



Interstate  
**BRIDGE**  
*Replacement Program*



# ESG Meeting

October 21, 2024

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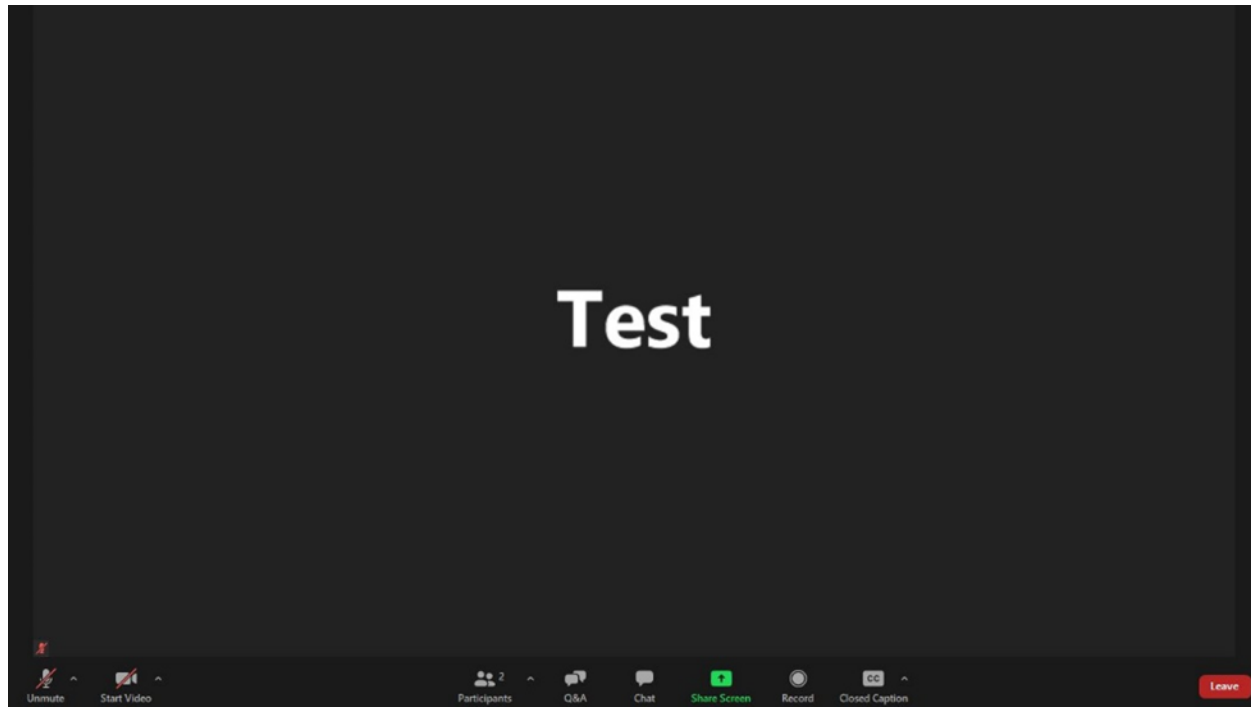
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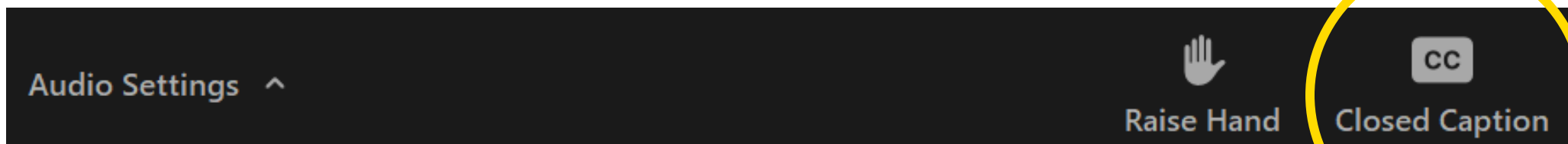
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# Webinar Participation Tips

- ▶ 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) 931-5839**

# Public Input to ESG Instructions

- ▶ There will be an opportunity to provide brief public input to ESG later in the meeting today.
  - *If you are looking to provide public comment on the Draft Supplemental Environmental Impact Statement, please visit [www.interstatebridge.org/draftseis](http://www.interstatebridge.org/draftseis) for the ways to submit official public comment.*
- ▶ **To submit input after the meeting:**
  - Email comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “ESG Public Comment” in the subject line.
  - Call 888-503-6735 and state “ESG Public Comment” in your message.



# 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
9:30—9:50 AM	Welcome <ul style="list-style-type: none"><li>• Introductions and Updates</li></ul>
9:50—10:00 AM	Program Update
10:00—10:45 AM	Draft SEIS & Public Comment Opportunities
10:45—11:10 AM	Community Benefits Advisory Goup (CBAG) Update
11:10—11:25 AM	Public Comment
11:25—11:30 AM	Next Steps

# Program Update

Greg Johnson, IBR Program Administrator



# Recent Activities

- ▶ **\$1.499B FHWA Bridge Investment Program grant announced**
  - Event with FHWA Administrator Bhatt, Sen. Murray, Sen. Cantwell, and Rep. Gluesenkamp Perez
  - Joined by local, state and federal officials including tribal leadership, program partners, legislators, Building Trades and labor representatives
- ▶ **Bridge tour with FTA Administrator Veronica Vanderpool**
- ▶ **Participated in roundtable with Rep. Larsen and Rep. Gluesenkamp Perez**



# Recent Activities Cont.

- ▶ **Draft SEIS Public Hearing and Open House Events**
- ▶ **Bi-State Legislative Committee Meeting**
- ▶ **Engagement:**
  - Bridge and program area tours
  - Advisory groups
  - Tabling at community events, fairs and festivals
  - Walking tours
  - Equity Roundtable
  - Virtual public briefings
  - Neighborhood Associations
- ▶ **Presentations:**
  - OAME
  - Westside Economic Alliance
  - Identity Clark County Board
  - Portland Metropolitan Chamber of Commerce
  - RTC Board
  - WA County Chamber of Commerce
  - Metro Exposition Recreation Commission
  - TriMet Board
  - Oregon Concrete & Aggregate Producers Association
  - City of Portland: Technical Advisory Committee, Freight Committee, Bicycle Advisory Committee
  - WA Aggregates and Concrete Association
  - Greater Vancouver Chamber of Commerce
  - AASHTO Design Committee
  - C-TRAN Board
  - City of Vancouver: Urban Forestry Commission, Downtown Redevelopment Authority, Planning Commission, Culture, Arts and Heritage Commission, Parking Advisory Committee
  - Assoc of Women & Minority Businesses (WA)
  - Asphalt Producers Association of Oregon
  - Business Leaders Regional Transportation Summit
  - ASCE Conference

# Joint Commission Meeting for I-5 Bridge

- ▶ An I-5 Bridge Bi-State Tolling Subcommittee was set up with two commissioners from each state to recommend toll rates and policies to the full Commissions.
- ▶ In a recent meeting with the Oregon and Washington Transportation Commissions they approved four toll rate scenarios recommended by the subcommittee.
- ▶ These scenarios will be studied in the Level 3 Investment Grade Toll Traffic and Revenue Study:
  - Toll rates ranging from \$1.55 to \$4.70 per trip
  - Truck toll rate multipliers ranging from 1.5x to 4x
  - Low-income toll program with a 50% discount for registered individuals at or below the 200% federal poverty level
- ▶ **This does not identify final toll rates or policies, but moves them forward for additional analysis.**



Next monthly subcommittee meeting: November 15



# Section 106 Historic Properties

- ▶ A requirement of the National Historic Preservation Act.
  - Procedural effort relating specifically to historic properties and cultural resources.
    - *Includes any "precontact" or historic district, site, building, structure, or object such as artifacts, records and remains.*
  - Conducted work to identify historic properties and assess effects to significant resources.
  - Determinations of Eligibility (DOE) and Findings of Effect (FOE) documents will be published for public comment.
- ▶ 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 Oct. 18 until Nov. 18

# Draft SEIS and Public Comment

Chris Regan, IBR Environmental Manager

Paige Schlupp, IBR Assistant Program Administrator

Ryan LeProwse, IBR Transportation Lead

Ray Mabey, IBR Assistant Program Administrator



# Draft SEIS Overview

- ▶ Chris Regan, IBR Environmental Manager

# What is Being Studied in the Draft SEIS?

*The IBR Program is a continuation of the I-5 Columbia River Crossing Project. The IBR Program Draft SEIS is a supplemental environmental analysis document that builds on the 2008 Draft EIS, 2011 Final EIS and 2011 Record of Decision. The Modified Locally Preferred Alternative (LPA) similarly builds on the CRC LPA and includes modifications made to address changes in the physical environment, community priorities, and regulations.*

## ▶ Modified Locally Preferred Alternative

- Improve active transportation facilities and connections
- Extend light rail transit (LRT) from Expo to Evergreen Blvd plus bus on shoulder
- Three new LRT stations
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven interchanges on I-5
- Three through lanes and at least one auxiliary lane in each direction
- Variable rate tolling for motorists using the river crossing as a demand management and financing tool

## ▶ No-Build Alternative

- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR Program would proceed

## ▶ Design Options being Studied

- Bridge configuration: Movable span, single-level, double-deck/stacked
- With or without C Street ramps to/from I-5
- Inclusion of one or two auxiliary lanes
- Possible park & rides at Waterfront and Evergreen Transit stations
- I-5 alignment: centered or shifted west between SR14 and Mill Plain Blvd

**The Draft SEIS evaluates the Modified LPA in comparison to the No-Build Alternative.**

**The analysis is conducted for the future condition, which is the year 2045 for this Draft SEIS.**

# Flythrough Visualizations of Program Investments



Videos showing flythroughs of program investments and design options being studied are available on the [IBR Program's YouTube channel](#) and at [www.interstatebridge.org/nextsteps](http://www.interstatebridge.org/nextsteps)



# Technical Areas Evaluated



## Transportation

- Transportation
- Air Quality
- Aviation
- Energy
- Greenhouse Gas Emissions
- Navigation
- Noise and Vibration



## Community

- Cultural Resources
- Economics
- Electric and Magnetic Fields
- Environmental Justice
- Equity
- Hazardous Materials
- Land Use
- Neighborhoods
- Parks and Recreation
- Property Acquisitions
- Public Services
- Utilities



## Environment

- Climate Change
- Ecosystems
- Geology and Groundwater
- Visual Quality
- Water Quality and Hydrology
- Wetlands and Waters



# Transportation

- ▶ Ryan LeProwse, IBR Transportation Lead
- ▶ Paige Schlupp, IBR Assistant Program Administrator

# Transportation Findings

- ▶ **Compared to the No Build Alternative the Modified LPA is expected to benefit transportation in 2045:**
  - Reduce crashes
  - Better accommodate the expected increase in people moving through the corridor while reducing the number of vehicles on the road
  - Improve access to public transit
  - Provide safer and more accessible crossings for people who walk, bike and roll
  - Decrease travel times and reduce the number of hours of congestion experienced at the bridge



# 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**

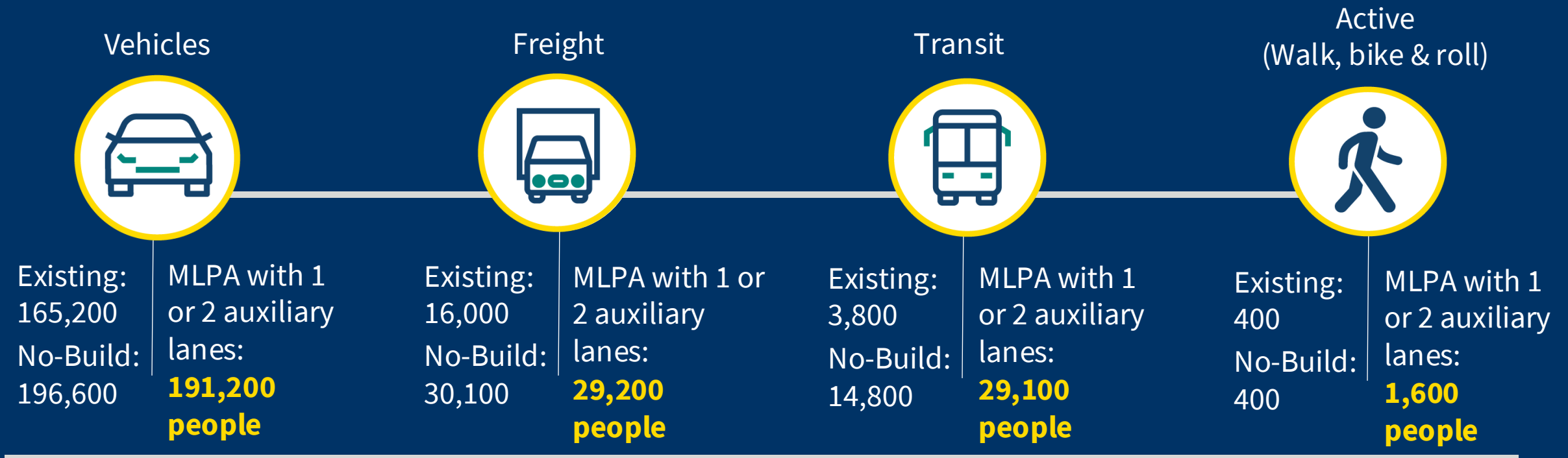
Modified LPA with two auxiliary lanes compared to No-Build Alternative

**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**

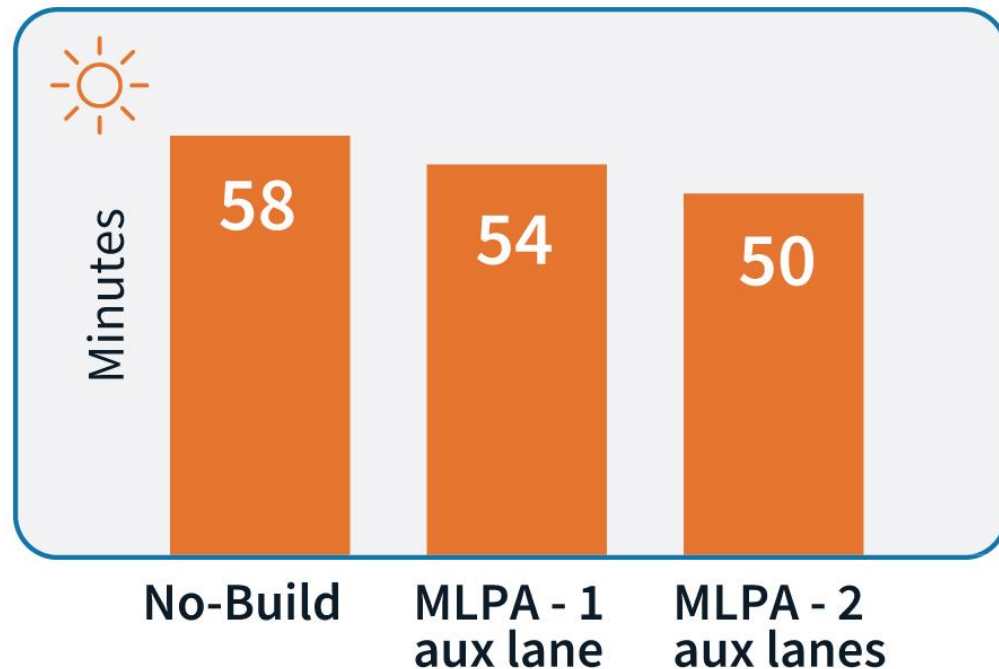
**3% less compared to  
No-Build Alternative**

See **Chapter 3.1** for more information.

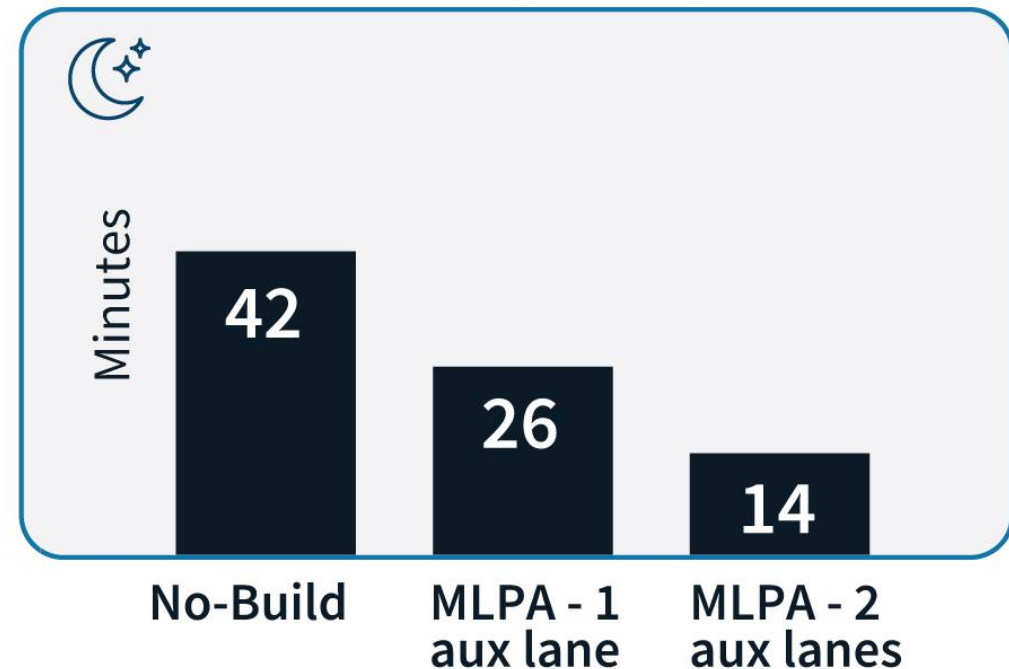
# Travel Times - Vehicles

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



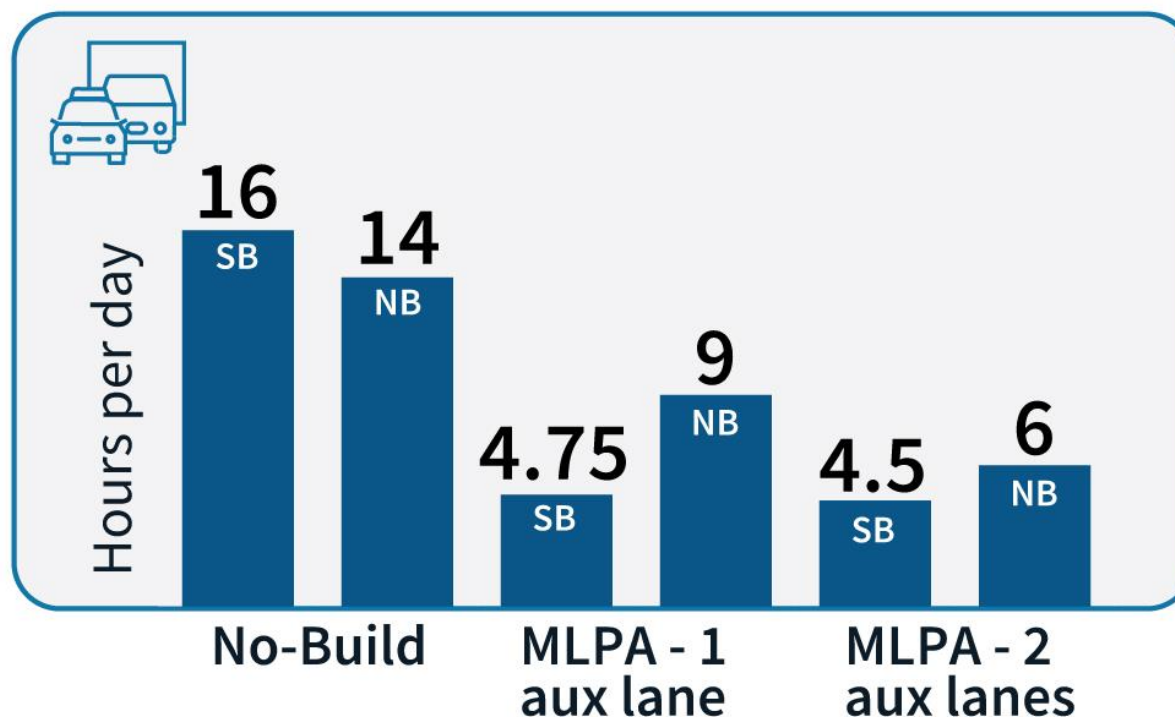
### Northbound PM 3 pm - 7 pm



# 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

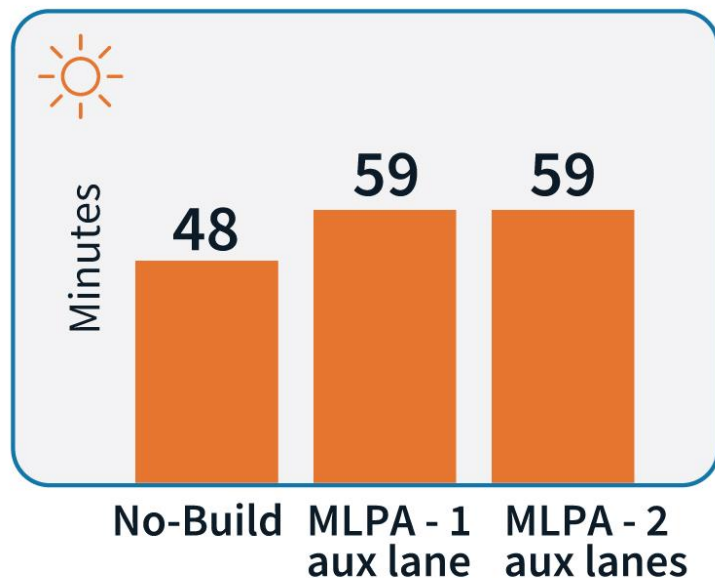




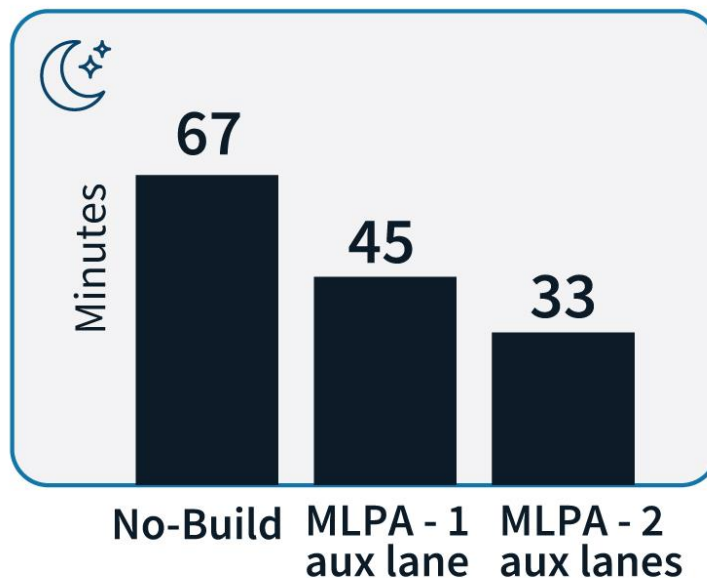
# Transit Total Travel Times

Average weekday travel times between downtown Vancouver and Pioneer Courthouse Square in downtown Portland in the year 2045 on weekdays. Total transit travel times include time spent waiting for transit and 10-minutes combined walk time to and from transit.

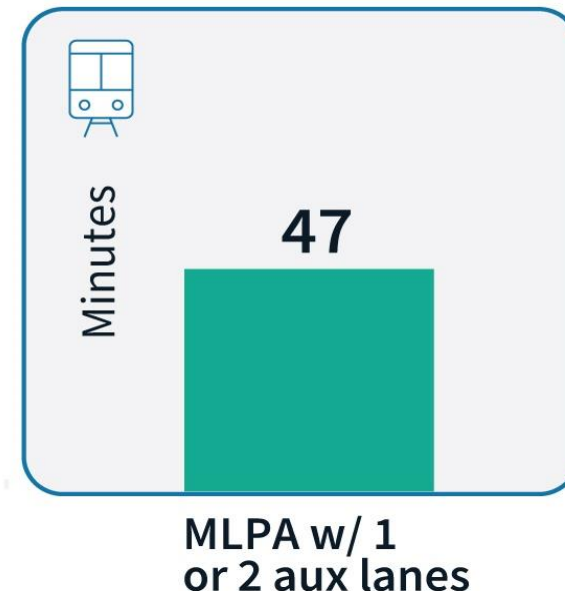
### Southbound AM - Express Bus



### Northbound PM - Express Bus



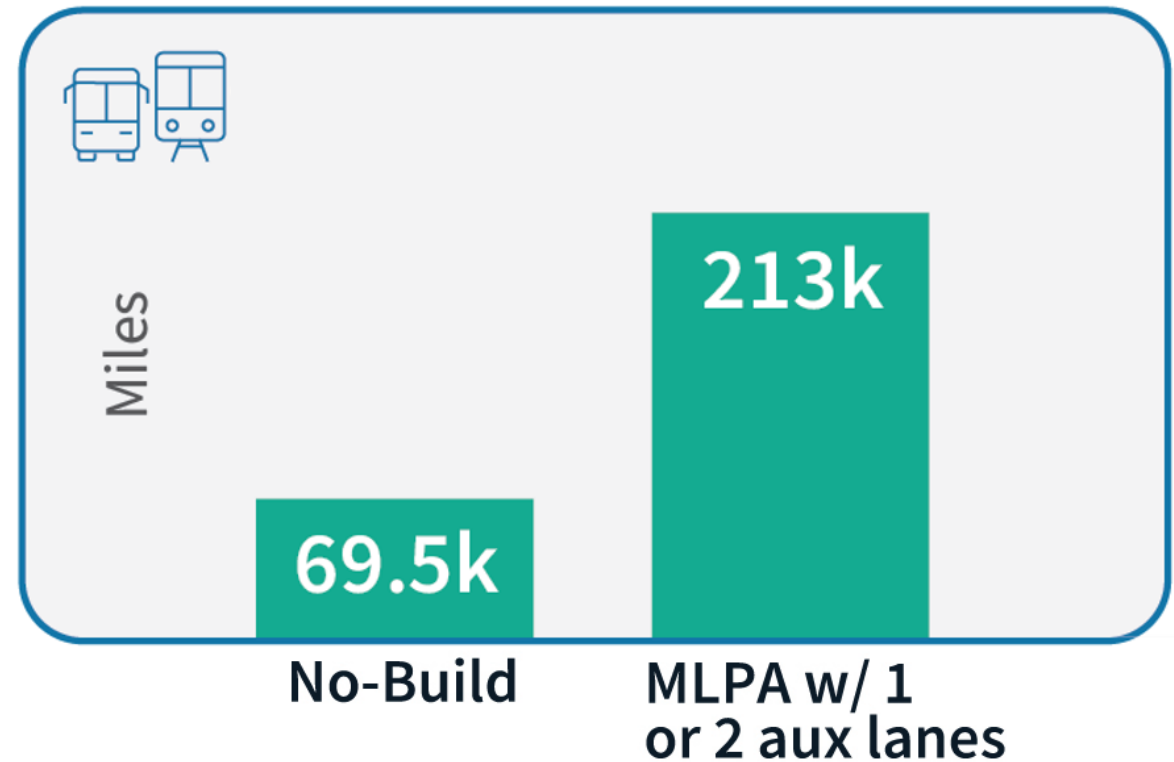
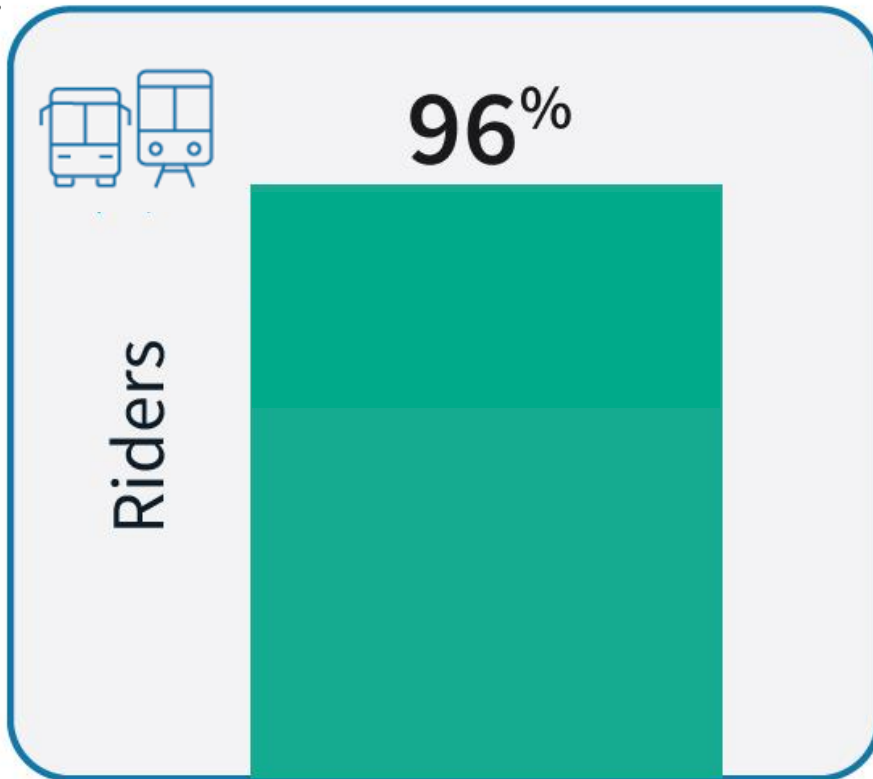
### Light Rail - Both Directions



# 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

- ▶ Ray Mabey, IBR Assistant Program Administrator

# Navigation on the Columbia River

## ▶ Benefits to marine navigation:

- Reduces the number of in-water piers.
- Increases horizontal navigation clearance to 400 feet.
- Switches the locations of the primary navigation channel and the barge channel.
- Reduces the number of directional changes vessels need to make when transiting both the new Columbia River bridges and the BNSF Railway Bridge.
- Increases seismic resiliency by reducing the risk of bridge failure or collapse.

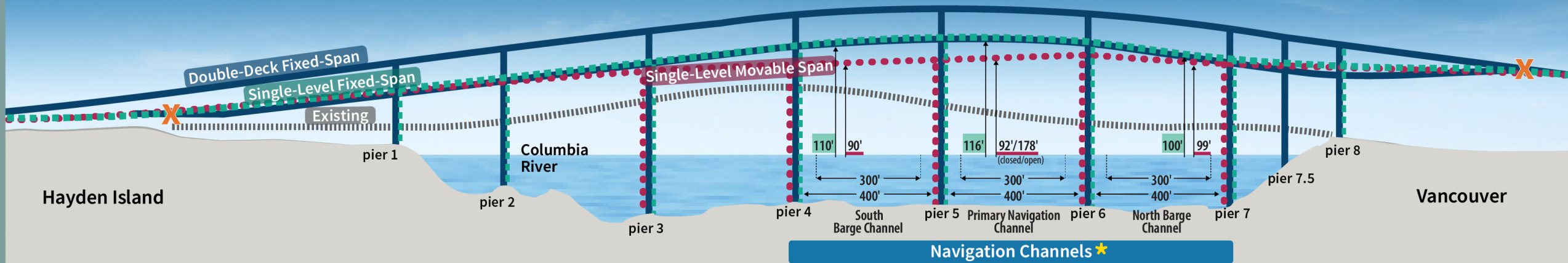
## ▶ Impacts to marine navigation:

- Reduces the available distance to align with the openings of the Columbia River bridges and the BNSF Railway Bridge.
- Fixed-span bridge reduces the vertical navigation clearance to 116 feet.

## ▶ Neutral changes to marine navigation:

- Shifts the Upper Vancouver Turning Basin to the west by approximately 350 feet.
- Movable-span bridge maintains the vertical navigation clearance at 178 feet.

# Bridge Configuration Clearances and Grades



- Double-Deck Fixed-Span Bridge - Upper and Lower Decks
- Single-Level Fixed-Span Bridge
- Single-Level Movable-Span Bridge
- Existing Interstate Bridge Profile

Not to Scale

All graphics are conceptual and subject to change

## Notes:

- X** LRT profile north and south of marked locations is similar between all bridge configuration options.  
LRT and SUP profiles are independent of the highway profile to the south of pier 1 and to the north of pier 8 and are not shown.  
Profiles for SUP land-side connections in Oregon and Washington are not shown.  
Profiles shown are finished grade and top of rail and do not show structure depth.  
Vertical clearance based on low point of structure at edge of navigation channel.
- xx'** The double-deck fixed-span and single-level fixed-span bridge configurations would have the same vertical navigation clearances
- xx'** The movable-span vertical navigation clearances
- \*** Horizontal navigation clearances would be the same for all bridge configurations.

# Acquisitions and Displacements

## ► Acquisitions: 47.0 acres

- **Two auxiliary lanes:** additional 0.1 acre
- **I-5 westward shift:** additional 0.9 acre
- **Single-level fixed-span/movable-span:** additional 0.2 acre
- **Waterfront Park & Rides**
  - Site 2 Columbia Street/SR14: additional 0.1 acre
  - Site 3 Columbia Street/Phil Arnold Way (Waterfront Gateway Site): additional 1.5 acres
- **Evergreen Park & Ride**
  - Site 1 Library Square: additional 3.16 acres

## ► Displacements: 43 residential units, 36 businesses, 1 public use site

- **I-5 westward shift**
  - Additional 3 businesses
  - Additional 33 residential units
- **Waterfront Park & Rides**
  - Site 3: 1 additional business

Potential Property Acquisitions



# Right of Way Process

- ▶ **The IBR Program will do everything feasible to avoid and minimize potential impacts to property.**
  - No final decisions have been made about what will be built and there are several steps remaining before discussions about specific property impacts take place.
- ▶ **Delivery of IBR investments is expected to be sequenced so formal discussions around property acquisitions will be sequenced in conjunction with construction timelines.**
- ▶ **If it is determined that all or a portion of a property is necessary for the program investments, property appraisals backed by independent analyses serve as the basis for all negotiations of property acquisitions.**
- ▶ **The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 requires:**
  - Property owners will be contacted well in advance of any construction activity.
  - Property owners receive just compensation at fair market value determined by an appraisal and receive relocation assistance and benefits.
- ▶ **Program efforts to avoid, minimize, and mitigate impacts will continue through final design and construction.**

# Economics

- ▶ **Benefits to economic activity:**
  - Improved freight mobility
  - Improved access to economic opportunities for all demographics due to faster travel times
- ▶ **Impacts to economic activity:**
  - Reduced property tax revenue compared to No-Build due to displacement of residential units and businesses
  - 616 jobs impacted due to 36 businesses displaced
    - *I-5 westward shift: Three additional businesses displaced with 142 additional employees impacted*
    - *Waterfront Station Park-and-Ride Site 3: One additional business displacement; 53 additional employees impacted*
  - Option to remove C Street Ramps would impact local businesses near Mill Plain Boulevard and downtown Vancouver due to traffic delay and increased travel time
- ▶ **Benefits of construction on economic activity:**
  - Increased employment
  - Increased spending

**Every \$1 billion spent  
on construction**



**5,500 direct jobs  
&  
10,900 indirect jobs**

See **Chapter 3.4** for more information.

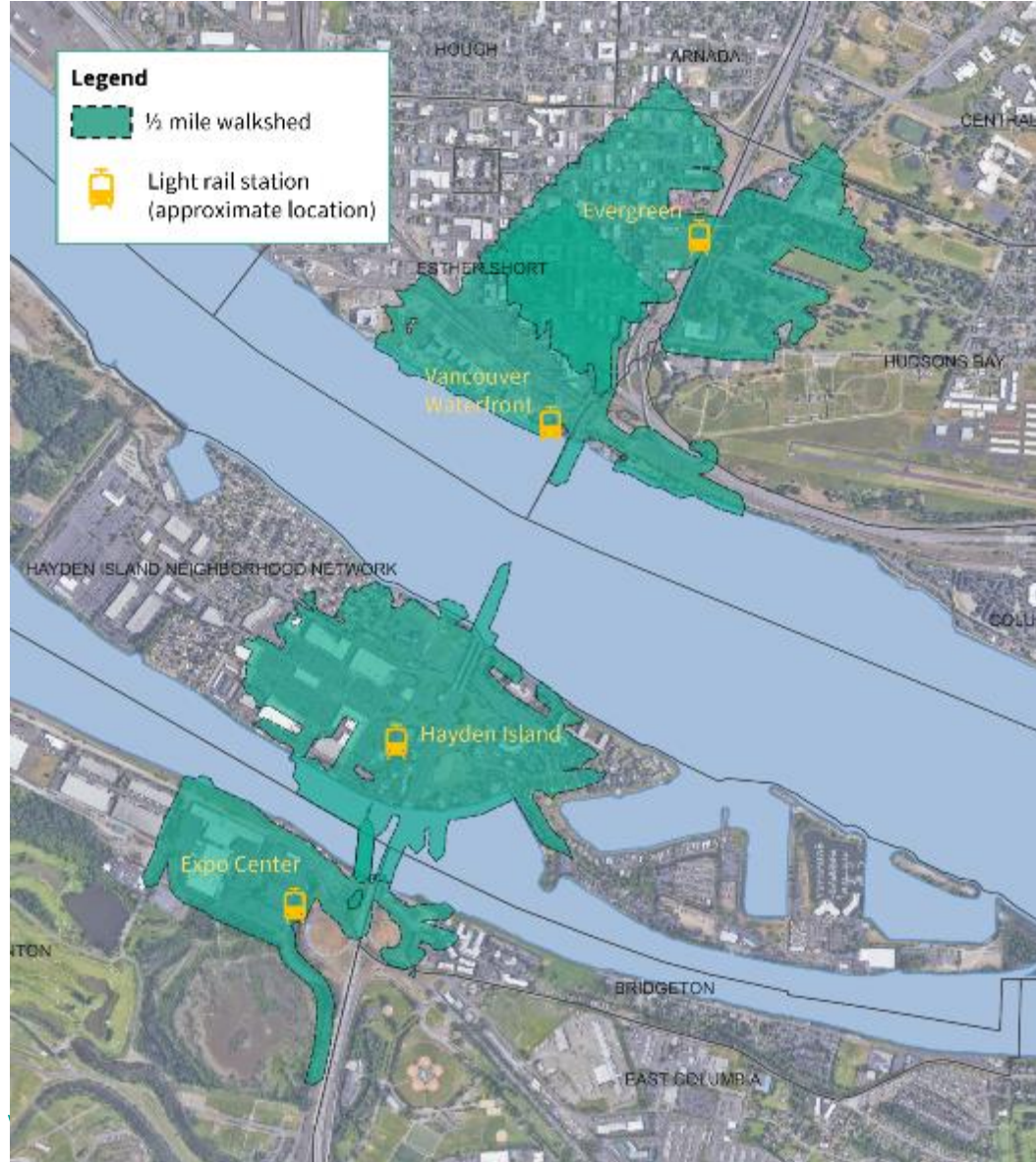


# Environmental Justice

*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

# Equity



Transit Stations and 1/2-Mile Walksheds

- ▶ Driving travel time reductions due to increased access to high-capacity transit and active transportation
  - **Two auxiliary lanes:** Further reduced delay and congestion, improving travel times
  - **Single-level fixed-span/Movable-span:** Improved visibility for travelers on shared use path.
  - **Single-level movable-span:** Delay due to bridge openings
- ▶ Increased job access for all demographic groups due to faster travel times
  - **Two auxiliary lanes:** Slightly greater jobs access
- ▶ Potential residential displacement and displacement of people experiencing houselessness
- ▶ Tolling transportation costs
- ▶ Construction-related impacts could disproportionately impact equity priority communities
  - Traffic diversion, noise, dust, etc.

See **Chapter 3.5** for more information



# Environment

- ▶ Chris Regan, IBR Environmental Manager

# 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:
  - 3 properties in Oregon
  - 7 properties in Washington
  - 2 interstate properties



# 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 Travelled 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

# Water Quality

- ▶ The Modified LPA would have a substantial beneficial effect on water quality to include stormwater treatment facilities removing pollutants in runoff from roadway surfaces within the project footprint.
  - Includes inlets, catch basins and gravity pipe drainage systems that would collect and convey runoff from the new bridges, transit guideway, and road improvements to stormwater treatment facilities.
- ▶ The Modified LPA would treat 190 acres of stormwater that is currently untreated.



An example of a potential stormwater treatment pond

# 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](http://www.InterstateBridge.org/DraftSEIS)
- ▶ **Hard copies are available for in-person review:**
  - IBR Office – 500 Broadway, Suite 200, Vancouver (M-Th 9 a.m.-4 p.m.)
  - 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
- ▶ **IBR Office Hours**
  - Sign-up online using the links in the Office Hours event pages on the Program’s calendar at [www.InterstateBridge.org/calendar](http://www.InterstateBridge.org/calendar)

# How to Comment

- ▶ **Comment through Nov. 18 using one of these methods:**
  - Submit a web-based form at [www.InterstateBridge.org/DraftSEIS](http://www.InterstateBridge.org/DraftSEIS)
  - Email a comment to [DraftSEIS@InterstateBridge.org](mailto: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 and in-person 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](http://www.interstatebridge.org/calendar)*



# Community Benefit Advisory Group (CBAG) Update

Shannon Singleton, Community Benefits Lead

Emilee Thomas-Peralta, CBAG Team

# Community Benefits Advisory Group Update

- ▶ Explain the CBAG process and community benefits categories
- ▶ Share the CBAG work to date and the upcoming workplan
- ▶ Review the first tranche of community benefits recommendations voted on by the CBAG
- ▶ Gather input from ESG members on the community benefits recommendations and strategies for leveraging potential resources

# Alignment with IBR Equity Framework

► **Community Benefits categories are based on the IBR program equity objectives:**

**Mobility and accessibility:** Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.

**Physical design:** Integrate equity, area history, and culture into the physical design elements of the program including bridge aesthetics, artwork, amenities, and impacts to adjacent land uses.

**Community benefits:** Find opportunities for and implement local community improvements in addition to required mitigations.

**Workforce equity and economic opportunity:** Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

**Decision-making processes:** Prioritize access, influence, and decision-making power for Equity Priority Communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

**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.

# Components of Community Benefits

IBR Community Benefits may include the following categories

## **Plans and mitigations already included in the project**

Examples: local street improvements, construction mitigations, community connectors, etc.

## **Project partner conditions**

Examples: climate goals and tracking, mitigations for pedestrians and bicycles, etc.

## **Partner agency contributions**

Example: housing development dollars from City of Portland, City of Vancouver, and/or Metro

## **Additional benefits identified by Community Benefits Advisory Group and the community**

Examples: support for workforce (e.g., childcare) and DBEs, community centers, etc.

# CBAG Process Overview



## ► Work between phases:

- Analysis and coordination within interdisciplinary team (Design, Environmental, Procurement, Climate, Finance, DBE/Workforce, Agreements, Tribal Liaison)
- Asset mapping sessions with program partners and interested parties



# CBAG Recommendations

First Tranche from CBAG Modified Consensus Process

- ▶ Emilee Thomas-Peralta, CBAG Team

# Mobility and Accessibility

- ▶ Connect to transit service improvements
- ▶ Create bicycle amenities (repair kiosks, etc.)
- ▶ Create pedestrian safety measures, such as speed bumps and signs.
- ▶ Provide adequate bicycle signage and enhance wayfinding, both during construction and after program for safety enhancement in local communities.
- ▶ Use universal design and be radically inclusive
- ▶ Create accessible trails and networks with lighting for safety, balanced with considerations for ecosystem health
  - The program will explore accessibility needs with people with disabilities and groups serving them and non-car using groups

# Mobility and Accessibility

- ▶ Create efficient public transit to key locations, integrating design elements to improve user experience.
- ▶ Design active transportation facilities to create a comfortable, low-stress experience, prioritizing the safety of vulnerable users and providing convenient access from the local network to new facilities.
- ▶ Consideration for cost analysis for financial and feasible implementation
- ▶ Design team to communicate/follow up with the group about the design choices and the rationale behind those



# Physical Design

- ▶ Create designs that prioritize preservation and enhancement of natural features, focusing on the views both from and towards the bridge while working within the constraints of the bridge structure to maintain structural integrity and safety
  - Include viewpoints or designated areas for cyclists and pedestrians on the bridge to enhance their experience and safety
- ▶ Use anti-graffiti designs in the program area and incorporate new technology as it is developed
- ▶ Explore mitigation strategies to reduce highway noise for pedestrians, cyclists, local businesses, residents, and all bridge users
- ▶ Use material options that are sustainable and environmentally friendly (balancing decisions to use low carbon materials, costs, and life of materials) into the program design, including local elements (examples include ash and shells)
  - Consider other emissions as well

# Physical Design

- ▶ Create greenspaces throughout the program area and use native plants to enhance ecological benefits
- ▶ Connect to the local community within the program area including Evergreen Blvd, Hayden Island, Marine Drive, and Waterfront
- ▶ Define community connectors (freeway lid) near Evergreen and the waterfront
- ▶ Implement east/west connectivity and accessibility within the program area

# Physical Design

- ▶ **Coordinate/salvage existing bridge elements for public display**
- ▶ **Integrate art and local history and culture into the bridges and program area designs, at various scales, to enhance its aesthetic appeal and connection to the community, creating a distinct and iconic bridge**
  - Consider design with an eye toward ice and other severe weather conditions
  - Include designs that honor the contributors to the program and the bridge construction, including designers and builders
  - Include accountability to ensure that various contractors are adhering to the aesthetic and design specifications to create consistent design throughout the program area

# Physical Design

- ▶ Consider where there is an opportunity for a Welcome Center that will include a curated display of the history of the region, approved materials, photo documentation of the existing bridge, salvaged plaques from the existing bridge
- ▶ Consider where there is an opportunity to explore a truck inspection facility

# Community Benefits

- ▶ Create riverfront public access points and provide recreational opportunities, communal and open space including areas for fishing and hiking on both sides of the river, where feasible (while this should be explored across the program area, there should be extra effort to provide access to the river on Hayden island)
  - This should include multimodal access points and connect to existing amenities
- ▶ Explore partnership options with Metro regarding the Expo Center. Be sure to acknowledge, understand, and honor the significance of this location and honor the work already done to develop plans for this site
- ▶ Transit Oriented Development
- ▶ Prioritize innovative developments on the land adjacent to the bridge, with a focus on projects that promote accessible and affordable housing

# Avoid Further Harm

- ▶ Establish systems for continuous monitoring for noise, vibration, and air quality during and after program construction, ensuring that pre-construction conditions are measured to use as a baseline.
- ▶ Provide a publicly accessible Community Benefits Dashboard showing progress on all community benefits proposals and projects
- ▶ Require contractors to arrange off-street parking for their site employees where feasible and reasonable
- ▶ Mitigate noise and dust impacts to homes and businesses prior to, during, and after construction
- ▶ Limit closures of sidewalks, bike lanes, and bus lanes near construction sites to minimize impacts on non-motorized transit

# Avoid Further Harm

- ▶ Work with highly-impacted residents to determine mitigations during construction, such as installation of sound and dust-proof windows in a timely fashion before construction begins, and hotel vouchers during the noisiest/overnight operations if certain noise levels are exceeded, etc.
- ▶ Set up portable speed monitoring signs on adjacent neighborhood streets
- ▶ Create a process to monitor volumes and speeds on local streets within program area and, when warranted per local traffic code, install speed bumps or tables to address safety during construction
- ▶ Establish challenging Electric Vehicle or Low-Emissions requirements as part of contract documents; explore opportunities for renewable diesel and incentives

# Avoid Further Harm

- ▶ Retrofit diesel construction vehicles or require the use of renewable diesel where feasible and reasonable to curb air pollution prior to the start of construction
- ▶ Incentivize the installation of electric charging stations in the construction zone for contractor use to meet EV requirements. These charging stations are to be placed so that they may become convenient public facilities after construction is complete and ongoing operations and ownership is determined
- ▶ Install electric lines in advance of the start of construction to avoid future disruption for charging stations



# Discussion Questions

- ▶ Do you have any input on this category of recommendations?
- ▶ Are there assets/resources in your agency's existing plans that you want to share could be leveraged with any of the benefits you've seen in this category?

# ESG Public Comment

# ESG 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.**



# ESG Comment Instructions

Please see [www.interstatebridge.org/draftseis](http://www.interstatebridge.org/draftseis) for the ways to submit official public comment on the Draft Supplemental Environmental Impact Statement.



## To submit comment to ESG after the meeting:

- ▶ Fill out the comment form on the program website or email your comments to **info@interstatebridge.org** with “ESG Public Comment” in the subject line.
- ▶ Call **888-503-6735** (toll-free) 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.

# Next Steps

- ▶ **Draft SEIS public comment period closes on November 18, 2024**
- ▶ **After November 18, 2024:**
  - Coordination with federal lead agencies, program partners, and program steering and advisory groups in support of identifying the preferred alternative.
  - Discussions on elements such as architectural design standards, transit station design/access, and active transportation design.
- ▶ **Responses to public comments and refinements to design and technical analysis will be published in the Final SEIS in mid to late 2025**
  - Amended Record of Decision in mid to late 2025 gives federal approval to begin construction



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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# Thank you!

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