Transit

- HCT Station Design Report
- Capital Improvements Grant Application
- Cost Benefit Analysis
- Transit Operations & Maintenance Site Study

▶ Environmental

- Biological Assessment
- Habitat and Wetland Mitigation Plans
- Cultural Resources Mitigation Plans
- Permit Applications and Approvals

▶ Design

- Bridge Design Study
- Real Estate Acquisition Management Plan
- Value Engineering Study
- Cost Estimate Validation Process
- Urban Design Plan
- Landscape Design Plan
- Maintenance of Traffic during Construction

▶ Finance

- Investment Grade Traffic and Revenue Analysis
- Tolling Authorizations



Advancing the Program

- ▶ Defining and local adoption of the Modified LPA is a key milestone for the IBR Program
- ▶ More details to develop and decisions to make once the Modified LPA is defined
- ▶ More opportunities for Partner agencies and the community to voice their input to shape the program outcomes
- ▶ Desired outcomes for equity, climate, multimodal transportation, seismic resiliency and financing continue to be program priorities



Questions?

www.interstatebridge.org



Technical Overview

- Hayden Island/Marine Drive *Draft* Screening Summary Review
- Overview of Modeling Efforts and Path Forward
- Overview of 3-D Renderings

Shilpa Mallem | *Deputy Design Manager*

Brad Phillips | *Civil Design Lead*

Ryan LeProwse | *Planning Lead*

Executive Steering Group

April 7, 2022



Hayden Island/Marine Drive

Hayden Island/Marine Drive Design Options

► Overview of design and screening process

- Identify changes since 2013
- Develop full, partial, and no interchange options to address changes
- Develop screening metrics and collect data to evaluate design options
- Identify design options (2013 LPA and Options 1 and 5) to move through screening

► Design Options

- **2013 Locally Preferred Alternative (LPA)**
- **Option 1: Full interchange**
- Option 2: Partial interchange
- Option 3: Partial interchange
- Option 4: No interchange
- **Option 5: Partial interchange**

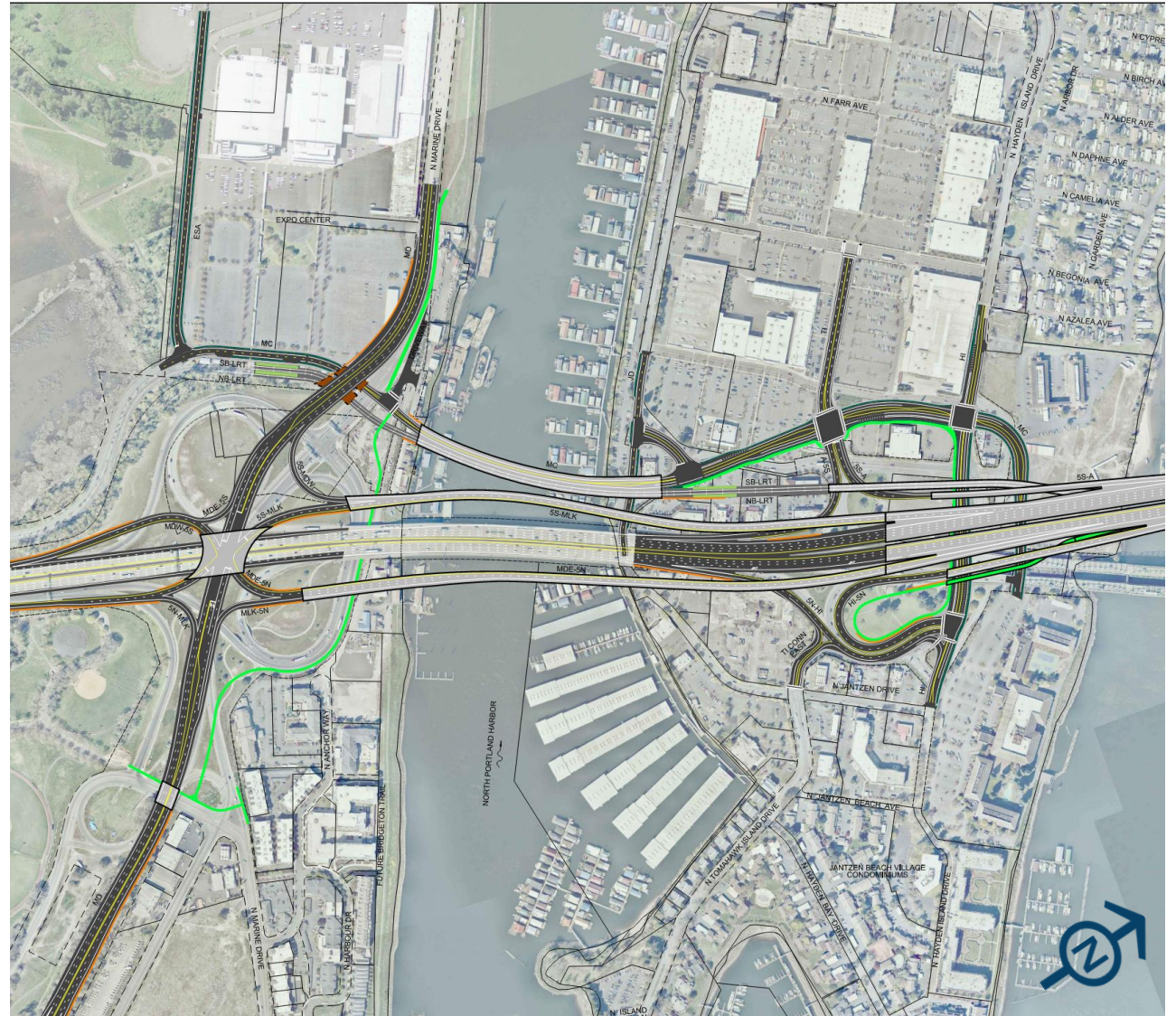
Hayden Island/Marine Drive Solution

► Changes since 2013

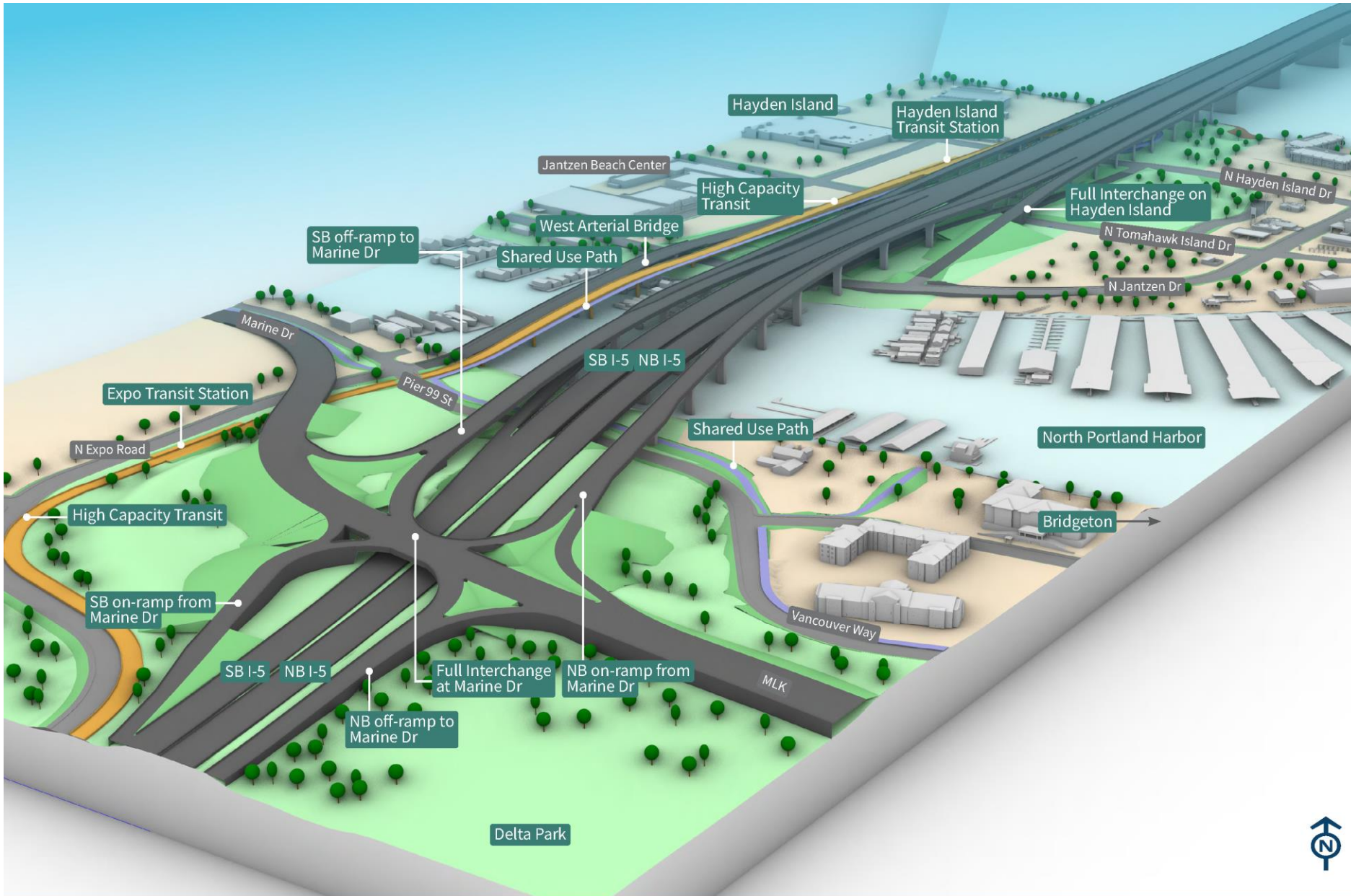
- Increased off-ramp traffic volumes for southbound Marine Drive exit
- Changes in business development
- Port of Portland marine terminal no longer planned for Hayden Island
- Increased need to replace aging North Portland Harbor bridge
- Proposed levee system improvements

► Design Assumptions

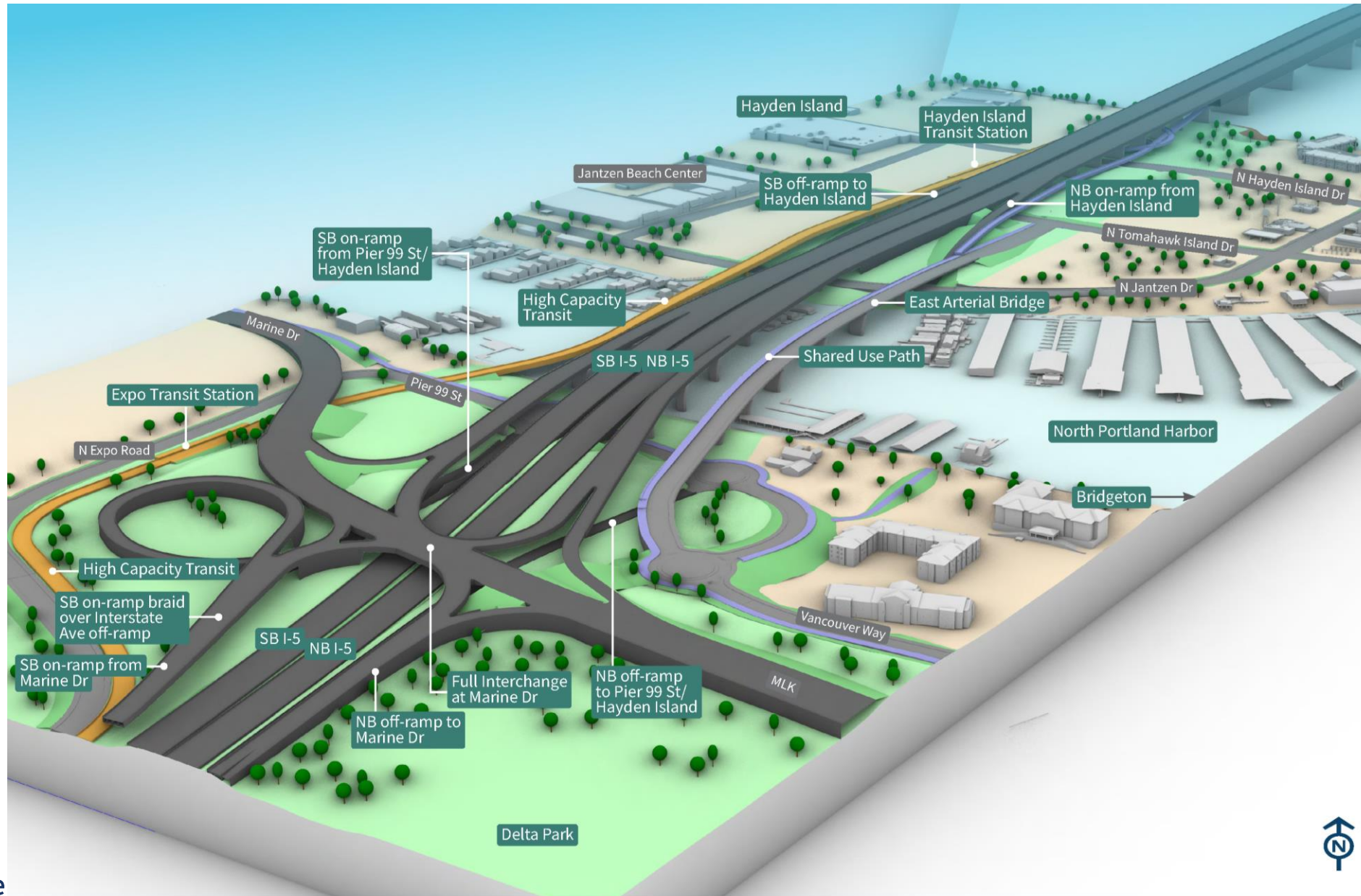
- North Portland Harbor bridge replacement
- Local auto access bridge between North Portland and Hayden Island
- Local pedestrian/bicycle connections with shared use path
- HCT station on Hayden Island



Option 1 Full Interchange



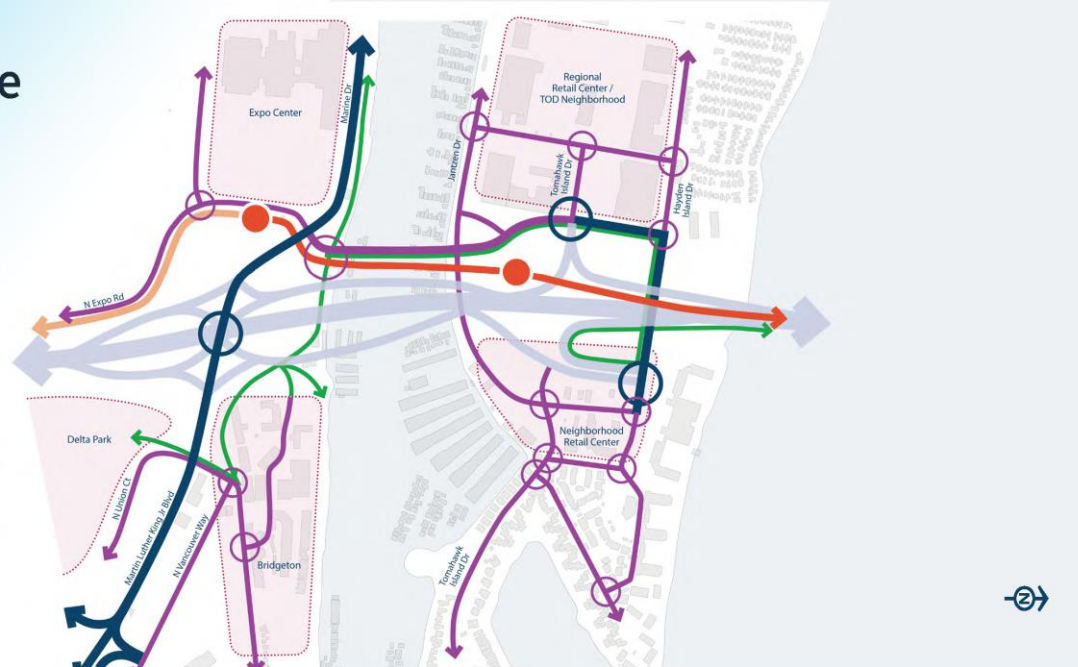
Option 5 Partial Interchange



Hayden Island/Marine Drive

2013 Design

☑ Meets Purpose and Need



Screening Summary

2013 Design

Climate Impacts/Adaptation	<ul style="list-style-type: none"> - Larger construction footprint (comparison is not based on expected user emissions) - Addresses future river elevation and integrates with new Levee Ready Columbia flood protection improvements (RE)
Natural Environment	<ul style="list-style-type: none"> - Larger footprint over aquatic habitat - Larger footprint over terrestrial habitat - Most non-residential building impacts (AH) - More floating home displacements (AH)
Built Environment	<ul style="list-style-type: none"> - Large scale and complexity of 1-5 structures over Hayden Island challenge for local placemaking opportunities (AH, CB, CC) - Does not include Tomahawk Island Drive crossing (CC) - Less direct north-south shared use path (MA, ME)
Active Transportation	<ul style="list-style-type: none"> - Lower quality of active transportation experience on east-west streets (MA, ME) - Higher number of shared use path road/transit crossings (MA)
Transit Access	<ul style="list-style-type: none"> - Less east-west island connectivity because it does not include Tomahawk Island Drive (MA, ME) - Wider highway footprint (ME)
Vehicles	<ul style="list-style-type: none"> - Intersection traffic operations meet ODOT and City of Portland performance standards at Hayden Island and Marine Drive study area intersections (RI)
Freight	<ul style="list-style-type: none"> - Freight to/from Marine Drive area operates acceptably with minimal delay through the interchange (RI)
Cost	<ul style="list-style-type: none"> - Lower construction cost - Higher estimated O&M cost
Seismic	<ul style="list-style-type: none"> - Seismic retrofits North Portland Harbor Bridge; does not replace

Equity Lens



- ⓘ Avoids Harm (AH)
- ⓘ Community Benefit (CB)
- ⓘ Mobility/Accessibility (MA)

Climate Lens



- ⓘ Multimodal Environmental Factors (ME)
- ⓘ Complete Communities (CC)
- ⓘ Reduces Idling (RI)
- ⓘ Resilience (RE)

Best
↑
●
●
●
●
●
●
Good



Design options are evaluated in comparison to each other and do not reflect overall program ratings.

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Hayden Island/Marine Drive

Design Option 1: Full Interchange

☑ Meets Purpose and Need



Screening Summary

Design Option 1: Full Interchange

Climate Impacts/Adaptation	<ul style="list-style-type: none"> - Larger construction footprint (comparison is not based on expected user emissions) - Addresses future river elevation and integrates with new Levee Ready Columbia flood protection improvements (RE)
Natural Environment	<ul style="list-style-type: none"> - Larger footprint over aquatic habitat - Larger footprint over terrestrial habitat - Fewer non-residential building impacts (AH)
Built Environment	<ul style="list-style-type: none"> - Most floating home displacements (AH) - Large scale and complexity of I-5 structures over Hayden Island challenge for local placemaking opportunities (AH, CB, CC) - Includes Tomahawk Island Drive crossing (CC) - More direct north-south shared use path (MA, ME)
Active Transportation	<ul style="list-style-type: none"> - Lower quality of active transportation experience on east-west streets (MA, ME) - Higher number of shared use path road/transit crossings (MA)
Transit Access	<ul style="list-style-type: none"> - Inclusion of Tomahawk Island Drive improves east-west island connectivity (MA, ME) - Wider highway footprint (ME)
Vehicles	<ul style="list-style-type: none"> - Intersection traffic operations meet ODOT and City of Portland performance standards at Hayden Island and Marine Drive study area intersections (RI)
Freight	<ul style="list-style-type: none"> - Freight to/from Marine Drive area operates acceptably with minimal delay through the interchange (RI)
Cost	<ul style="list-style-type: none"> - Higher construction cost
Seismic	<ul style="list-style-type: none"> - Replaces North Portland Harbor Bridge

Equity Lens



- 1 Avoids Harm (AH)
- 1 Community Benefit (CB)
- 4 Mobility/Accessibility (MA)

Climate Lens



- 4 Multimodal Environmental Factors (ME)
- 1 Complete Communities (CC)
- 2 Reduces Idling (RI)
- 4 Resilience (RE)

Best
↑
Good

Hayden Island/Marine Drive

Design Option 5: Partial Interchange

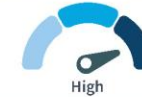
☑ Meets Purpose and Need



Screening Summary

Design Option 5: Partial Interchange	
Climate Impacts/Adaptation	<ul style="list-style-type: none"> - Smaller construction footprint (comparison is not based on expected user emissions) - Addresses future river elevation and integrates with new Levee Ready Columbia flood protection improvements (RE)
Natural Environment	<ul style="list-style-type: none"> - Smaller footprint over aquatic habitat - Smaller footprint over terrestrial habitat
Built Environment	<ul style="list-style-type: none"> - Levee closure structure part of freeway interchange ramps - Fewer non-residential building impacts (AH) - Least floating home displacements (AH) - Smaller scale and complexity of I-5 structures over Hayden Island is less challenging for local placemaking opportunities (AH, CB, CC) - Includes Tomahawk Island Drive crossing (CC) - More direct north-south shared use path (MA, ME)
Active Transportation	<ul style="list-style-type: none"> - Higher quality of active transportation experience on east-west streets (MA, ME) - Lower number of shared use path road/transit crossings (MA)
Transit Access	<ul style="list-style-type: none"> - Inclusion of Tomahawk Island Drive improves east-west island connectivity (MA, ME) - Narrower highway footprint (ME)
Vehicles	<ul style="list-style-type: none"> - Intersection traffic operations meet ODOT and City of Portland performance standards at Hayden Island and Marine Drive study area intersections (RI) - Longer routing and more challenging wayfinding for Hayden Island traffic to/from Portland via I-5 and/or Interstate Ave
Freight	<ul style="list-style-type: none"> - Freight to/from Marine Drive area operates acceptably with minimal delay through the interchange (RI)
Cost	<ul style="list-style-type: none"> - Higher construction cost
Seismic	<ul style="list-style-type: none"> - Replaces North Portland Harbor Bridge

Equity Lens



- Avoids Harm (AH)
- Community Benefit (CB)
- Mobility/Accessibility (MA)

Climate Lens



- Multimodal Environmental Factors (ME)
- Complete Communities (CC)
- Reduces Idling (RI)
- Resilience (RE)



Design options are evaluated in comparison to each other and do not reflect overall program ratings. 3.15.2022 | Copyright 2022 Interstate Bridge Replacement Program

Hayden Island/Marine Drive | Relative Design Option Comparison

- 2013 Design**
- Climate Impacts/Adaptation
 - Natural Environment
 - Built Environment
 - Active Transportation
 - Transit Access
 - Vehicles
 - Freight
 - Cost
 - Seismic

Equity Lens



Medium

- Avoids Harm
- Community Benefit
- Mobility/Accessibility

Climate Lens



Medium-High

- Multimodal Environmental Factors
- Complete Communities
- Reduces Idling
- Resilience

Design Option 2: Partial Interchange

Does not meet Purpose and Need.

- Design Option 1: Full Interchange**
- Climate Impacts/Adaptation
 - Natural Environment
 - Built Environment
 - Active Transportation
 - Transit Access
 - Vehicles
 - Freight
 - Cost
 - Seismic

Equity Lens



Medium

- Avoids Harm
- Community Benefit
- Mobility/Accessibility

Climate Lens



Medium-High

- Multimodal Environmental Factors
- Complete Communities
- Reduces Idling
- Resilience

Design Option 3: Partial Interchange

Does not meet Purpose and Need.

- Design Option 5: Partial Interchange**
- Climate Impacts/Adaptation
 - Natural Environment
 - Built Environment
 - Active Transportation
 - Transit Access
 - Vehicles
 - Freight
 - Cost
 - Seismic

Equity Lens



High

- Avoids Harm
- Community Benefit
- Mobility/Accessibility

Climate Lens



High

- Multimodal Environmental Factors
- Complete Communities
- Reduces Idling
- Resilience

Design Option 4: No Interchange

Does not meet Purpose and Need.



Design options are evaluated in comparison to each other and do not reflect overall program ratings.

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Transit Overview

Kelly Betteridge | *IBR Transit Planning*

Executive Steering Group

April 7, 2022

GOAL: Moving forward with a focused list of representative transit investments to optimize

- ▶ What type of transit investment would best serve the project corridor and the region?
- ▶ The process cast a wide net and included many inputs:
 - Technical analysis (16 measures)
 - A deeper understanding of what has changed both physically and in planning processes since the CRC program ended in 2013.
 - High level conceptual design to better understand how investments might work within the built environment

GOAL: Moving forward with a focused list of representative transit investments to optimize

- ▶ The program is tasked with selecting a preferred transit investment that includes mode, alignment and possibly terminus this spring
- ▶ As we move closer to that goal, we need to narrow our focus to fewer representative transit investments that best balance outputs and discussions from the process to date
- ▶ Obtaining feedback on the early draft findings to help guide the winnowing process

Next steps

- ▶ Working to define the preferred transit investment for inclusion in the Locally Preferred Alternative and further study in the SDEIS
- ▶ Feedback on takeaways to inform winnowing
 - Mode
 - *BRT*
 - *LRT*
 - General Alignment
 - Other



Climate Program Overview

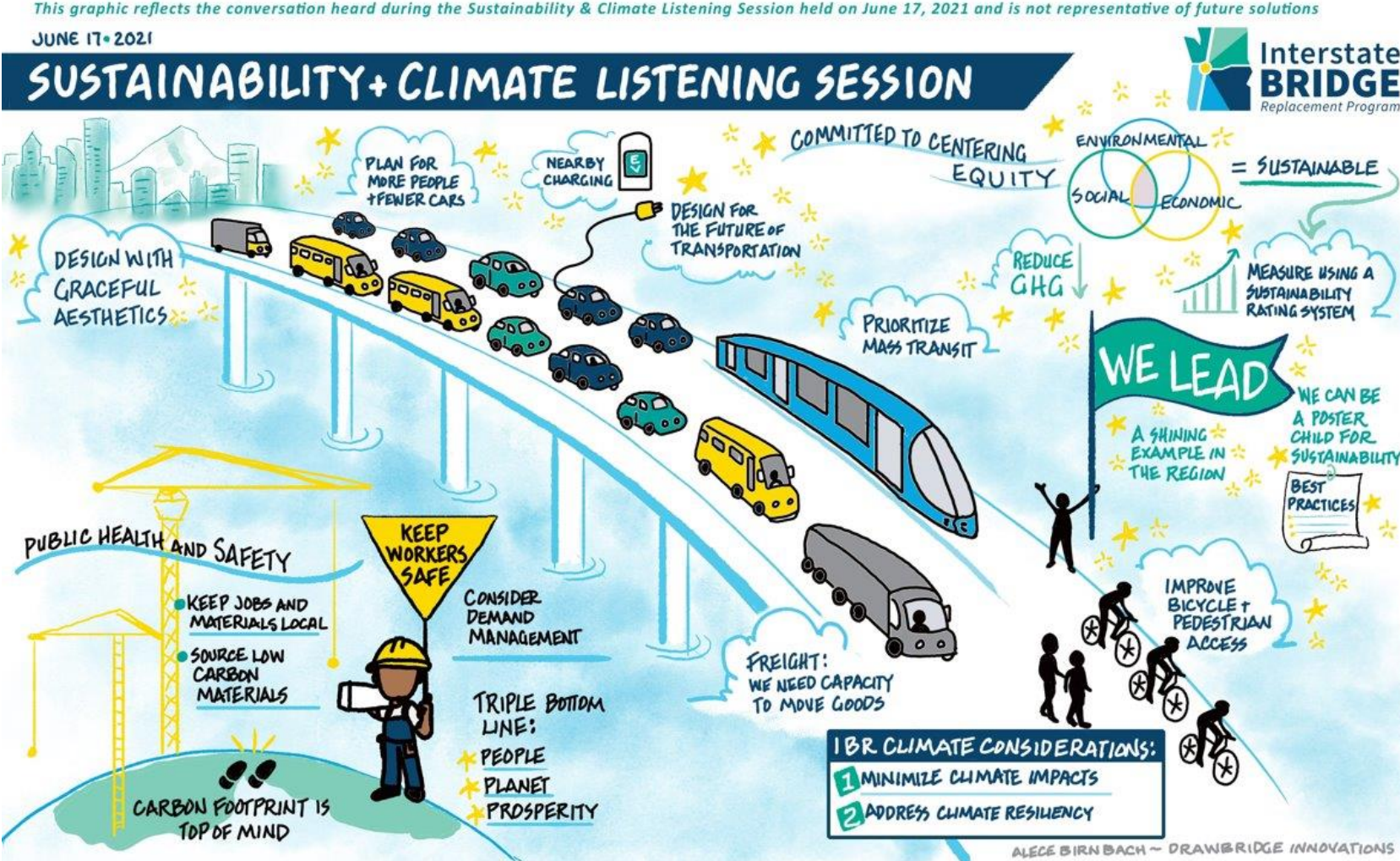
Mara Krinke | *IBR Climate Program Lead*

Executive Steering Group

April 7, 2022

How is the Program Engaging on Climate?

- ▶ Climate Technical Work Group
- ▶ Climate Listening Sessions
- ▶ Equity Advisory Group



Program Elements and Climate

- ▶ **Resilience and Adaptation**
- ▶ **Operations – Reduce GHG in Support of State Goals**
 - High capacity transit (dedicated guideway)
 - Variable rate tolling
 - Active transportation improvements
 - Safety and efficiency improvements
- ▶ **Construction – Minimize Embodied Carbon**
 - Multiple elements under consideration, from construction equipment emissions to materials

Measuring Climate Outcomes

▶ User Generated Greenhouse Gases

- Modeling based on traffic estimates
- Transit estimates and mode shift to transit
- Mode shift to active transportation

▶ Construction GHG

- Multiple elements under consideration, from construction equipment to materials
 - *Clean fuel considerations (e.g., Clean Air Construction Program)*
 - *Low-carbon footprint materials (e.g., steel, concrete)*

Program Phases

- ▶ **Design Refinement (now)**
 - Team building LPA and NEPA alternative with agency input
 - Tradeoffs and benefits evaluated for design options
 - Modeling of tolling and auxiliary lane configurations underway
- ▶ **Supplemental Environmental Impact Statement (2022-2023)**
 - Supplemental Draft and Final EIS
 - GHG estimates part of evaluation
 - Address resiliency, construction materials and practices
- ▶ **Final Design and Permitting**
 - Specification of methods, materials, sustainable and equitable business practices
- ▶ **Construction**

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 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

Confirmation of Upcoming Meeting Topics

- ▶ **April 21**

- Auxiliary Lanes
- Transit Options
- Scenarios

- ▶ **Early May (Proposed)**

- Introduction of the Program Recommendation for the Modified LPA

Thank you!