



Interstate
BRIDGE
Replacement Program



IBR Executive Steering Group Meeting

March 17, 2021

1:00 – 3:00 p.m.

www.interstatebridge.org

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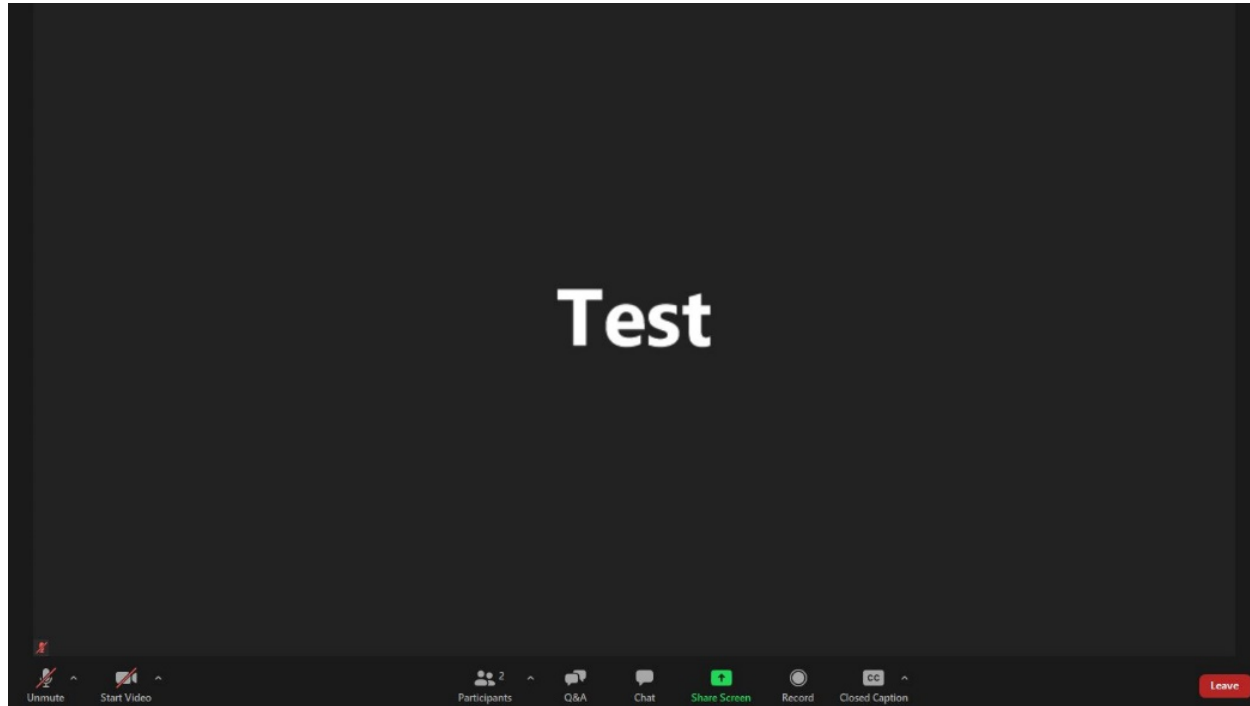
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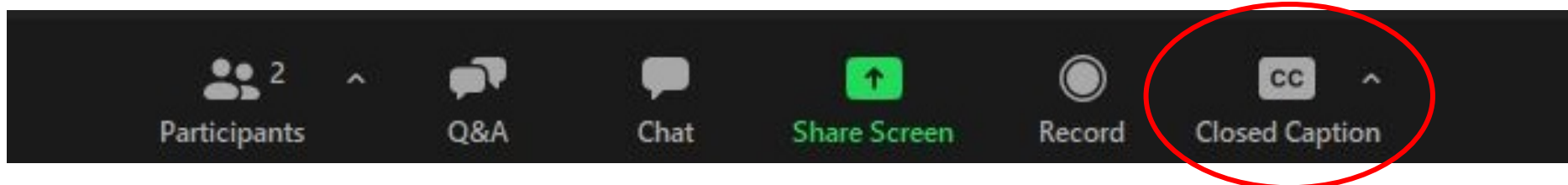
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Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ 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



Welcome, Introductions, and Brief Updates from Around the Region

- ▶ **Greg Johnson, Program Administrator**
 - Welcome
 - Updates since the February 17 ESG meeting
- ▶ **Executive Steering Group Members**
- ▶ **Deb Nudelman, Facilitator**

April ESG Meeting

New date and time:

- ▶ **Thursday, April 29**
8:00 – 10:00am
- ▶ **Calendar invites will be sent later today.**
- ▶ **Working on future meeting schedule, hope to confirm soon.**



Today's Ask: What are we asking for and why does it matter?

- ▶ Today we will be sharing a snapshot of progress in developing the Purpose and Need, Community Vision, Critical Objectives, and Values, including Community Engagement, EAG, and CAG input.
- ▶ We are seeking ESG members' initial input and feedback on the working draft document.
- ▶ IBR program will share a status update with the Bi-State Legislative Committee.
 - This update will include sharing ESG comments, concerns, and areas of alignment.
 - Your input is a valuable piece of sharing the regional perspective on IBR progress.
- ▶ Additional work to refine language and strive for consensus will happen in April and May.

Agenda

Time	Topic
1:00-1:15 pm	Welcome, Introductions, Proposed Agenda, and Updates
1:15-1:55 pm	Information and Feedback: Draft Purpose and Need Statement and Community Vision, Critical Objectives, and Values
1:55-2:35 pm	Input and Feedback: Draft Purpose and Need Statement and Community Vision, Critical Objectives, and Values
2:35-2:45pm	Opportunity for Public Input
2:45-3:00 pm	Confirm Upcoming Meeting Topics, Next Steps, and Summary
3:00 pm	Adjourn

Meeting Ground Rules

- ▶ Honor the agenda
- ▶ Listen to understand and ask questions to clarify
- ▶ Focus on the substance and content, soft on people and their style
- ▶ Seek common ground
- ▶ Provide a balance of speaking time





Draft Purpose and Need Statement and Community Vision, Critical Objectives, and Values

Greg Johnson, Program Administrator

Chris Regan, Environmental Lead

Advisory Group/Community Engagement Workflow

Updated
3/9/21

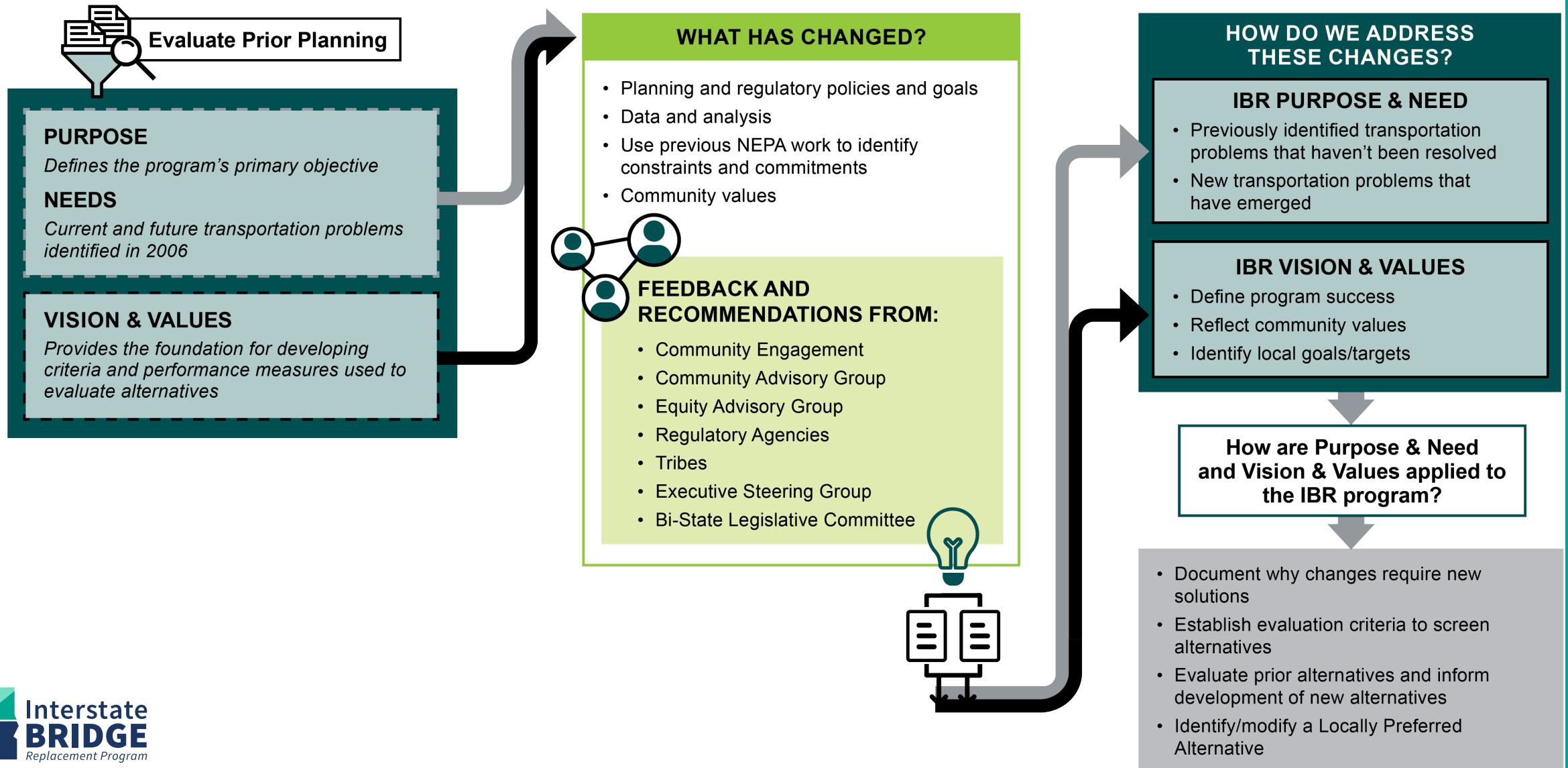
	Jan. - Feb.	March	April	May
Bi-State Legislative Committee		Milestone 		Milestone 
Advisory Groups (ESG, CAG, EAG) and Community Engagement	<ul style="list-style-type: none"> • CAG + EAG: Provide background information. • EAG: develop IBR program-specific definition of 'equity'. • Community: Seek broad, diverse, and inclusive input to update P&N and establish Community V&V. 	<ul style="list-style-type: none"> • IBR: Synthesize, reflect on input, integrate and coalesce new information. • IBR + ESG: Offer updated draft P&N and draft Community V&V for consideration by Bi-State Legislative Committee. • EAG: Develop Equity Framework and apply to P&N, V&V. 	<ul style="list-style-type: none"> • ESG: Incorporate feedback, seek alignment among interests, and confirm support from councils, commissions, and boards. • EAG: continued application of equity framework on updated draft P&N, and draft community V&V • CAG: Strive for consensus recommendation on updated draft P&N, and draft Community V&V. 	<ul style="list-style-type: none"> • ESG: Consider recommendation and strive for a consensus recommendation to submit to IBR program for presentation to Bi-State Legislative Committee.



Process for Updating Purpose & Need and Establishing Community Vision & Values

Updated
2/17/21

Gather feedback to update the Purpose & Need and establish community Vision & Values



Focus of P&N/V&V

▶ Draft Needs

- Seismic Vulnerability
- Congestion and Mobility
- Freight
- Transit
- Safety
- Deficient Bike/Pedestrian Facilities

▶ Draft Critical Objectives

- Equity
- Climate change

▶ Draft Community Values

- Quality of life
- Mobility, travel reliability, and congestion reduction
- Modal choice
- Safety
- Regional economy
- Environment
- Funding and cost-effectiveness
- Bi-state and local cooperation
- Community engagement

CAG and EAG Feedback

Key Themes Discussed:

- ▶ Bi-state cooperation
- ▶ Congestion
- ▶ Community cohesion
- ▶ Community engagement
- ▶ Equity
- ▶ Freight
- ▶ Funding/Cost
- ▶ Modal Choice
- ▶ Pedestrian/Bicyclists
- ▶ Safety
- ▶ Seismic
- ▶ Sustainability/Environmental Impacts
- ▶ Transit
- ▶ Workforce

CAG and EAG Feedback

- ▶ Provide definitions for terms like modal choice, travel reliability, etc.
- ▶ **Equity** – acknowledge the role equity plays in all values
- ▶ **Congestion** – recognize area’s role in *regional congestion*; plan for *full life of bridge* (~100 years) and maximize how we move people and goods; address *bottlenecks* rather than move them
- ▶ **Funding and Cost Effectiveness** – address concepts of *affordability*; recognize future funding challenges in our financing (e.g., gas tax is declining); create something sustainable and *future-proof*

CAG and EAG Feedback

- ▶ **Quality of Life** – recognize/protect/enhance community connection and cohesion; invest in the community; provide *unencumbered access to the river*
- ▶ **Modal Choice** – include statement: remove *barriers to access*
- ▶ **Regional Economy** – improve our community by engaging local technical colleges/trade schools to create a well-trained workforce and stress *economic empowerment*; acknowledge I-5 is the heart of an interstate trade corridor
- ▶ **Safety** – anticipate future needs (autonomous vehicles) and program technical resilience into design; safety to avoid congestion
- ▶ **Bi-state and Local Cooperation** – create common voice with all partners in program to improve outcomes

Updating Purpose and Need – Initial Compilation of Ideas

Seismic vulnerability increases risk of disrupted interstate travel

The Interstate Bridge consists of two spans, which were constructed in 1917 (northbound) and 1958 (southbound); both spans are seismically deficient. Scientific research over the past quarter century reveals Western Oregon and Washington are located in a region of high seismicity. Earthquakes from faults both near and far contribute to a level of seismic hazard that was not considered by designers of the Interstate Bridge.

As one of only two bridges across the Columbia River that connects the greater Portland area and Vancouver/Clark County, the Interstate Bridge provides a critical connection for people to access jobs and services, interstate commerce, and freight movement. The Interstate Bridge's vulnerability to failure in an earthquake presents a risk of severe disruption to the region, particularly to those who depend on the bridge as their primary route, including residents that would be isolated on Hayden Island, as well as in emergency response and region recovery. Replacing the structures with a resilient bridge will go far to support a healthy community, environment, and economy.

Exhibit 2. Soils liquefied and caused the collapse of the Million Dollar Bridge, Copper River, Alaska, during the M9.2 1964 Good Friday

Seismic deficiencies of the Interstate Bridge

- The structures lack the ductility of similar, modern bridges. Ductility allows a structure to move back and forth without catastrophic failure and is an important defense against collapse. The trusses, towers, and piers of the Interstate Bridge are brittle elements, and simply do not have the ability to move without ripping apart.
- Both bridge spans are supported by hundreds of timber piles that sit within loose sand that will liquefy during a strong earthquake (CRC 2006). In such an event, sandy, saturated soils become fluid-like and unstable, causing the piles to sink and move horizontally.
- The combined effect—settlement and lateral movement—would prove devastating to the bridge spans, likely triggering their collapse even if the bridge managed to somehow survive the shaking mentioned above. *Exhibit 2* shows an example of such a collapse.

Updating Purpose and Need – Initial Compilation of Ideas

Traffic congestion limits mobility and travel reliability while contributing to greenhouse gas emissions and inequity of transportation costs

[...] The increased number of cars using the corridor and idling vehicles sitting in congestion conditions contribute to increasing greenhouse gas emissions. The Oregon Governor's executive order signed in March 2020 directs the state to take actions to reduce greenhouse gas emissions 45% below 1990 levels by 2035 and 80% below 1990 levels by 2050. The Washington RCW 70A.45.020 directs the state to take actions to reduce greenhouse gas emissions 45% below 1990 levels by 2030 and 95% below 1990 levels by 2050.

Congestion on I-5 leads to increased traffic and safety concerns on local roads. This reduces travel reliability as regional I-5 traffic detours to local arterials on both sides of the river, such as Martin Luther King Jr. Boulevard, Interstate Avenue, Main Street, and other city streets. Due to the duration of congestion on I-5, some travelers and freight trucks detour to the longer, alternate I-205 route across the Columbia River. Still, the I-5 corridor is the roadway of choice for many travelers in the area due to its convenient location and proximity to jobs, commerce, housing, ports, and other popular destinations.

The longer the distance of travel in congestion, the greater delay in reaching destinations, increased exposure to emissions, and reduced travel reliability. As affordable housing becomes scarcer, people experiencing low income have moved farther away from major job centers in the region, which lengthens distances traveled, increases time spent commuting to work or obtaining services, and introduces greater risks of job insecurity with less travel reliability. Inequity occurs as those experiencing low income more often have greater transportation costs compared to other travelers that can afford housing closer to job centers thereby reducing the time spent in congestion.

Recent demographic trends

- Median gross rent has increased 35% in Portland and 31% in Multnomah County compared to 22% in Vancouver and 24% in Clark County between 2000 and 2019 (adjusted for inflation) (US Census 2000: 2015-19 ACS)
- The black, indigenous and people of color (BIPOC) population has grown 20% in Portland and 29% in Multnomah County compared to 60% in Vancouver and 62% in Clark County between 2000 and 2019 (US Census 2000: 2015-19 ACS)
- Median household income has increased 15% in

Updating Purpose and Need – Initial Compilation of Ideas

Congestion reduces current public transit service reliability and limited infrastructure hinders efficient transit connectivity

Due to limited facilities to support bi-state public transit connectivity and reliability within the program area, a number of economic markets are not well served. These limitations complicate and reduce strategies to implement climate actions. In addition, those who rely most heavily on public transit, including individuals experiencing low-income, people with disabilities, people of color, young people, and older adults, face barriers to accessing living wage jobs, health care, education, and other essential services.

Travel times for public transit using general purpose lanes on I-5 in the program area are expected to increase substantially by 2040. Growing congestion in the corridor reduces public transit service reliability and travel speed, which can discourage reliance on transit and increases overall transportation costs for people seeking more affordable housing and living wage jobs. Southbound bus travel times in 2019 were up to four times longer during parts of the morning peak period compared to off-peak periods. Northbound bus travel time <TBD>.

Infrastructure to support efficient access, connections and movement of transit is lacking in the program area. Key transit infrastructure is needed to promote and encourage local, regional and state climate actions and to provide equitable access to transportation options.

Defining Critical Objectives

“Critical objectives must be met to deliver a successful program. How these objectives influence program delivery, community engagement, alternatives development, analysis of impacts and benefits, and development of mitigation strategies are listed below.”

Critical Objective: Equity

- ▶ Commit to equity of both outcomes and processes throughout the delivery of the program.
- ▶ Ensure meaningful access to program activities, jobs, and benefits for historically marginalized communities.
- ▶ Seek equitable distribution of transportation costs associated with the program.
- ▶ Strive to ensure access to program benefits while minimizing impacts to historically marginalized and underserved communities, including neighborhoods adjacent to the program area.
- ▶ Consider historical impacts to black, indigenous, and people of color (BIPOC) as well as economically vulnerable populations when determining equitable outcomes for the program
- ▶ Engage historically marginalized communities to ensure program design reflects cultural context and area history.
- ▶ Provide meaningful opportunities for women and minority owned firms, including Disadvantaged Business Enterprises in all procurement.
- ▶ Minimize displacements within communities of concern through design.
- ▶ Enhance transportation and public transit access to jobs, services, affordable housing and housing choice relevant to historically marginalized communities.

Critical Objective: Climate Change

- ▶ Support federal, state and local directives and planning goals related to climate resiliency; consider forecasted climate conditions such as future potential of rising river levels, increased flood risk, and other conditions into the design and construction of the locally preferred alternative.
- ▶ Support federal, state and local directives and planning goals to reduce greenhouse gas emissions associated with inefficient use of transportation infrastructure, congestion and idling while increasing active transportation facilities and public transit capacity.
- ▶ Incorporate greenhouse gas reduction strategies throughout every phase of program delivery, including materials, construction methods, and future performance (energy demand) to minimize carbon impact.
- ▶ Provide modal choices for cross-river travel and emphasize mobility and managing demand to reduce greenhouse gas emissions in the program area.
- ▶ Adapt to technological advances in energy saving and other sustainable practices.
- ▶ Increase and enhance natural areas, tree canopies, and landscaped areas.

Next Steps

- ▶ Today's conversation is critically important to us to learn about and hear your feedback.
- ▶ Looking forward, we will provide input to the Bi-State Legislative Committee and hear their feedback on progress.
- ▶ Upcoming touch points with the CAG, EAG, and through further analysis of our Community Engagement feedback.
- ▶ Continuing conversations on substantive and technical issues, heading towards alignment for the region.
- ▶ We will bring back further refined work product at the April meeting.



Community Conversations

Purpose and Need, Vision and Values

Lisa Keohokalole Schauer, Strategic Communications

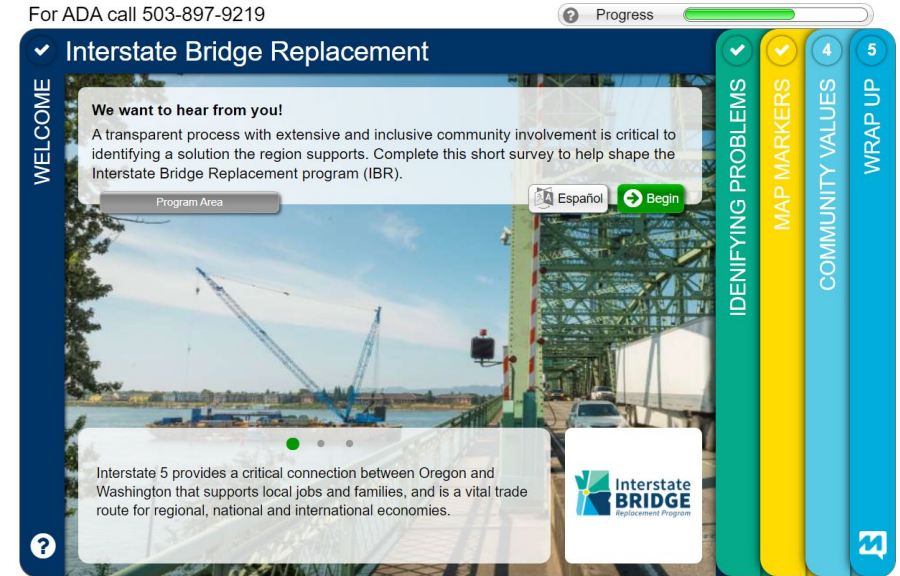
Initial Engagement Summary
Preliminary Survey Findings

Engagement + Outreach

- ▶ **Online Open House**
- ▶ **Interactive Survey**
- ▶ **Community Briefing Events**
- ▶ **Program Website**
- ▶ **Social Media**
 - Instagram
 - Facebook
 - Twitter
 - YouTube
- ▶ **Direct Stakeholder Engagement**
 - Organization Outreach
 - Multicultural Outreach
 - Public Comments
- ▶ **Advisory Group Input**
 - Executive Steering Group
 - Equity Advisory Group
 - Community Advisory Group
- ▶ **Listening Sessions**
 - Communities of Concern
 - Youth (ages 16 - 24)

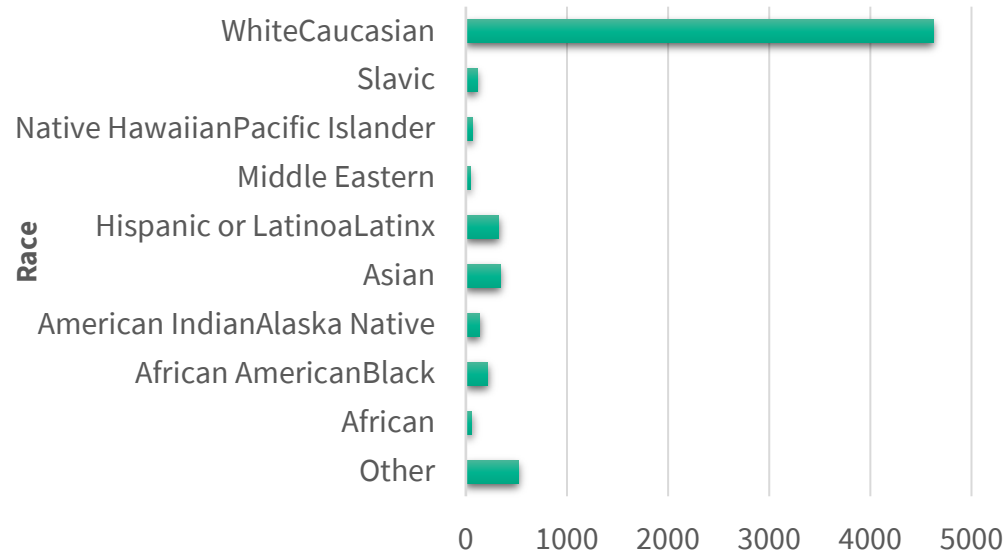
Interactive Survey Participation

- ▶ **9,155** total survey participants
 - 78 Spanish survey participants
 - 58 Vietnamese survey participants
- ▶ **14,470** total comments received
 - 374 Spanish comments
 - 234 Vietnamese comments
- ▶ This survey is an opt-in survey that provides a window into a broad variety of perspectives from around the region.
- ▶ This survey is not...
 - Reflective of open-ended survey comments
 - Statistically significant within a margin of error
 - Demographically representative of the program area (race, ethnicity, income)
 - Inclusive of extensive input from the houseless community or those members of the community without internet access

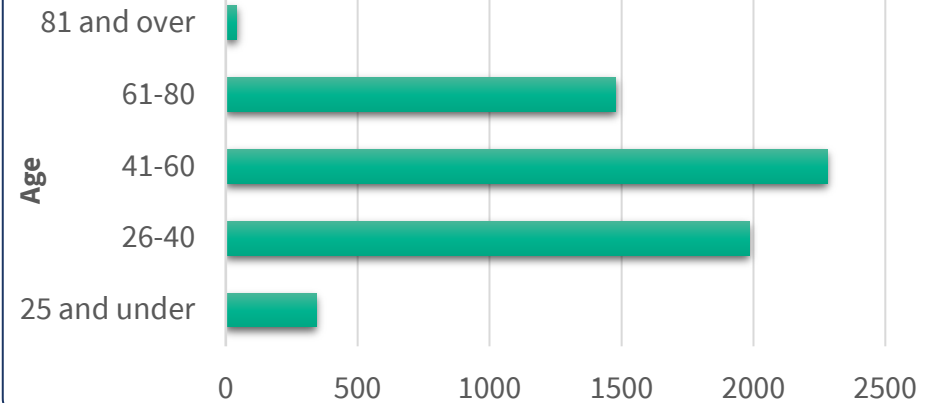


Participation Demographics: Age, Race, Income

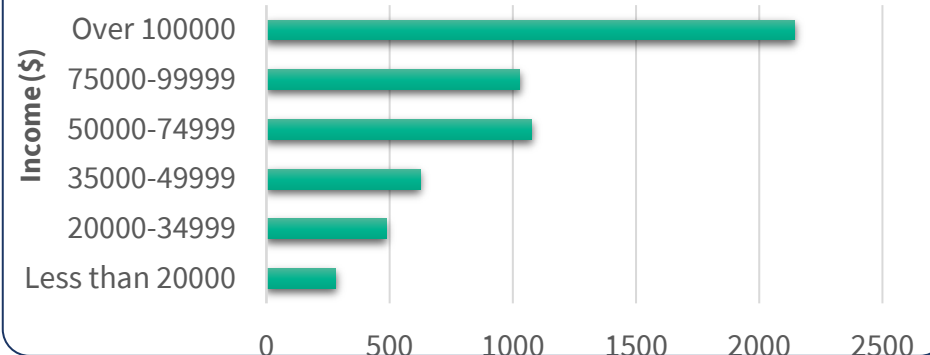
How would you describe your race?



What is your age?



What is your household income?

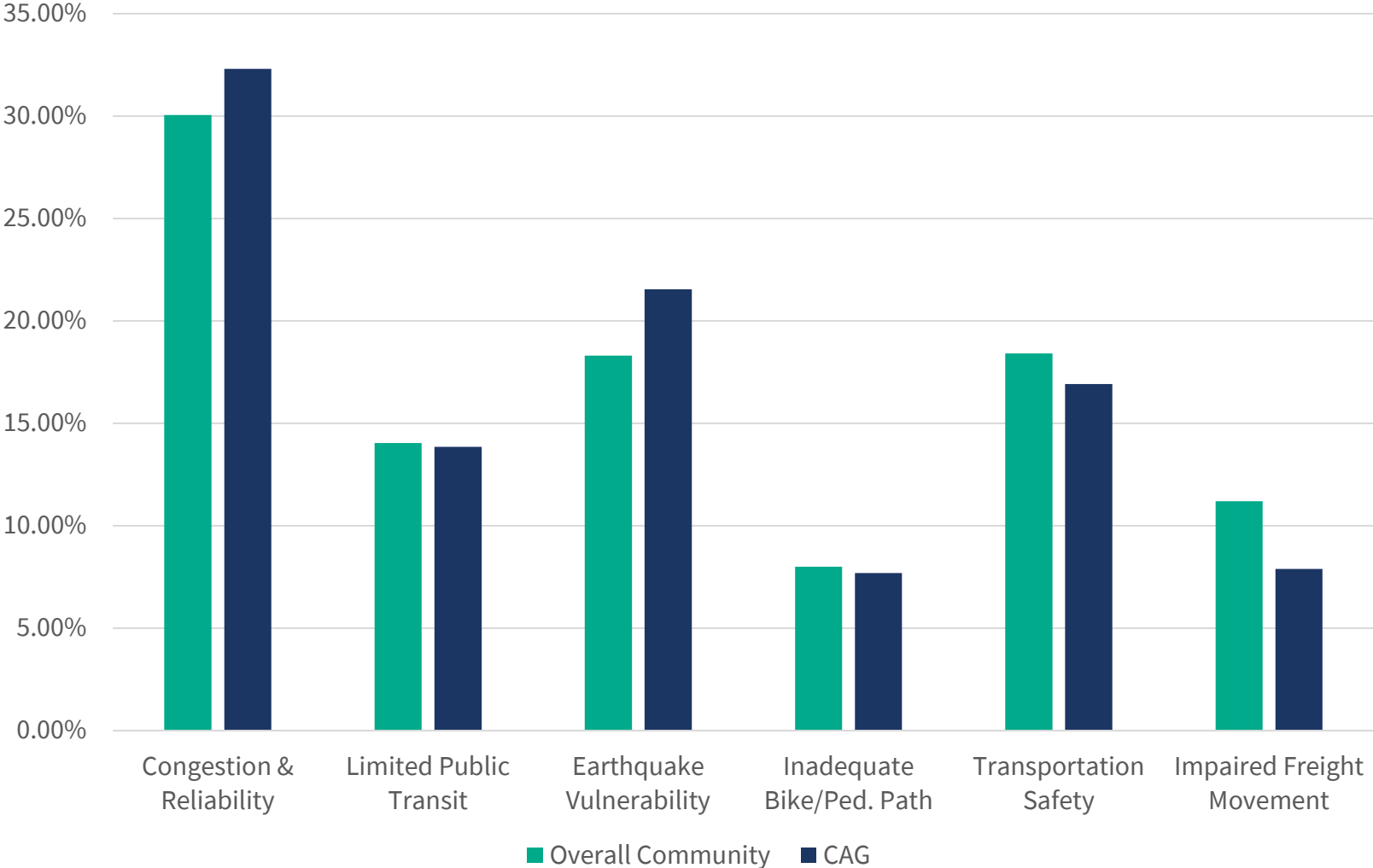


TOTAL PARTICIPANTS: 9,291

- Age - 6,128 participants
- Race - 6,442 respondents
- Income - 5,641 respondents

Transportation Problems Priority Ranking

Survey participants were asked to rank the top three transportation problems they experience with the Interstate Bridge. They were also allowed to select other and provide a write-in a response. Given the differences in the scale of responses this chart reflects input converted to percentage for each group.



Community Value Priorities

Survey participants were asked to identify opportunities and benefits for our community and share values most important to them. They were asked to select the top three priorities within each of these identified values: equity, environment, safety / reliability, cost / funding, transit / multimodal, economy / community.

▶ Value: Commitment to Equity

- A strong focus on transportation for low-income travelers, people with disabilities and non-drivers
- Minimizing impacts on neighboring communities

▶ Value: Environment

- Protect fish, wildlife and associated habitats
- Protect water quality

▶ Value: Safety and Reliability

- Less time sitting in traffic (vehicle or transit)
- Make sure the bridge is earthquake-ready

▶ Value: Cost and Funding

- Utilize previous planning work to maximize past investments and support efficient decision making
- Limit funding options (such as tolling) that will directly impact users

▶ Value: Transit and Multimodal

- Extend LRT across the bridge
- Provide public transit options that are direct routes between Portland and Vancouver/Clark County

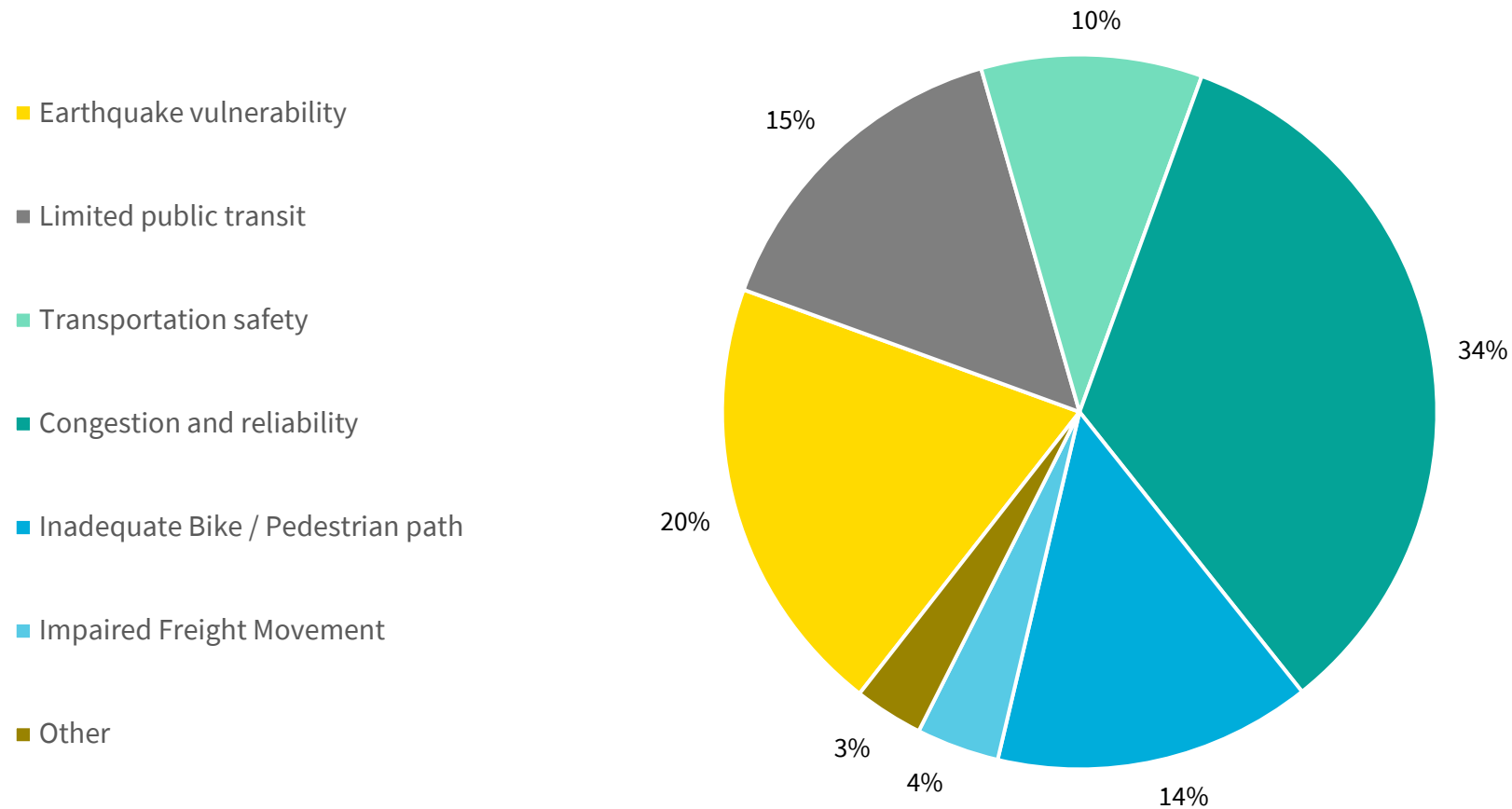
▶ Value: Economy and Community

- Prioritize future generations transportation needs and priorities
- Support the efficient movement of goods/services along the coast

Community Briefing Events: Purpose & Need feedback

195 TOTAL LIVE PARTICIPANTS

Q: What are the problems you experience with the Interstate Bridge?

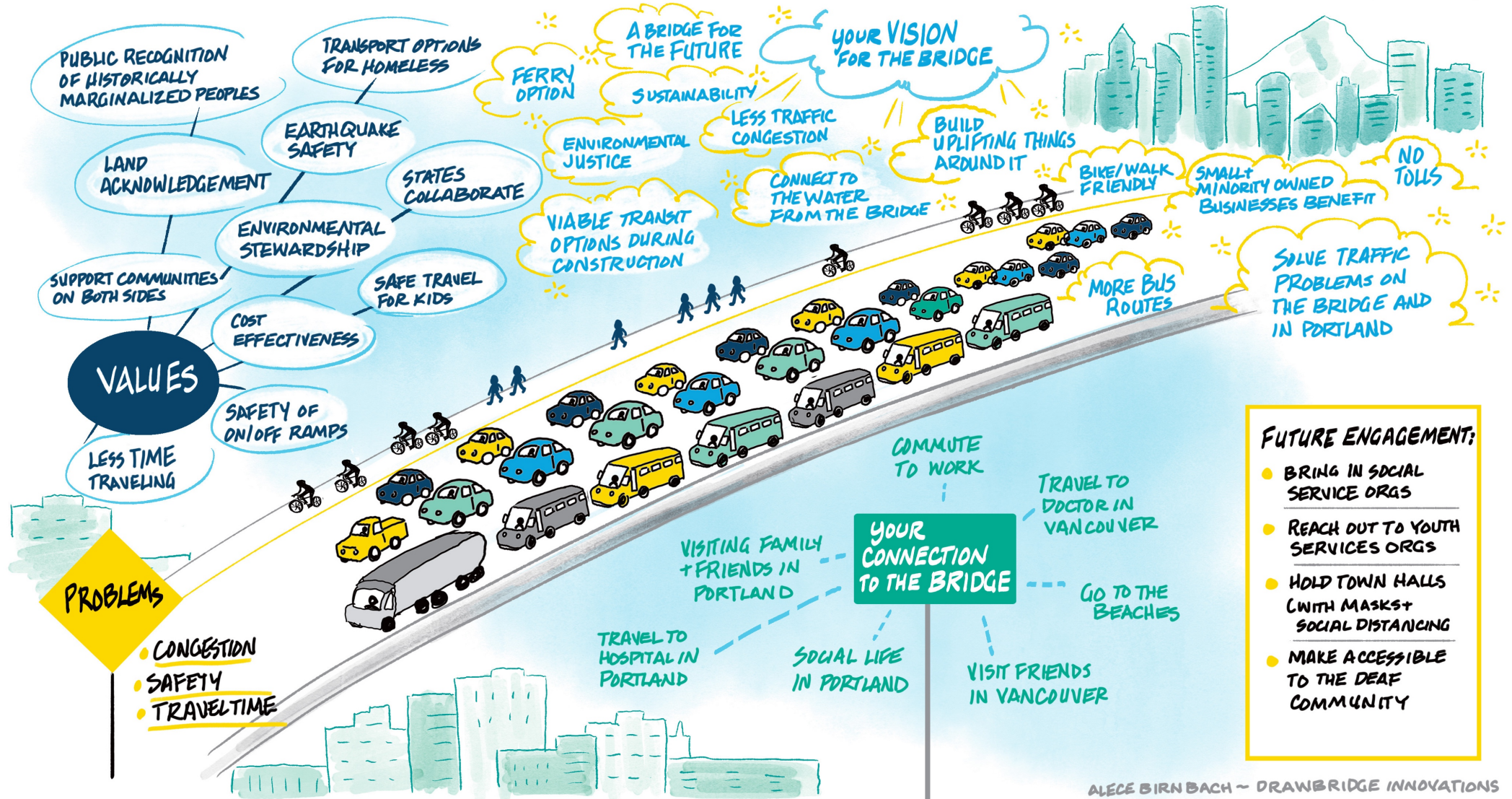


*This graphic reflects the conversations heard during two listening sessions with communities of concern held on March 11, 2021 and are not representative of future solutions

MARCH 11 • 2021



ELEVATING THE VOICES OF EQUITY FOCUS GROUP

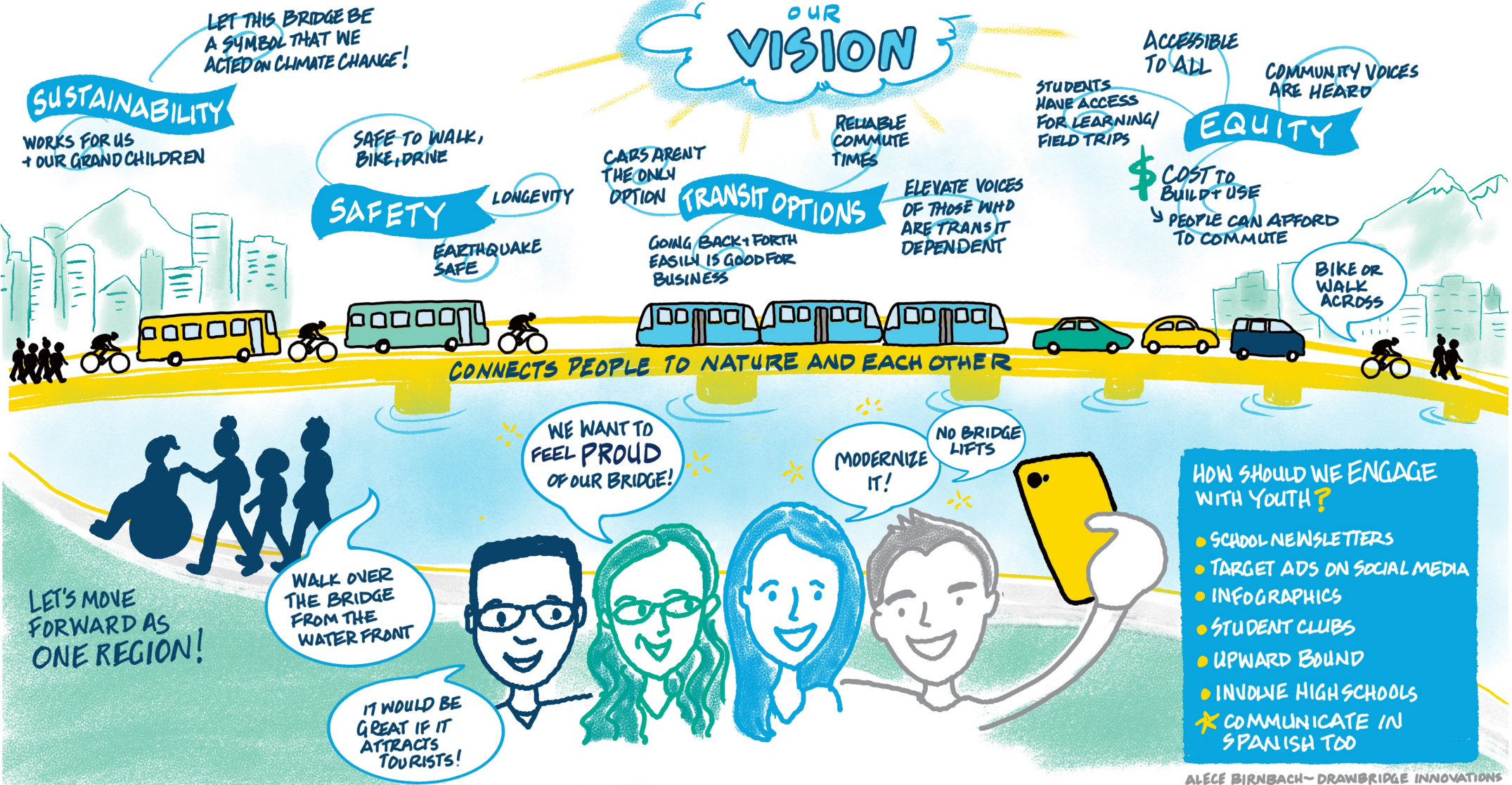


**This graphic reflects the conversations heard during two listening sessions with Youth (16 – 25) held on March 15, 2021 and are not representative of future solutions*

MARCH 15 • 2021



YOUTH LISTENING SESSION



ALECE BIRNBACH - DRAWBRIDGE INNOVATIONS

We are listening. Preliminary findings.

▶ Purpose & Need

- Widespread agreement the previously identified problems still exist today, with the following consistently identified as the highest concerns:
 1. *Congestion + reliability*
 2. *Earthquake vulnerability*
 3. *Addressing safety concerns*
- Additional priorities identified for consideration:
 - *Considerations of greenhouse gases, the climate and environment*
 - *Commitment to equity, underrepresented and underserved communities*

▶ Vision & Values

- Ensuring the bridge is safe
- Working together as a region
- Ensuring accessibility and easy transit options
- Creating an iconic and cost-effective bridge
- Remembering and sharing our regional history
- Building a modern bridge for the next 100 years
- All modes can exist safely together on the bridge

▶ Bridge Design

- Majority of comments focused on solutions such as bridge design, transit mode choice, and ideas for improving highway and interchange configurations, bicycle and pedestrian paths, and freight mobility
- This feedback will be valuable as the program advances into the alternatives development stage

▶ Community Engagement

- Provide opportunities for meaningful engagement and voices to be heard
- More virtual or in-person events
- Utilize surveys to seek feedback
- Work with community-based organizations to get the word out
- Recognize surveys and events may not be effective in reaching the houseless community or underrepresented populations

Next Steps

▶ March / April

- Continue reviewing and synthesizing open-ended responses
- Community Engagement Report - mid-April
 - *Summary of feedback received through various forms of outreach*
- Continued community outreach (ongoing)
 - *Neighborhood Associations*
 - *Community Based Organizations*
 - *Listening Sessions*

▶ Summer 2021

- Screening Criteria / Alternatives Development
- Targeted community engagement opportunities



Equity Advisory Group Update

Johnell Bell, Chief Equity Officer

Since the last update

March 8, 2021 Meeting

- ▶ Received an update on community engagement activities and online open house results
- ▶ Reviewed a draft Equity definition and provided initial feedback
 - Encouraged us to be **aspirational** in our language, while making sure that language can translate into real, **measurable outcomes**
- ▶ Reviewed equity-focused language in the first draft Purpose & Need and Equity Critical Objective
 - The group needs more time to digest and provide feedback, but first impressions were that we need to make sure we focus on **impacts to people**, including potential **economic benefits**

*This graphic reflects the conversations heard during the Equity Advisory Group held on March 8, 2021 and are not representative of future solutions

MARCH 8 • 2021



EQUITY ADVISORY GROUP MEETING



ALECE BIRNBACH • DRAWBRIDGE INNOVATIONS

Next Steps for EAG

Near-term work:

- ▶ Continuous improvement of **processes** to ensure the group can be successful
- ▶ Refine and adopt **Equity definition**
- ▶ Develop **Equity Framework** (with Equity definition as the foundation) to help guide program decision-making in a way that centers equity
- ▶ Begin to discuss potential **metrics/screening criteria**

Next meetings:

- ▶ March 29, 5:30-7:30pm
- ▶ April 19, 5:30-7:30pm

Members of the public are invited to observe with an opportunity for public comment. Meeting details available at: www.interstatebridge.org/get-involved

Community Advisory Group Update

Ed Washington, CAG Co-Chair

Lynn Valenter, CAG Co-Chair

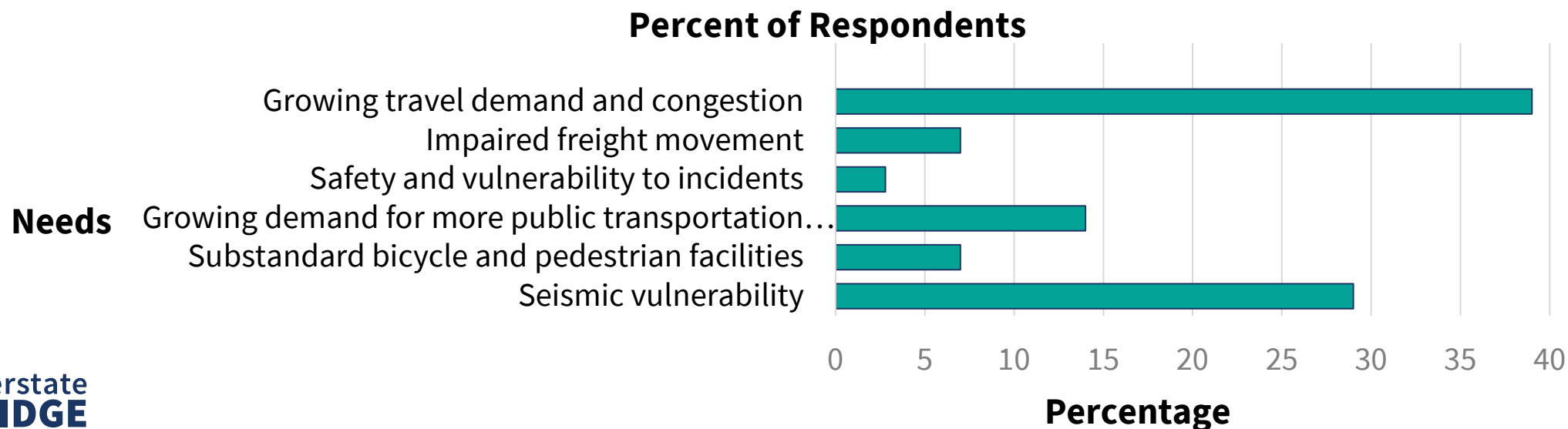
Community Advisory Group (CAG)

Themes on Purpose & Need + Vision & Values work session from CAG meeting on 2/24:

- ▶ Growing travel demand and congestion is the problem the program most needs to address
- ▶ Emphasis on designing a program that meets future community needs
- ▶ Seismic vulnerability is the second most critical problem in the program area

“The best bridge is the bridge that gets built”

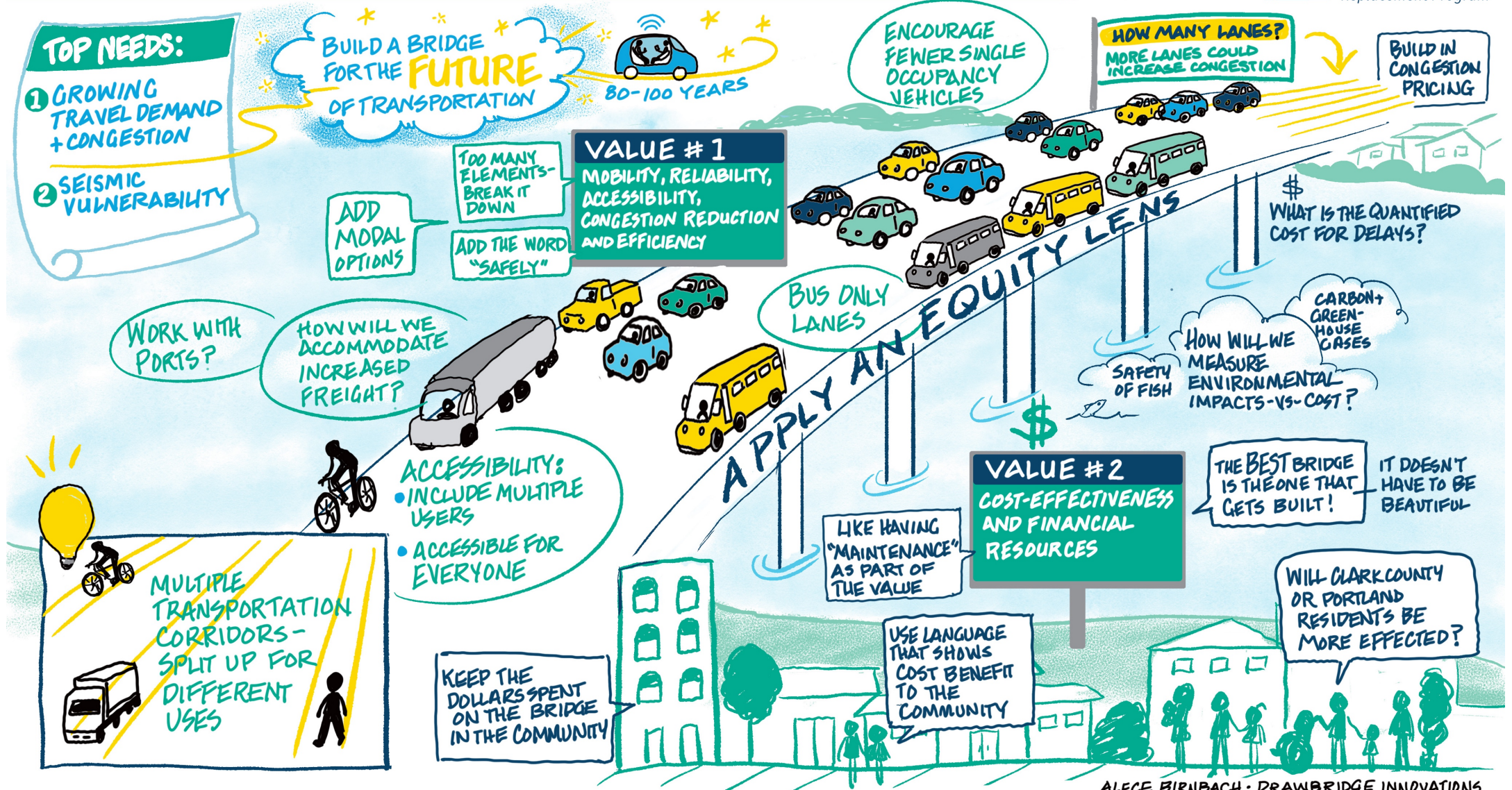
Sam Kim, Community Advisory Group Member



**This graphic reflects the conversation heard during the Community Advisory Group held on February 24, 2021 and are not representative of future solutions*

FEBRUARY 24, 2021

COMMUNITY ADVISORY GROUP MEETING



ALECE BIRNBACH · DRAWBRIDGE INNOVATIONS

Community Advisory Group (CAG)

Summary of ranked priority values from March 10 breakout session:

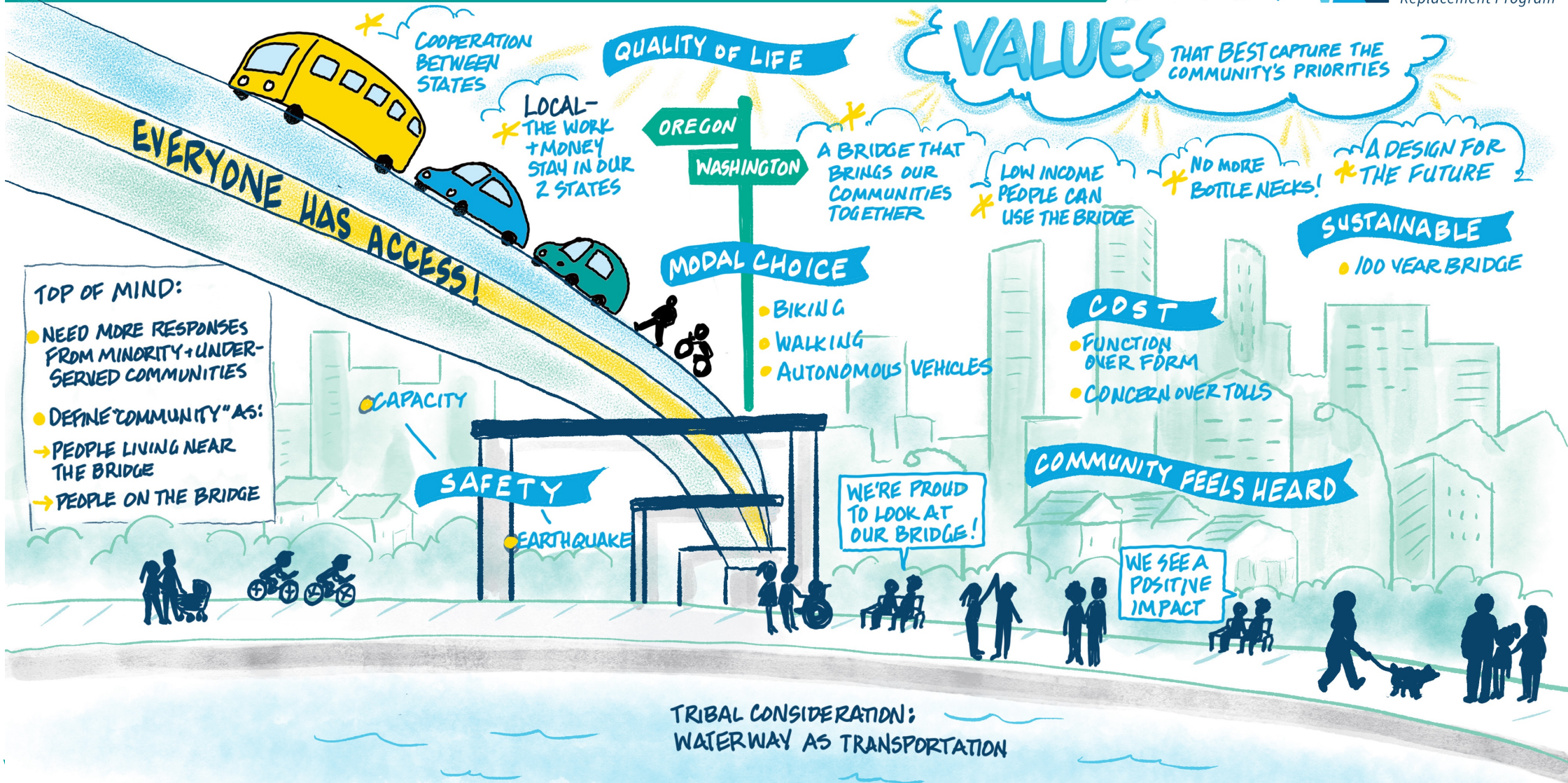
- ▶ 1. Safety
- ▶ 2. Community Voice
 - Community wants to see where their impact is being made
 - Be heard, kept up to date, equity, quality of life for community on both sides of bridge
- ▶ 3. Mobility, Travel Reliability, Congestion
- ▶ 4. Cost
 - Now and in the future
 - Effective spending, spending responsibly (bi-state cooperation)
- ▶ 5. Multi-Modal
- ▶ 6. Accessibility
 - Work, cultural sights, entertainment, pedestrian
- ▶ 7. Sustainability
 - Through the life-cycle of the bridge, maintenance and repair

*This graphic reflects the conversation heard during the Community Advisory Group held on March 10, 2021 and are not representative of future solutions

MARCH 10 • 2021



COMMUNITY ADVISORY GROUP MEETING



Next Steps (CAG)

▶ **March 24**

- Review CAG Charter / Meeting Agreements
- Review latest Purpose & Need draft
- Starting in April CAG will meet once per month vs. two times per month

▶ **April 28**

- Review final Purpose & Need, Vision & Values
- Seek consensus on final charter

▶ **May 26**

- Begin screening criteria / alternatives development

Questions, Input, and Feedback

Input and Feedback

Remember, this is a snapshot of where we are in the process.

- ▶ How does the initial working draft document resonate and begin to meet interests?
- ▶ Where are you starting to see commonalities and alignment?
- ▶ What areas may need more work and where might differences exist?
- ▶ What are some ideas or suggestions to help overcome differences?

Desired Outcome: What messages do you want to share with the IBR program to communicate to the Bi-State Legislative Committee about progress related to the Draft Purpose and Need Statement and Community Vision, Critical Objectives, and Values document?



Opportunity for Brief 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

Next Steps, Action Items, and Summary



- ▶ April ESG meeting date: **Thursday, April 29, 8-10am**. Additional meetings to be confirmed soon.
- ▶ Confirm upcoming meeting topics:
 - ▶ Updates and input from Bi-State Legislative Committee
 - ▶ Report out on CAG, EAG, and Community Engagement activities
 - ▶ Further refine Draft Purpose & Need Statement and Community Vision, Critical Objectives, and Values
 - ▶ Hear initial feedback from commissions/boards/councils
- ▶ Review action items and summary



Thank you!