



Interstate
BRIDGE
Replacement Program



Equity Advisory Group

October 21, 2024

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Subtítulos disponible en Inglés y Español

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<https://ibr.news/captions>

Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ If you experience technical difficulties, please contact program staff at: **(360) 329-6744**

EAG Public Input Instructions

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



Meeting Agenda

Time	Topic
5:30 p.m.	Welcome and Icebreaker
5:40 p.m.	Program Update
5:55 p.m.	Section 106 Presentation
6:15 p.m.	Draft SEIS Presentation
6:45 p.m.	Community Benefits Presentation and Discussion
7:15 p.m.	Public Comment
7:25 p.m.	Closing

Icebreaker

- ▶ Name + pronouns
- ▶ Affiliation
- ▶ Icebreaker: If you could have an animal sidekick, what animal would it be?



Program Update

Ray Mabey, Assistant Program Administrator

Recent Activities

- ▶ **Section 106 Public Comment Period**
 - Oct. 18 – Nov. 18, 2024
- ▶ **Draft SEIS Public Hearing and Open Houses**
 - Oct. 15 – Vancouver
 - Oct. 17 – Portland
- ▶ **Bi-State Legislative Committee**
- ▶ **Virtual Draft SEIS Public Briefing**
- ▶ **Joint Oregon and Washington Transportation Commission Meeting**
- ▶ **Community Event Tabling**
 - St. Johns Farmers Market
 - Vancouver Farmers Market
 - Bridgeton Neighborhood Association Annual Meeting
 - Dia de los Muertos



Recent Activities (cont.)

▶ Recent Presentations

- TriMet Board
- Metro Exposition Recreation Commission
- Washington County Chamber of Commerce
- RTC Board
- City of Portland Freight Committee
- Portland Metropolitan Chamber of Commerce
- City of Vancouver Planning Commission
- City of Portland Bicycle Advisory Committee
- Identity Clark County Board
- City of Vancouver Parking Advisory Committee
- Westside Economic Alliance
- Oregon Association of Minority Entrepreneurs
- City of Vancouver Parks and Recreation Advisory Commission
- Professional Business Development Group
- City of Vancouver City Center Redevelopment Authority
- JPACT
- City of Portland Design Commission
- Association of General Contractors



Accessing the Draft SEIS

- ▶ **The document is available now and accessible by all community members**
 - Adheres to ADA standards
 - Online search function to easily locate specific information
 - Executive Summary is interpreted into multiple languages
- ▶ **View the Draft SEIS document, Executive Summary and technical reports online at:** www.InterstateBridge.org/DraftSEIS
- ▶ **Hard copies are available for in-person review:**
 - IBR office: 500 Broadway, Suite 200, Vancouver
 - Vancouver City Hall: 415 W 6th Street, Vancouver
 - Vancouver Community Library: 901 C Street, Vancouver
 - The Charles Jordan Community Center: 9009 N Foss Ave, Portland
 - The Portland Building: 1120 SW Fifth Ave, Portland
- ▶ **Two recent virtual public briefings on the content in the Draft SEIS and public comment period: Oct. 1 and Oct. 9**

How to Provide Public Comment

- ▶ **Comment through Nov. 18 using one of these methods:**
 - Submit a web-based form at www.InterstateBridge.org/DraftSEIS
 - Email a comment to DraftSEIS@InterstateBridge.org
 - Send a comment to the IBR office through the mail
 - 500 Broadway, Suite 200, Vancouver WA 98660
 - Call the IBR office to leave a verbal comment at 866-IBR-SEIS (427-7347)
 - Comment at virtual public hearings
- ▶ **Comments can be provided in your native language.**
- ▶ **Upcoming virtual public hearing events:**
 - Draft SEIS Virtual Public Hearing — Oct. 26 (12:00 pm) & Oct. 30 (6:00 pm)

Visit the IBR calendar for a full list of and information about attending briefings, opening houses, public hearings, and other events: www.interstatebridge.org/calendar



We want to hear your comments!

- ▶ Comments provide feedback that helps the Program refine design options, update technical analysis and inform the Final SEIS.
- ▶ Comments should be specific to information you learned or read within the Draft SEIS.
- ▶ When sharing an opinion on design options or the analysis, provide information from the analysis that helped form that opinion.
- ▶ For a comment to be included as part of the formal record, it must be submitted in one of the official ways.
- ▶ Comments submitted through social media and informal conversations will not be recorded as formal comments.
- ▶ To ensure the administrative record accurately and completely reflects the documentation received during the public comment period, written comments should not include any hyperlinks to outside materials or information. Any materials or information you wish to have considered should be included within the submitted comment.
- ▶ Attachments to e-mails must be specifically referenced in the comment text, including specific citations to page number and passage from the attachments.
- ▶ All audio/video attachments must be transcribed or submitted via the Draft SEIS voicemail line.



Section 106 Presentation

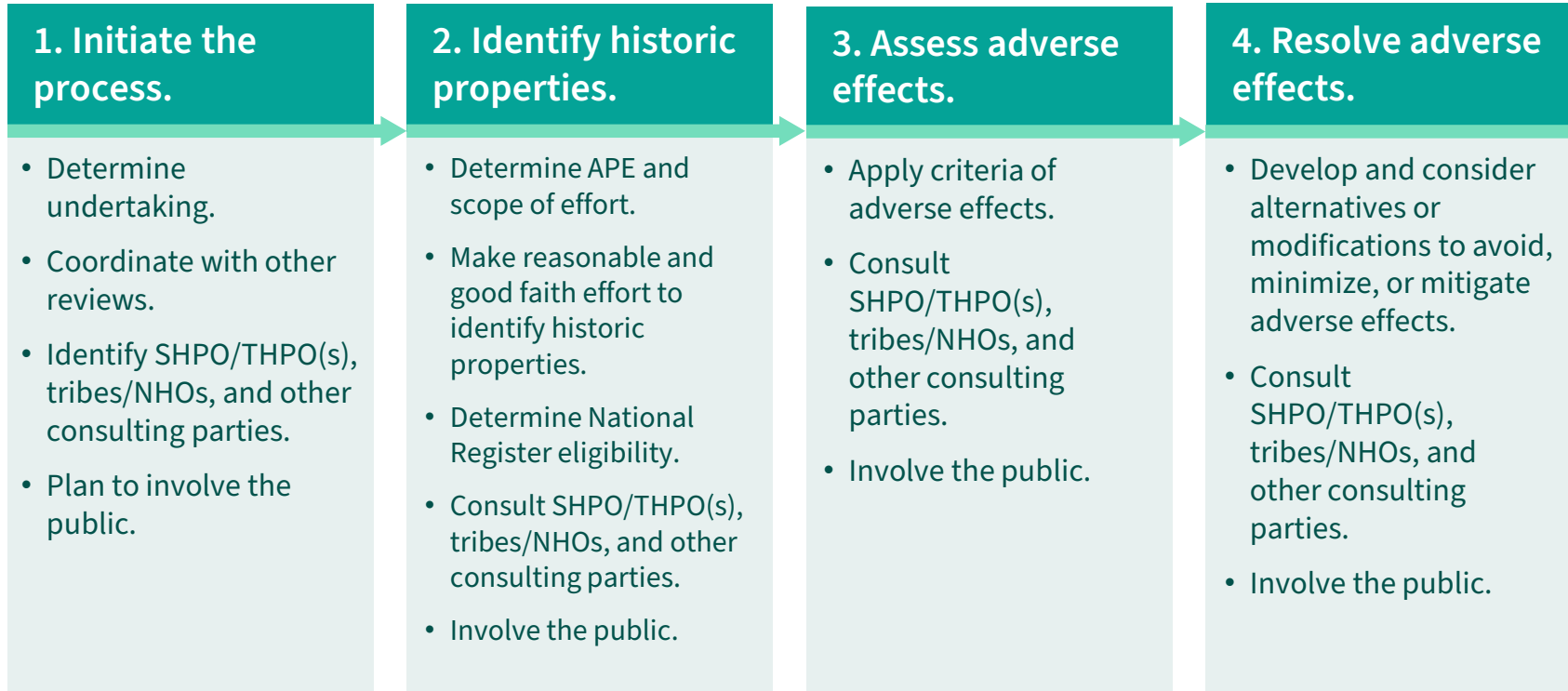
Hayli Reff, Cultural Resources Program Manager



Section 106 Historic Properties

- ▶ A requirement of the National Historic Preservation Act.
 - A separate law from NEPA that IBR must comply with.
 - Like NEPA, it establishes a process for evaluating effects within the Area of Potential Effect (APE).
 - Determinations of Eligibility (DOE) and Findings of Effect (FOE) documents will be published for public comment.
 - Relates specifically to historic properties and cultural resources.
 - *Includes any "precontact" or historic district, site, building, structure, or object such as artifacts, records and remains.*
- ▶ The Section 106 comment period runs separately, yet parallel to the Draft SEIS public comment period.
 - Section 106 public comment period lasts 30 days
 - Begins Fall 2024

Key Steps in the Section 106 Process



Area of Potential Effect



Section 106 Eligibility and Effects

- ▶ **Section 106 Determinations of Eligibility (DOEs)**
 - There is one document for each above-ground historic property identified.
 - The determination analyzes whether the historic property is eligible for listing in the National Register of Historic Places (NRHP) and why.
- ▶ **Section 106 Findings of Effect (FOEs)**
 - There is one document for each historic property that was determined eligible for listing in the National Register of Historic Places.
 - Possible findings:
 - Adverse Effect
 - No Adverse Effect
 - No Effect
- ▶ **Consultation with Section 106 consulting parties occurred prior to finalizing determinations.**
- ▶ **All documents have been concurred with by the Oregon State Historic Preservation Office or the Washington Department of Archaeology and Historic Preservation.**

Next Steps

- ▶ **The IBR program will be seeking feedback from the public on Section 106 Determination of Eligibility (DOE) and Finding of Effect (FOE) documents this fall.**
- ▶ **Consider mitigation strategies for known adverse effects.**
- ▶ **Establish a project-level Programmatic Agreement to include:**
 - Roles and responsibilities of the agency and the consulting parties.
 - Agreed-upon measures to resolve adverse effects.
 - Processes for the phased identification and evaluation of historic properties.
 - Protocols for involving stakeholders in consultation as effects are identified and resolved.
- ▶ **Consult with the public on the draft Programmatic Agreement.**
 - Anticipated in early 2025.

Section 106: How to Participate

- ▶ **Section 106 Determinations of Eligibility and Findings of Effect: Fall 2024**
 - Learn more in the Cultural Resources online open house
 - Submit a web-based form
 - Email a comment
 - Send a comment through the mail
- ▶ **IBR will provide various ways to provide comments as the Section 106 comment period approaches, and there will be information on the website.**
- ▶ **Comments do not have to be in English, and the program will accommodate accessibility, ADA, and other needs.**

Section 106 Resources

- ▶ **IBR Cultural Resources Page**

- <https://www.interstatebridge.org/cultural-resources-open-house>

- ▶ **Advisory Council on Historic Preservation: An Introduction to Section 106**

- <https://www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106>

- ▶ **FHWA Section 106 Tutorial**

- https://www.environment.fhwa.dot.gov/env_topics/section_106_tutorial/Default.aspx



Draft SEIS Presentation

IBR Environmental Team



Transportation Findings

Ryan LeProwse, Transportation Team



Existing Safety Conditions

I-5, Ramps and Ramp Intersections within IBR Study Area

1,780 crashes

5-year study (2015-2019)

7 fatal crashes

3 rear-end

2 pedestrians

2 fixed-object

17 serious injury crashes

6 rear-end

4 side-swipe

2 Overturn

2 Turning

1 Angle

1 Fixed Object

1 Other

See **Chapter 3.1** for more information



Expected Safety Outcomes in IBR Program Area Roadways in 2045

No-Build Alternative

28%
**Increase in
Crashes
from 2019**

Modified LPA with one auxiliary lane compared to the No-Build Alternative

13%
**Crash
Reduction**

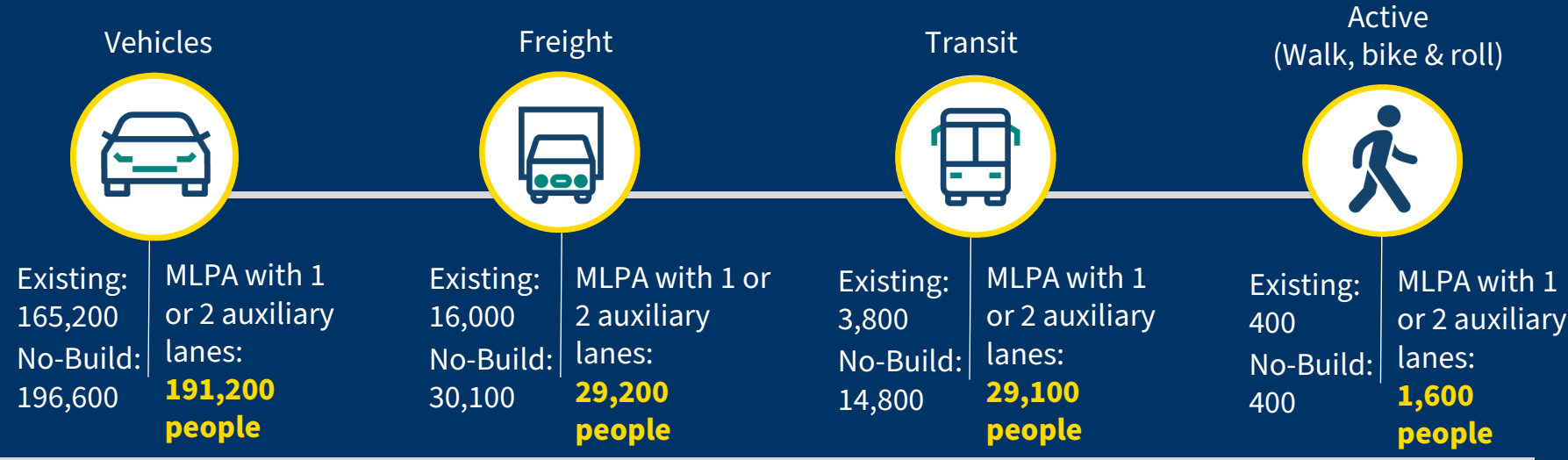
Modified LPA with two auxiliary lanes compared to No-Build Alternative

17%
**Crash
Reduction**

See **Chapter 3.1** for more information

Average Daily Person Trips on I-5 Columbia River Bridges

The Modified LPA — with one or two auxiliary lanes — increases person throughput in 2045 while reducing vehicle miles traveled and number of vehicles using I-5.



Total Person Throughput =
 Existing (2019): **185,400** | No-Build: **241,900** | MLPA with 1 or 2 auxiliary lanes: **251,100**



Average Weekday Vehicle Trips on I-5 Columbia River Bridges

Existing Conditions
(2019)

143,000

No-Build (2045)

180,000

**26% more
compared to
Existing Conditions**

Modified LPA with
one or two auxiliary
lanes (2045)

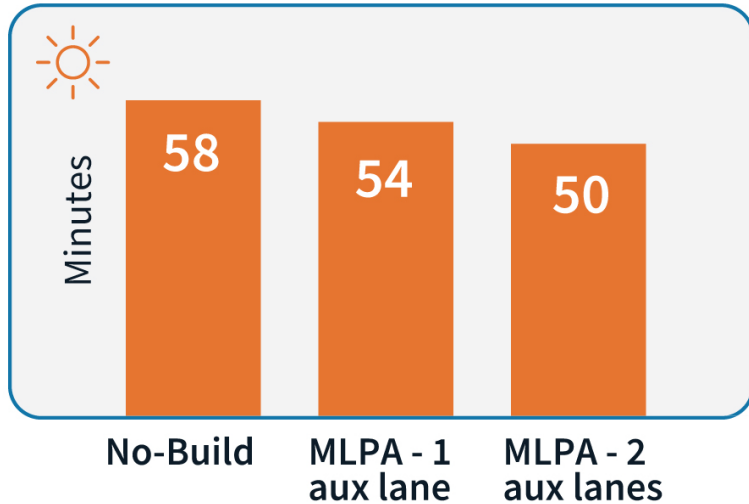
175,000

**3% less compared to
No-Build Alternative**

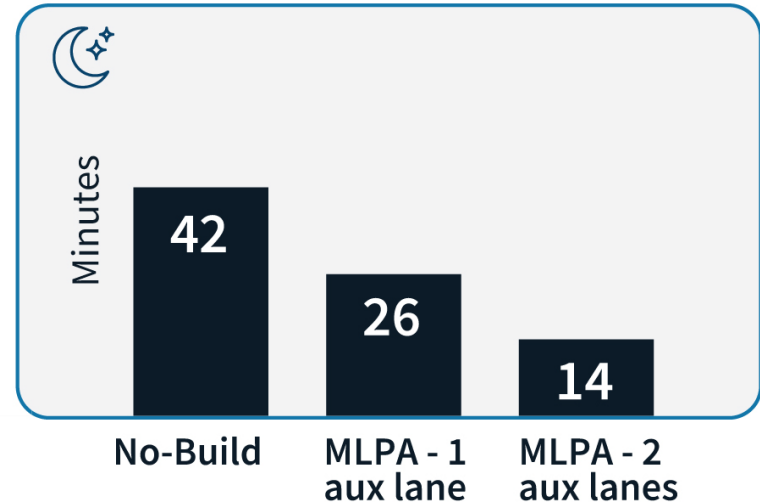
Travel Times - Vehicles

Travel times are calculated as trips between the I-5/I-205 interchange near Salmon Creek and the I-5/I-405 interchange in North Portland during weekday two-hour peak in the year 2045. Southbound (AM) and northbound (PM) travel times decrease under both Modified LPA options as compared to the No-Build.

Southbound AM 6 am - 10 am



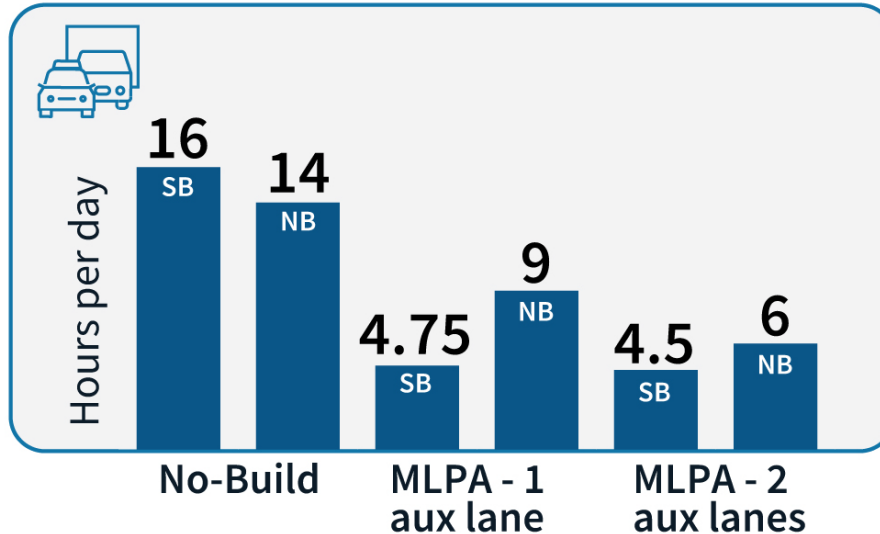
Northbound PM 3 pm - 7 pm



Hours of Daily Congestion at the I-5 Columbia River Bridges

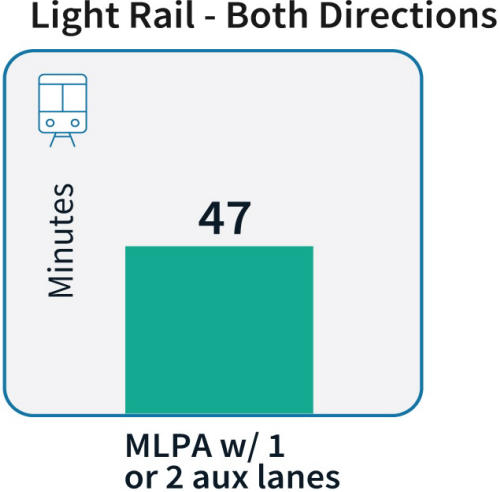
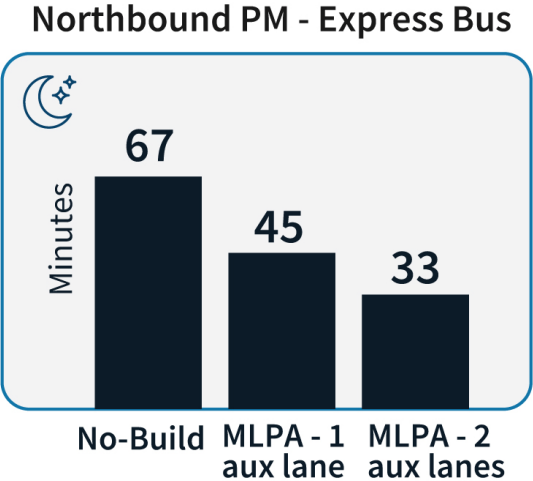
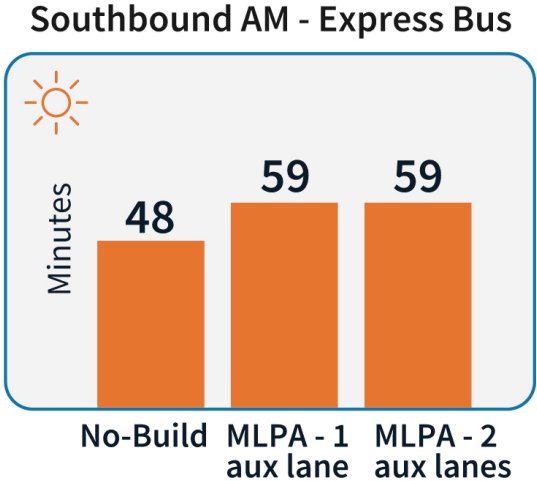
Number of hours in a weekday that congestion (speeds under 45 mph) is expected to occur northbound (NB) and southbound (SB) at the new Columbia River bridges in the year 2045. Southbound and northbound hours of daily congestion decrease under both Modified LPA options as compared to the No-Build.

Congestion at Interstate Bridge in 2045



Transit Total Travel Times

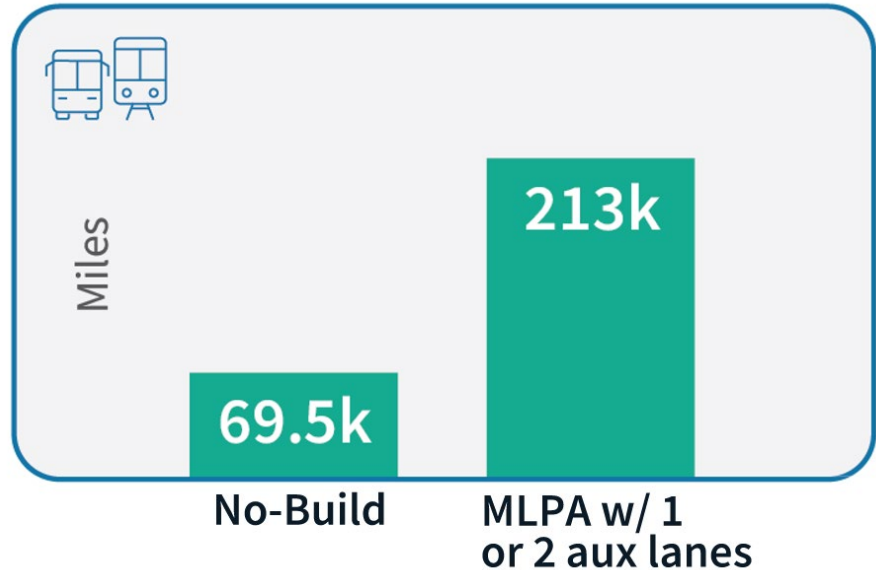
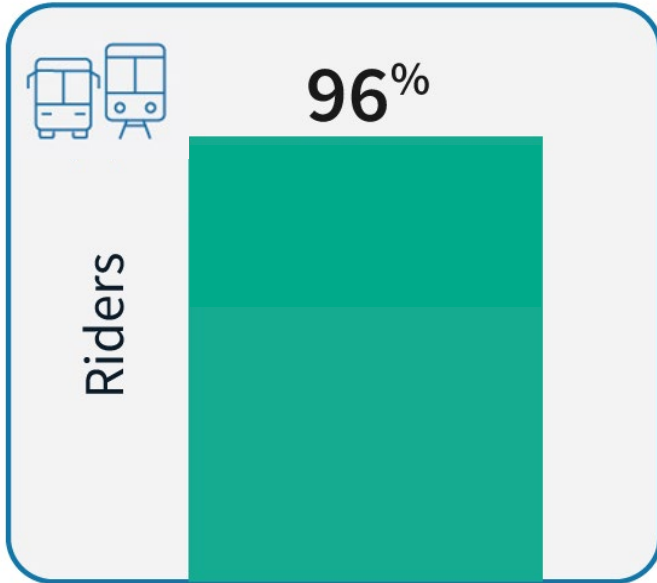
Average travel times (including 10-minute walk access on either end of trip) by transit between downtown Vancouver and Pioneer Courthouse Square in downtown Portland in the year 2045 on weekdays.



Transit Ridership & Passenger Miles

Increase in transit riders across the new I-5 Columbia River bridges from 14,800 transit riders with the No-Build Alternative to 29,100 transit riders with the Modified LPA (all options) in 2045.

Average weekday passenger miles on C-TRAN Express Bus and Yellow Line LRT in 2045.





Community Findings

Rebecca Steiner, Environmental Team

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), requires federal agencies to analyze the “disproportionately high and adverse” environmental effects resulting from federal actions on minority and low-income populations.

- ▶ **Impacts and benefits to EJ populations are similar to those for the general population:**
 - Increased access to high-capacity transit and active transportation, and reductions in vehicle travel time
 - Increased job access due to faster travel times
 - Improved air quality
 - Increased traffic and noise impacts from construction
- ▶ **Impacts that would be disproportionately high and adverse:**
 - Costs associated with tolling
 - Residential and business displacements in high-priority and meaningfully greater EJ areas
 - *I-5 Westward Shift: Additional residential and business displacements in EJ areas*
 - Potential impacts to cultural resources

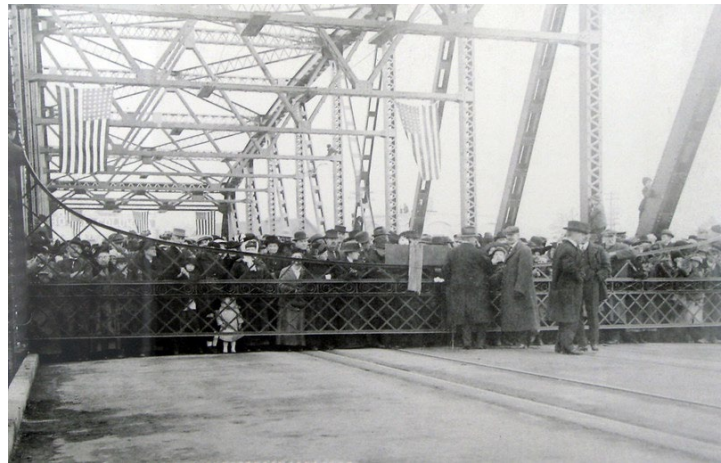
Cultural Resources

► Summary of Potential Effects to Archaeological Sites in the APE

- 12 of the 15 previously recorded archaeological sites in the APE are located within the Modified Locally Preferred Alternative (LPA). These sites have the potential to be impacted by construction-related physical ground disturbance.

► Summary of Identified Adverse Effects to Historic Built Environment Resources

- The Modified LPA would result in adverse effects to 12 historic built environment resources, including:
 - *7 properties in Washington*
 - *3 properties in Oregon*
 - *2 interstate properties*





Environment Findings

Emma Johnson, Environmental Team

Climate Change

The Modified LPA would have the following benefits and impacts to climate change compared to the No-Build:

- ▶ Increased mode share of low- and zero-emission modes (transit, active transportation)
- ▶ Lower energy consumption and GHG emissions in 2045 due to reduced Vehicle Miles Traveled and increased mode shift consistent with national, regional and state goals
 - No Build:
 - 14,349,500 (weekday vehicle miles travelled)
 - 11,440 (metric tons of CO2 exhaust emissions per day from roadway operations)
 - Modified LPA:
 - 14,270,500 (weekday vehicle miles travelled)
 - 11,409 (metric tons of CO2 exhaust emissions per day from roadway operations)
- ▶ Improvements in climate resilience with materials and design

Ecosystems

- ▶ Under the Modified LPA, bridge removal and replacement would result in direct permanent impacts to sensitive aquatic habitats in the Columbia River and North Portland Harbor.
- ▶ While a specific mitigation has not yet been developed yet, two mitigation sites are being evaluated to offset natural resource impacts. These sites would be approved by federal, state, and local regulatory agencies.

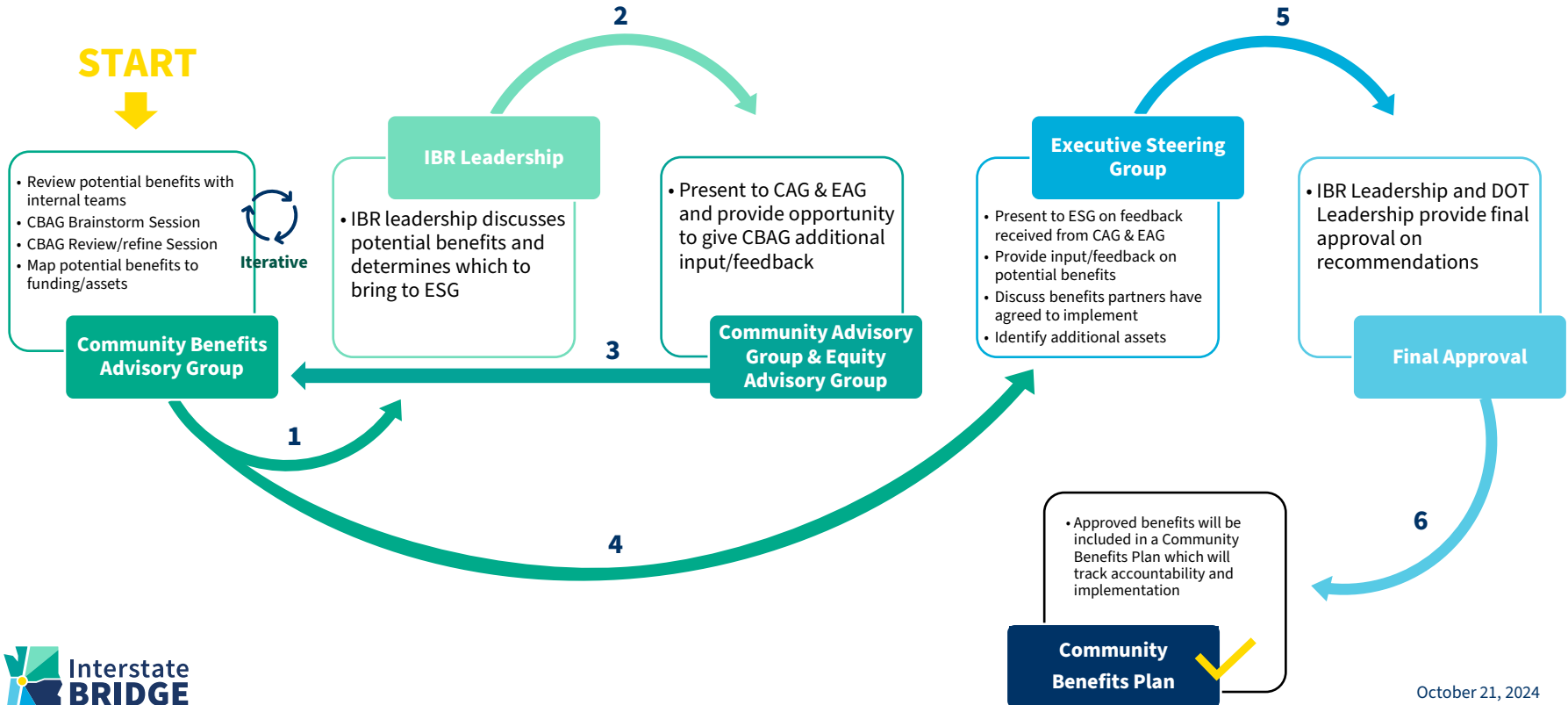




Inform/Consult Session on IBR Community Benefits Avoid Further Harm

Emilee Thomas-Peralta, Equity Team

IBR Benefits Approval Process



IBR Equity Objective

- ▶ **Avoid Further Harm: Actively seek out options with a harm-reduction priority rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.**

Potential Community Benefits Recommendations

► Avoid Further Harm:

- Have collaborative conversations with landowners and consulting tribes to maintain access to the river for Native communities throughout construction
- Require contractors to perform foundation inspections/videos on specific properties (as defined by each specific work activity) prior to construction to establish baseline conditions for determining whether any subsequent impacts are caused by IBR construction
- Increase public transit services and explore alternative routes to mitigate transportation impacts to transit riders, walkers, bikers, rollers, and people using mobility scooter during construction, including the implementation of shuttle buses and additional bus routes along the impacted routes in the cities of Vancouver and Portland.

Potential Community Benefits Recommendations

▶ Avoid Further Harm:

- Develop a proactive communication plan for before and during construction to keep the public informed of potential impacts such as noise, route closures, other mobility impacts, etc.
 - *To include communication for transit/mobility impacts as soon as possible, as well as messaging to homeless service providers*
- Establish a comprehensive process for community members to voice concerns and report negative impacts, potentially including an online platform and/or hotline where community members can report issues and receive timely responses, ensuring a commitment to responsiveness and due diligence to reach resolution. Consider exploring the use of AI.

Potential Community Benefits Recommendations

► Avoid Further Harm:

- The real estate process, including eminent domain (which is a last resort) and outreach must include considerations for language access and culturally specific and relevant services.
- Identify funds for direct impact mitigations resulting from construction.
- Develop comprehensive strategies and funding options with the program and other partners that can be implemented to address the relocation and housing needs of people experiencing unsheltered homelessness affected by the program.
 - *-Explore partnerships and funding options with agencies providing culturally specific services focused on equity priority communities and those who conduct street outreach and engagement for housing placement.*

Potential Community Benefits Recommendations

► Avoid Further Harm:

- Minimize impacts on small businesses during construction, particularly those on Hayden Island, to avoid extended closures
- Explore opportunities for replacing removed trees early in the process in consideration of timing for planting and maturation
- In line with existing procurement policies, ensure there are opportunities for representation of equity priority communities in the RFP review process to avoid and address potential biases

Discussion

- ▶ Are these recommendations in line with the EAG Equity Framework Principles from your perspective?

EAG Public Comment

EAG Comment Instructions

- ▶ Through Zoom:
 - ▶ Please use the link located in the meeting description on the YouTube meeting page or on the IBR EAG meeting webpage.
 - ▶ Commenters will be allowed to turn on their webcams, but will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ By phone:
 - ▶ Dial 253-215-8782
 - ▶ Meeting ID: 986 0940 5983
 - ▶ Passcode: 701376
 - ▶ Dial *9 to raise your hand
 - ▶ Dial *6 to unmute yourself
- ▶ The facilitator will call on participants to provide comment
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.



or



EAG Comment Instructions

Please see www.interstatebridge.org/draftseis for the ways to submit official public comment on the Draft Supplemental Environmental Impact Statement.



To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to **info@interstatebridge.org** with “**EAG Public Comment**” in the subject line.
- ▶ Call **888-503-6735** and state “EAG 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 advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

Wrap up

- Meeting evaluation
- Next meeting: November 18, 5:30 – 7:30pm