Interstate BRIDGE Replacement Program

Draft SEIS Press Conference

September 20, 2024

Kimberly Webb

IBR Communications Lead

Agenda

- **10:30-11 a.m. – Presentation**
  - Greg Johnson, IBR Program Administrator
  - Frank Green, IBR Assistant Program Administrator
  - Steve Witter, IBR Transit Lead
  - Ray Mabey, IBR Assistant Program Administrator
  - Chris Regan, IBR Environmental Manager
- **11-11:25 a.m. – Q&A**
- **11:25-11:30 a.m. – Break**
- **11:30 a.m. – 12:30 p.m. – Interviews & Media Visuals**
  - Individual interviews until 12:00, in order of request
  - Media staging area available in parking lot until 12:30 p.m.

Greg Johnson

IBR Program Administrator

What is NEPA?

National Environmental Policy Act of 1970

- Requires federal agencies to **assess and disclose environmental effects of proposed actions** prior to making decisions.
- Ensures agencies consider public comments as part of their decision making.
- The documentation of this process is known as an **Environmental Impact Statement (EIS).**

Environment

- Air quality, water quality, noise, vibration, ecosystems, climate etc.

Historic/Cultural

- Historic and protected areas, archeological resources, Tribal consultation

Community

- Residential and commercial displacement, environmental justice

Purpose and Need

Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and short ramp distances for merging and diverging contribute to crashes.

Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.

Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019 with more than 10 hours of daily congestion.

Earthquake vulnerability: In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.

Inadequate bike & pedestrian paths: Narrow shared use paths, low railing heights, and lack of dedicated pathways impede safe travel.

Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and bridge lifts.

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.

Modified LPA Components

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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

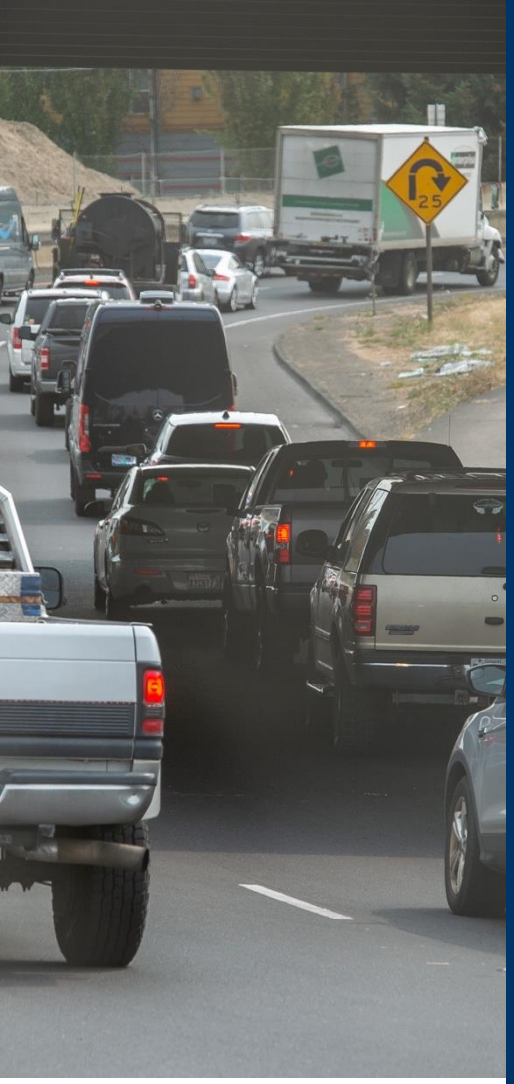
- Climate Change
- Ecosystems
- Geology and Groundwater
- Visual Quality
- Water Quality and Hydrology
- Wetlands and Waters

Frank Green

IBR Assistant Program Administrator

Transportation Findings

- **Compared to the No-Build Alternative the Modified LPA is expected to benefit transportation in 2045:**
  - Reduce crashes
  - Increase 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



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

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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.

Vehicles

Existing: 165,200
No-Build: 196,600
MLPA with 1 or 2 auxiliary lanes: **191,200 people**

Freight

Existing: 16,000
No-Build: 30,100
MLPA with 1 or 2 auxiliary lanes: **29,200 people**

Transit

Existing: 3,800
No-Build: 14,800
MLPA with 1 or 2 auxiliary lanes: **29,100 people**

Active (Walk, bike & roll)

Existing: 400
No-Build: 400
MLPA with 1 or 2 auxiliary lanes: **1,600 people**

Total Person Throughput =

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

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See **Chapter 3.1** for more information.

Average Weekday Vehicle Trips on I-5 Columbia River Bridges

Existing Conditions (2019)	No-Build (2045)	Modified LPA with one or two auxiliary lanes (2045)
143,000	**180,000**	**175,000**
	26% more compared to Existing Conditions	**3% less compared to No-Build Alternative**

See **Chapter 3.1** for more information.

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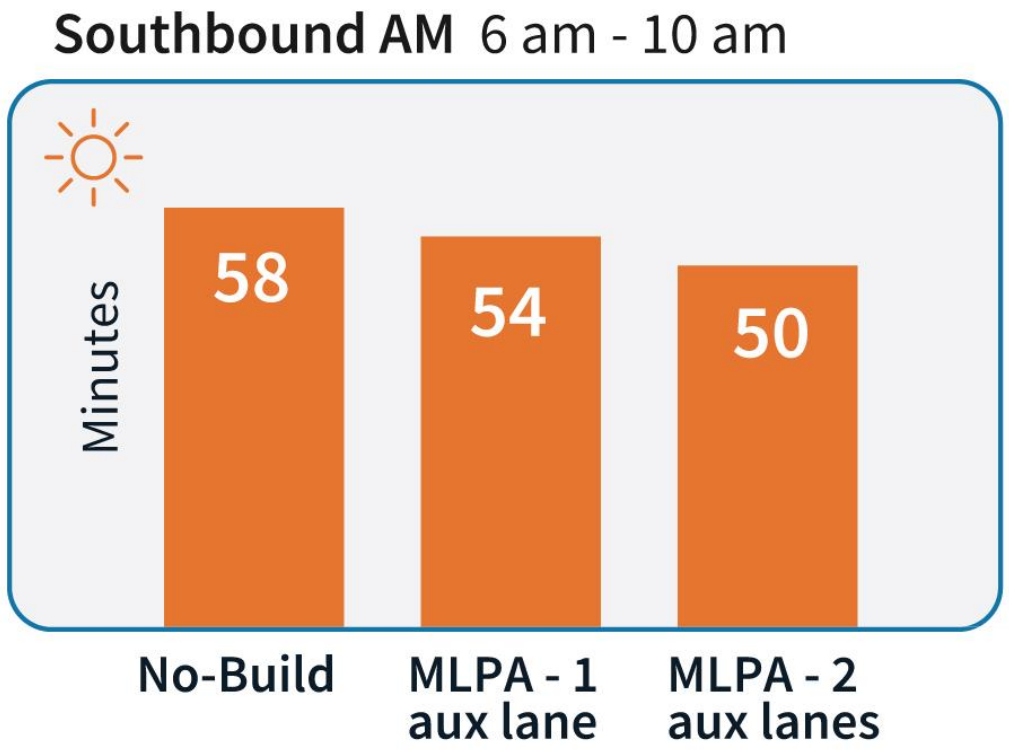
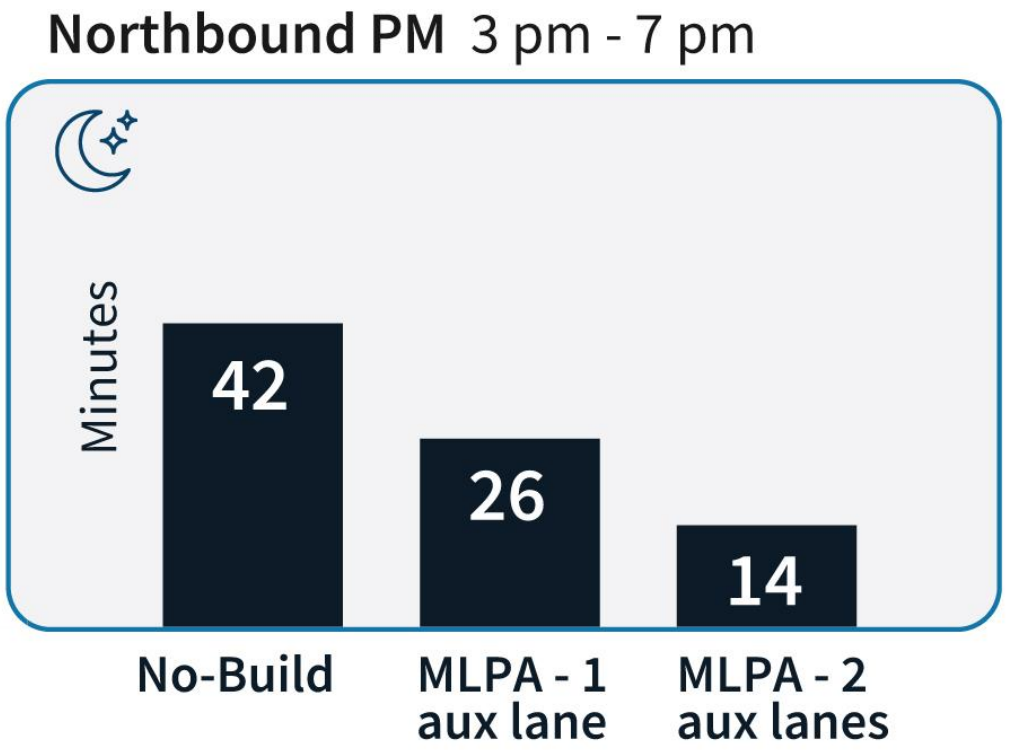
Travel Times - Vehicles

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.

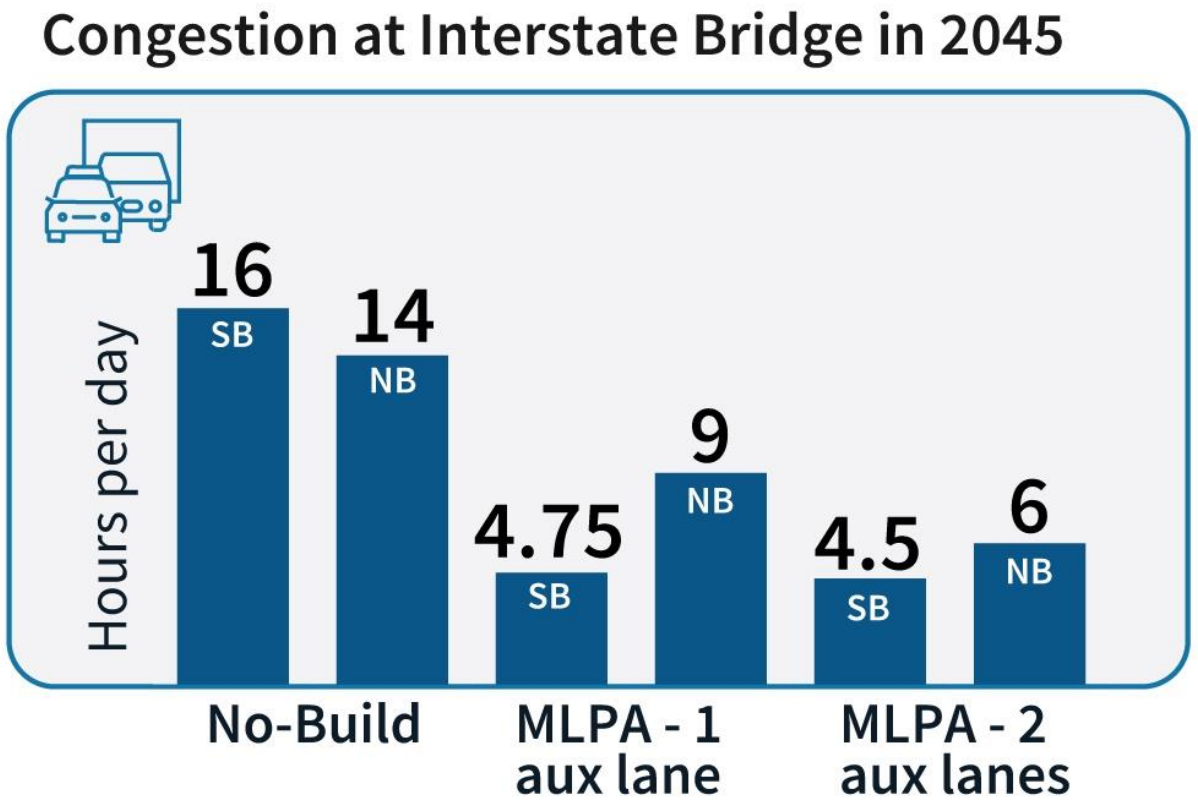




See **Chapter 3.1** for more information.

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.



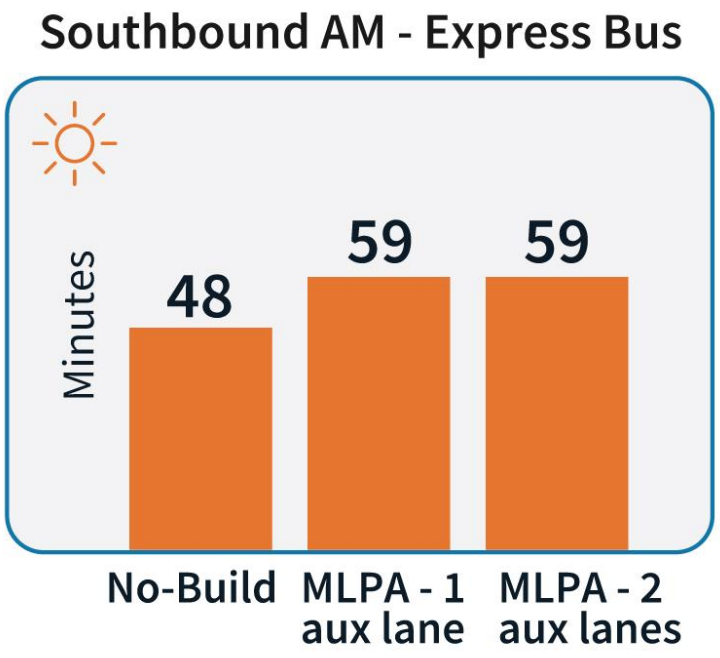
See **Chapter 3.1** for more information.

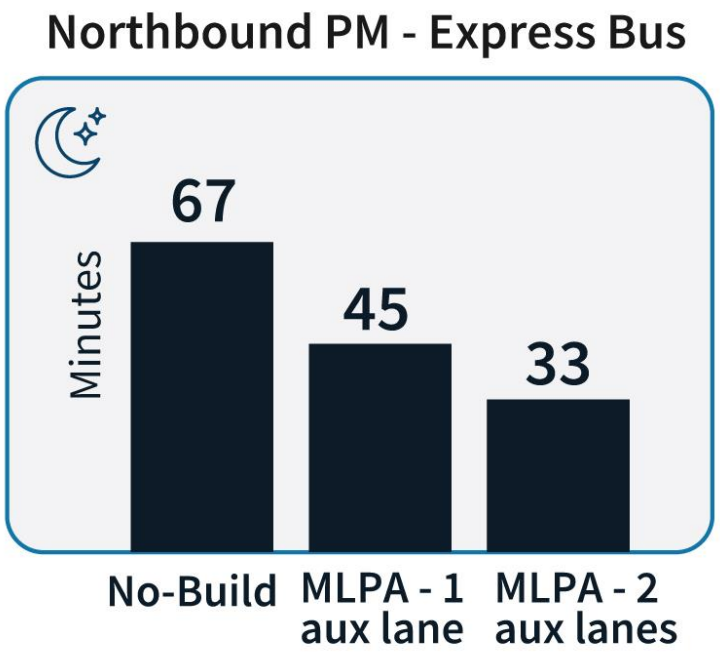
Steve Witter

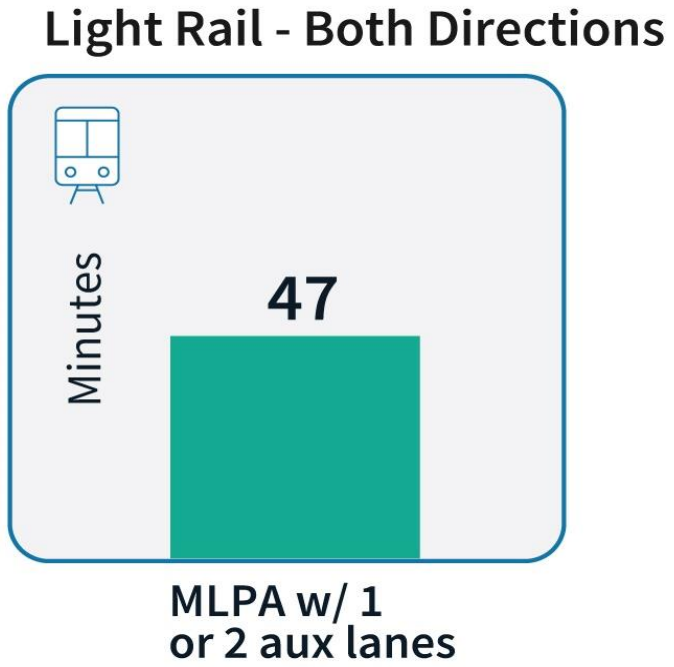
IBR Transit Lead

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.



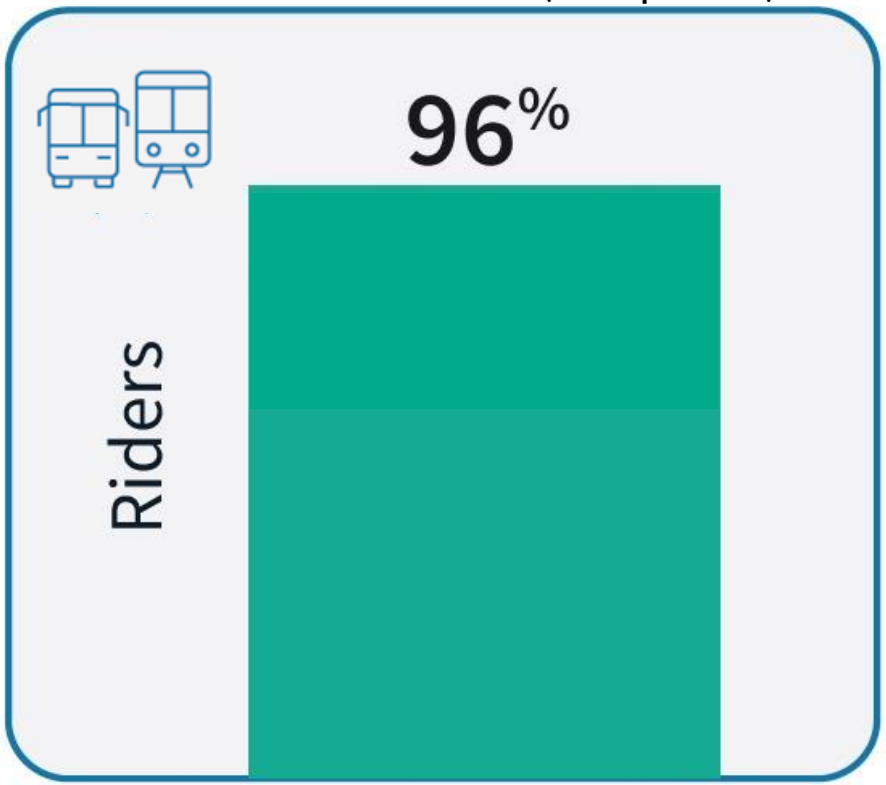




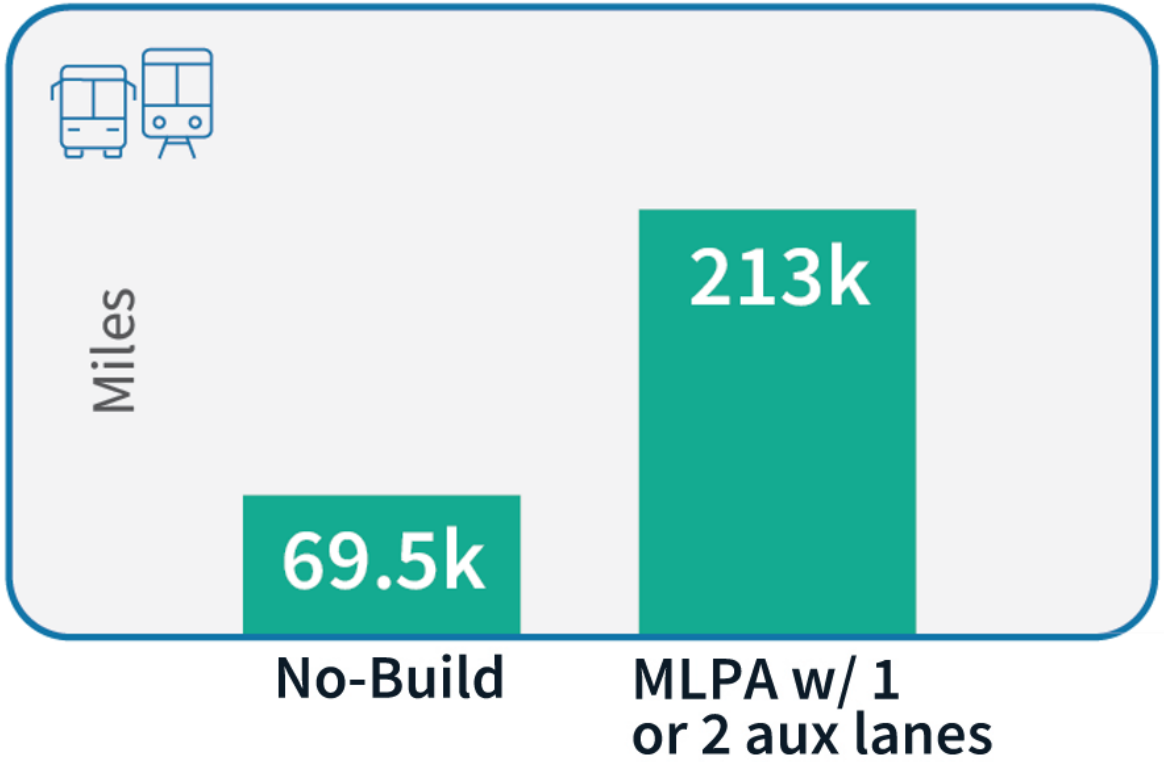
See **Chapter 3.1** for more information.

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.



See **Chapter 3.1** for more information

Downtown Vancouver

Park & Ride Options

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Ray Mabey

IBR Assistant Program Administrator

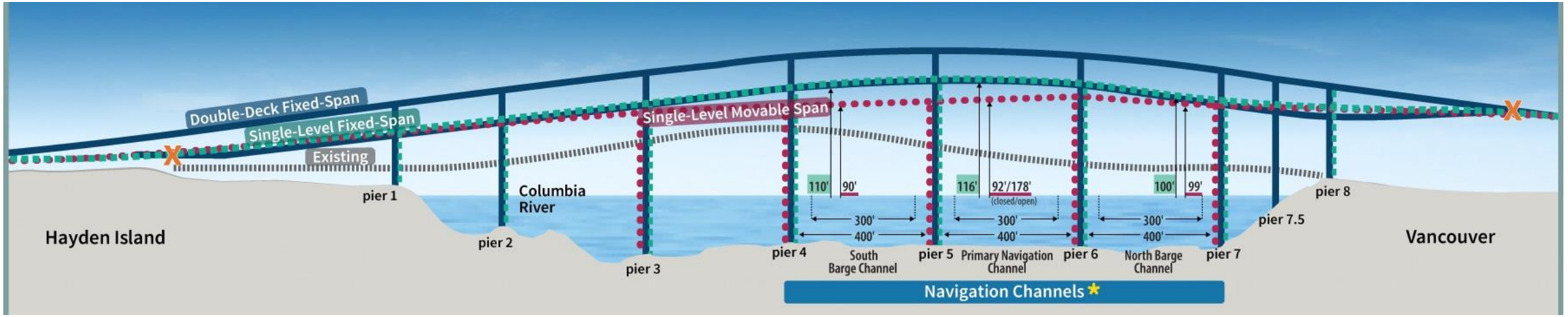
Navigation on the Columbia River

- **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.

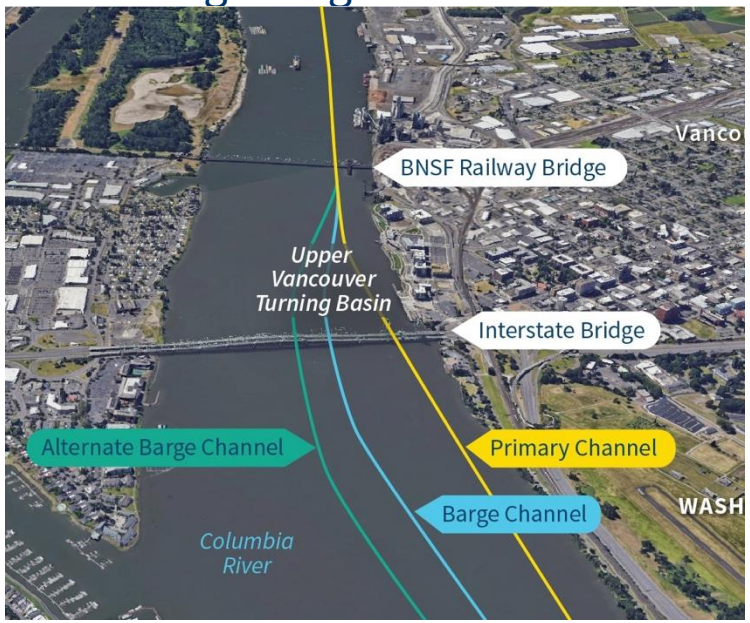
See **Chapter 3.2, Page 3.2-14, Table 3.2-6** for more information.

Navigation

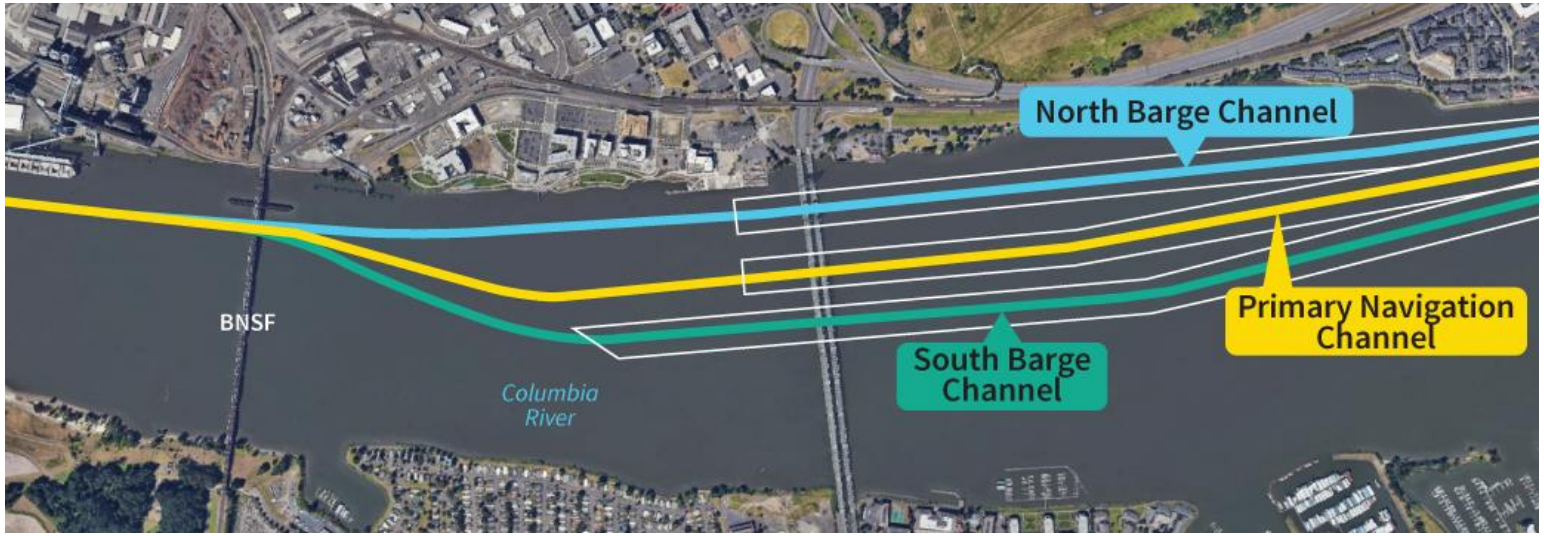
Vertical and Horizontal Navigation Clearances



Existing Navigation Channels



Proposed Navigation Channels

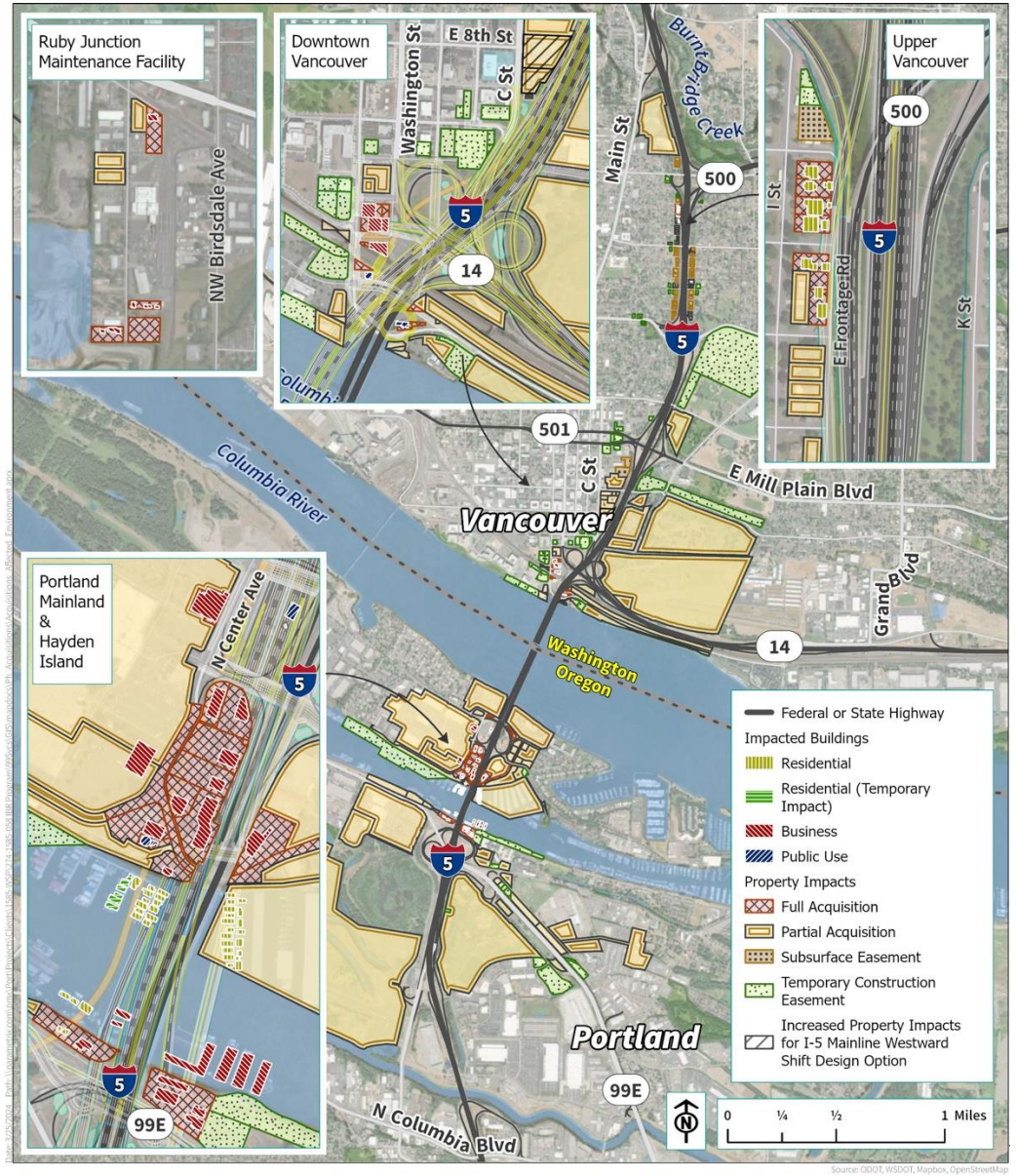


For more details see **Chapter 3.2**

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



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See **Chapter 3.3, Page 3.3-8, Tables 3.3-2 & Table 3.3-3** for more information.

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 (Chapter 3.4, Page 3.4-31, Table 3.4-11)
    - ***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

Interstate BRIDGE Replacement Program

See **Chapter 3.4, Page 3.4-17, Table 3.4-6** for more information.

Chris Regan

IBR Environmental Manager

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 similar to those for the general population:**
  - Increased access to high-capacity transit and active transportation, and reductions in vehicle travel time
    - ***Single-level fixed-span bridge:*** *Active transportation users would have more exposure to noise but would experience a shorter distance to walk/bike/roll across the bridge and may feel safer due to the extra security provided by visibility from passing vehicles.*
    - ***Single-level movable-span:*** *There may be travel delays for transit and active transportation users due to bridge openings.*
  - 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

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 in part to mode shift promoted by expansion of transit services and improvement of active transportation facilities, but also consistent with national trends and regulations.**
- **Improvements in climate resilience with materials and design.**

Interstate BRIDGE Replacement Program

See **Chapter 3.19, Page 3.19-14, Table 3.19-4** for more information.

Water Quality and Ecosystems

Water Quality:

- **The Modified LPA would have a substantial beneficial effect on water quality because it would include stormwater treatment facilities to remove pollutants in runoff from all 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 which currently is untreated.**

Habitat:

- **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 restoration plan has not yet been developed, these areas would be restored consistent with federal, state, and local regulatory requirements, providing new habitat function.**

See **Chapter 3.14 and Chapter 3.16** for more information.

Cumulative Effects

- **When combined with past, present, and reasonably foreseeable future actions, the Modified LPA would:**
  - Contribute to **beneficial** cumulative effects on:
    - *Air quality*
    - *Aviation*
    - *Climate change*
    - *Economic activity*
    - *Hazardous materials*
    - *Land use*
    - *Neighborhoods and equity*
    - *Parks and recreation*
    - *Public services*
    - *Transportation*
    - *Water quality and hydrology*
  - Contribute to **adverse** cumulative effects on:
    - *Archaeological sites*
    - *Acquisitions and displacements*
    - *Historic built environment*
    - *Noise and vibration*
  - Contribute to **beneficial and adverse** cumulative effects on:
    - *Ecosystems*
    - *Environmental justice*
    - *Navigation*
    - *Visual quality*
    - *Wetlands and other waters*
  - Have a **negligible** cumulative effects on:
    - *Electromagnetic Fields*
    - *Energy*
    - *Utilities*

For more details see **Chapter 3.23**

Potential Avoidance, Minimization and Mitigation Measures

- **Potential measures to avoid, minimize, and mitigate are included in the Draft SEIS.**
  - Regulatory and Best Management Practices
  - Standard Mitigation
  - Program-specific mitigation
- **Regulatory compliance efforts are underway.**

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.

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 upcoming virtual public briefings on the content in the Draft SEIS and public comment period: Oct. 1 and Oct. 9**

How to 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 and in-person public hearings
- **Comments can be provided in your native language.**
- **Upcoming in-person public hearings and open house opportunities:**
  - Gaiser Hall 150, Clark College, Vancouver — Oct. 15, 5:30-8:30 p.m.
  - Portland Expo Center — Oct. 17, 5:30-8:30 p.m.
- **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

Q&A

Thank you