



Interstate Bridge Replacement Program

December 15, 2023

Meeting Topics

Agenda

Program Updates

- Recent activities
- Addressing previous questions
- Questions/feedback and member discussion

Preparing for the Draft Supplemental Environmental Impact Statement (SEIS)

- Overview of content included in Draft SEIS document
- Overview of engagement activities planned leading up to publication of DSEIS and public comment period
- Questions/feedback and member discussion

Next Steps

- Schedule overview of future milestones
- Questions/feedback and member discussion on ongoing priorities

Public Comment

Program Update

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Recent Activities

▶ Community engagement

- IBR office hours
- Public briefing
- CBO listening session: Odyssey World International Education Services and Slavic Community Center of the Northwest

▶ Governor Inslee visit

- Highlighting the need for the program and the importance of federal funding

▶ Presentations

- Washington Ports Association
- Region 1 Area Commission on Transportation



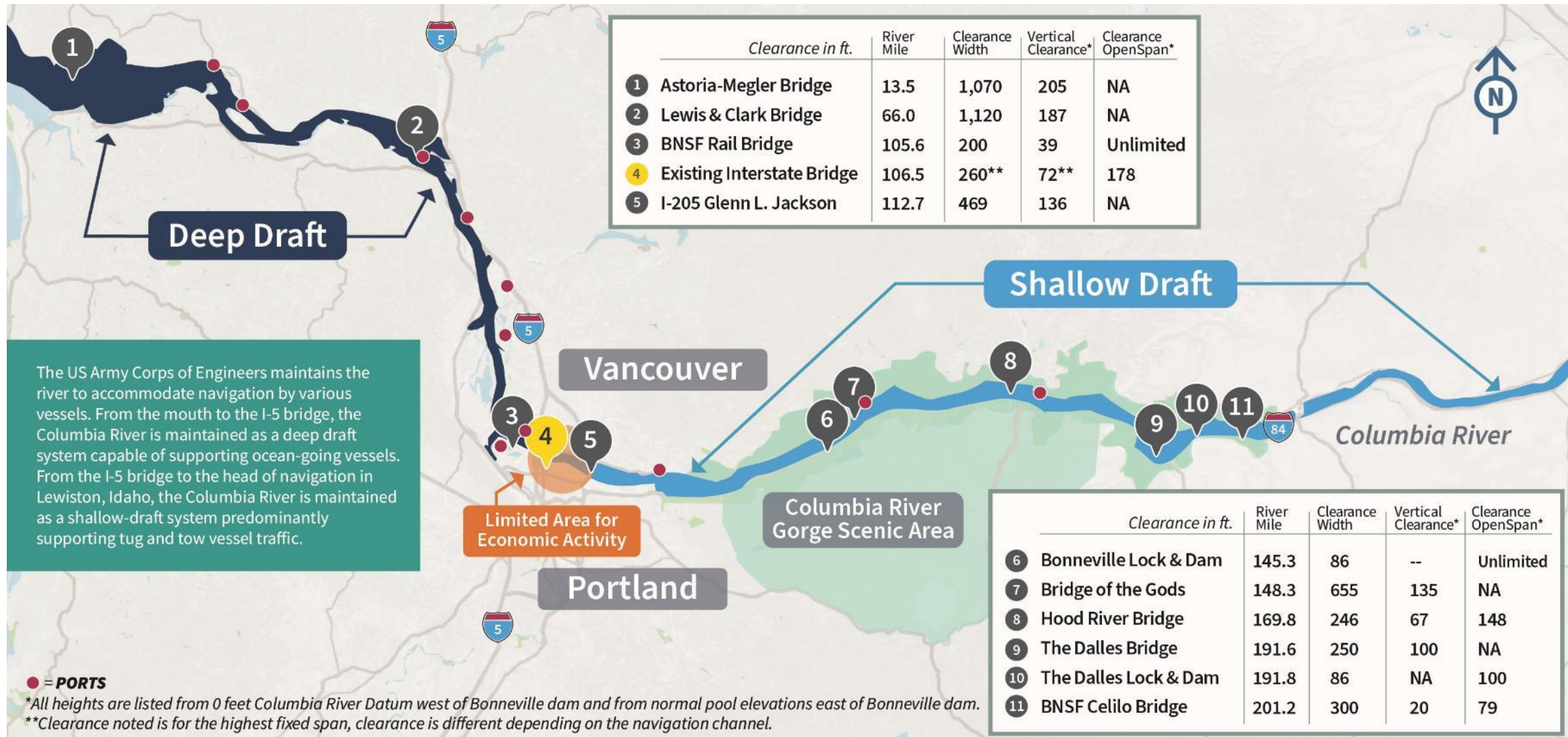
Bridge Clearance Permit Update

- ▶ A preliminary navigation clearance determination is one of many steps in the process to identify the final bridge height
- ▶ IBR will continue coordinating with the Coast Guard and other federal partners to balance the needs of all users
 - River navigation considerations including the tradeoffs of a movable span are being studied
- ▶ The program is analyzing a fixed span replacement bridge with a vertical clearance of 116 feet, which would eliminate bridge lifts
 - This was the option selected for the previous project that best balanced the needs of air, land, and water travel while minimizing environmental impacts
- ▶ A movable span is also being analyzed as a design option to meet the Coast Guard request to study an option with 178 feet of vertical clearance
 - The program is continuing conversations with potentially impacted river users

Improvements to River Navigation

- ▶ **The proposed replacement bridge is expected to improve navigation safety:**
 - All channels will have increased clearance vertically and horizontally
 - Fewer in-water piers
 - Earthquake resilient structure
- ▶ **Initial findings from navigation simulations indicate the participating vessel pilots prefer the IBR design**
 - The most northern channel's vertical clearance increases from 39' to 89'–100', allowing most vessels to continue to use the northern channel
 - For larger vessels that need higher clearance, the primary channel aligns better with the BNSF bridge

Columbia River Navigation



River Levels and Environmental Analysis

- ▶ **The program is coordinating with the U.S. Army Corps of Engineers as we prepare models to forecast future river conditions in environmental documentation.**
 - IBR has incorporated the data that accounts for climate change and increased river flow that may result from changes in the Columbia River Treaty as a basis for our design.
 - Information about future river level conditions will be considered by permitting agencies as they review IBR permit applications.
- ▶ **Water level changes due to potential removal of the Snake River dams would be minimal.**
 - The dams currently operate as ‘run-of-river’ with minimal water storage.
 - Other basin dams are expected to adjust their operations in response to potential removal.
 - Minor adjustment to hydraulics and hydrologic modeling account for this.



Feedback and Discussion

- ▶ What questions or feedback do you have?

Preparing for the Draft SEIS

Chris Regan, Environmental Manager

Kimberly Pincheira, Communications and External Relations Manager

Supplemental Environmental Impact Statement Process

- ▶ **IBR is studying the Modified LPA and a No-Build Alternative to understand the effects of each alternative on the community and environment**
 - The Modified LPA is not the final design but identifies key elements to study in the SEIS
 - Draft SEIS presents the specific design components of the Modified LPA and the potential impacts, benefits and mitigation
- ▶ **The results of the analysis will be published in the Draft SEIS**
 - All findings will be available for public review and comment
 - No decisions or changes to elements of the Modified LPA will be made until after there has been time for community feedback
 - Additional refinements and adjustments can be made to the Modified LPA in response to public comments and other design considerations to avoid, minimize, or mitigate impacts identified in the Draft SEIS
- ▶ **Next steps after the public comment period ends includes publishing a Final SEIS and Record of Decision**

Conceptual Design

General alignments and locations of transportation facilities

Design Options

- Bridge configurations
- Auxiliary lanes
- I-5 Alignment in Downtown Vancouver
- C Street Ramps
- Park and Rides at transit stations

Will 60 Days be enough for the public to read through the Draft SEIS?

- ▶ **Ease of understanding is a federal requirement**
 - Draft SEIS summary provides overview of all information and is about 60 pages
 - Searchable document
 - Index available
- ▶ **Formal commenting:**
 - Public hearings (2)
 - Public notifications
- ▶ **60-day public comment period**
 - Typically, between 30 to 45 days
 - Program working to make document easy to understand and navigate
 - Exceptions to longer public comment periods included:
 - *Pandemic*
 - *Projects that stretch hundreds of miles and many jurisdictions*

Draft SEIS Contents

- ▶ **Summary**
- ▶ **Front Matter**
- ▶ **Ch 1. Purpose & Need**
- ▶ **Ch 2. Alternatives**
- ▶ **Ch 3. Existing Conditions and Environmental Consequences**
 - 3.01 Transportation
 - 3.02 Aviation & Navigation
 - 3.03 Acquisitions & Displacements
 - 3.04 Land Use & Economic Activity
 - 3.05 Neighborhoods & Equity
 - 3.06 Public Service & Utilities
 - 3.07 Parks & Recreation
 - 3.08 Cultural Resources
 - 3.09 Visual Quality
 - 3.10 Air Quality
 - 3.11 Noise & Vibration
 - 3.12 Energy
 - 3.13 Electric & Magnetic Fields
 - 3.14 Water Quality & Hydrology
 - 3.15 Wetlands and Waters
 - 3.16 Ecosystems
 - 3.17 Geology & Groundwater
 - 3.18 Hazardous Materials
 - 3.19 Climate
 - 3.20 Environmental Justice
 - 3.21 Section 6(f) & Federal Lands to Parks
 - 3.22 Cumulative Effects
- ▶ **Ch 4. Financial Analysis**
- ▶ **Ch 5. Section 4(f) Evaluation**
- ▶ **Appendices**
 - A. Agency & Tribal Coordination
 - B. Public Involvement
 - C. Concept Design Drawings
 - D. Design Option Development and Screening Report
 - E. References
 - F. List of Preparers
 - G. List of Draft SEIS Recipients
 - H. List of Technical Reports
 - I. Glossary
 - J. Index

Draft SEIS Contents – Chapter 3

– 3.01 Transportation

- *Number of people & vehicles that use I-5*
- *Travel times*
- *Hours and miles of congestion*
- *Number and severity of crashes*
- *Performance on local streets*
- *Sufficiency of active transportation facilities*
- *Tolling impacts*

– 3.02 Aviation & Navigation

- *Pearson Field impacts*
- *Aviation safety*
- *Impacts to river navigation and safety*

– 3.03 Acquisitions & Displacements

- *Acres of property acquired*
- *Number of residential displacements*
- *Number of business displacements*
- *Number of public use sites displaced*
- *Long- and short-term impacts to acquisitions and displacements*

Draft SEIS Contents – Chapter 3

– 3.04 Land Use & Economic Activity

- *Population and employment forecasts*
- *Business displacements*
- *Impact on property taxes*
- *Cost of delaying program*
- *Long-term economic impacts*
- *Land-use and transportation plans*
- *Tolling impacts*

– 3.05 Neighborhoods & Equity

- *Residential and business displacements*
- *Construction related impacts*
- *Distribution of benefits*
- *Displacement of people experiencing houselessness*
- *Access to jobs and economic opportunities*
- *Burden of tolls*
- *Safety and security*
- *Accessibility to active transportation*

– 3.06 Public Service & Utilities

- *Impacts to public services and utilities*
- *Impacts to first responders*
- *Utility impacts short- and long-term*

Draft SEIS Contents – Chapter 3

– 3.07 Parks & Recreation

- *Acres acquired*
- *Trails reconstructed*
- *Replanting with unavoidable tree removal*
- *Replacement land*
- *Replacement of play equipment and recreational facilities*

– 3.08 Cultural resources

- *Mitigation of adverse effects in accordance with NHPA Section 106*
- *Tribal consultation*
- *Consultation with historic preservation offices*
- *Development of programmatic agreement*
- *Redaction of sensitive information*

– 3.09 Visual Quality

- *Changes to visual character impacting visual quality*
- *Visual quality from different locations in program area*
- *Visual quality using bridge configurations*
- *Land-use changes, redevelopment, urbanization*
- *Avoidance, minimization, mitigation*

Draft SEIS Contents – Chapter 3

– 3.10 Air Quality

- *Existing air quality in Portland-Vancouver metro*
- *Mobile source air toxins*
- *Criteria pollutants*
- *National Ambient Air Quality Standards*
- *Temporary air quality effects from construction*
- *Air quality effects from traffic diversion to avoid tolling*

– 3.11 Noise & Vibration

- *Guidelines and standards for evaluation*
- *Existing noise*
- *Long-term and temporary noise and vibration levels*
- *Traffic noise levels depending on location*
- *Vibration levels: vehicle traffic, light-rail, and construction*
- *Population, employment, land-use patterns impacting ambient noise*
- *Noise walls and sound barriers*

– 3.12 Energy

- *Existing conditions*
 - *Long-term benefits and effects of No-Build and MLPA on energy consumption and CO2 emissions*
 - *Roadway and transit O&M*
- ## – 3.13 Electric & Magnetic Fields (EMF)
- *Light-rail using an overhead electrical supply*
 - *EMF radiation*

Draft SEIS Contents – Chapter 3

– 3.14 Water Quality & Hydrology

- Stormwater runoff
- Water quality for fish
- Groundwater resources
- Federal 303(d) listing factors
- Spill prevention and pollution control

– 3.15 Wetlands & Waters

- Wetlands, fish, wildlife habitats, and water quality
- Federal and state laws to avoid and minimize impact
- Unavoidable impacts: compensation by restoring or creating new wetlands

– 3.16 Ecosystems

- Temporary and permanent effects on ecosystems and species in study area
- In-river, overwater shading, floodplain fill, bird predation impacts
- Aquatic species of interest
- Marine mammals
- Terrestrial species
- Botanical species
- Avoidance and minimization of impact

– 3.17 Geology & Groundwater

- Geologic hazards
- Geological and hydrogeological conditions
- Cascadia Subduction Zone
- Existing resources, hazards, and overall quality
- Long-term and temporary effects of No-Build and MLPA

Draft SEIS Contents – Chapter 3

– 3.18 Hazardous Materials

- *Evaluation of temporary and long-term effects*
- *Avoidance and mitigation of adverse effects*
- *Ranking of hazardous materials sites in the study area*
- *Phase I and Phase II Environmental Site Assessments*
- *Spills of hazardous substances from operational activities*

– 3.19 Climate

- *Reduction of vehicle travel demand*
- *Increase of transit and non-motorized mode shares*
- *Use of transit technologies to reduce or eliminate fossil fuels*
- *Improvement of traffic flow*
- *Support for state and federal emissions goals*
- *Conservation of energy, fuels and materials during construction*

– 3.20 Environmental Justice

- *Property acquisitions and displacements*
- *Relocation assistance*
- *Ramp meter rates*
- *On-street parking at peak periods*
- *Turn pockets*
- *Traffic signal timing*

Draft SEIS Contents – Chapter 3

– 3.21 6(f) Federal Lands to Parks

- *Replacement of protected property upon conversion to non-recreational use*
 - *Must be of comparable value and recreational utility*

– 3.22 Cumulative Effects

- *Result from incremental effect of proposed action*
- *Analysis of past, present and reasonably foreseeable future actions*
- *Speculative effects on planned land-use developments*
- *Impact on neighborhoods, economic activity, visual quality, air quality, noise, historic built environment, geology, groundwater, etc.*
- *Temporary construction effects*
- *Irreversible and irretrievable commitments of resources*

Draft SEIS Contents – Chapters 4 & 5

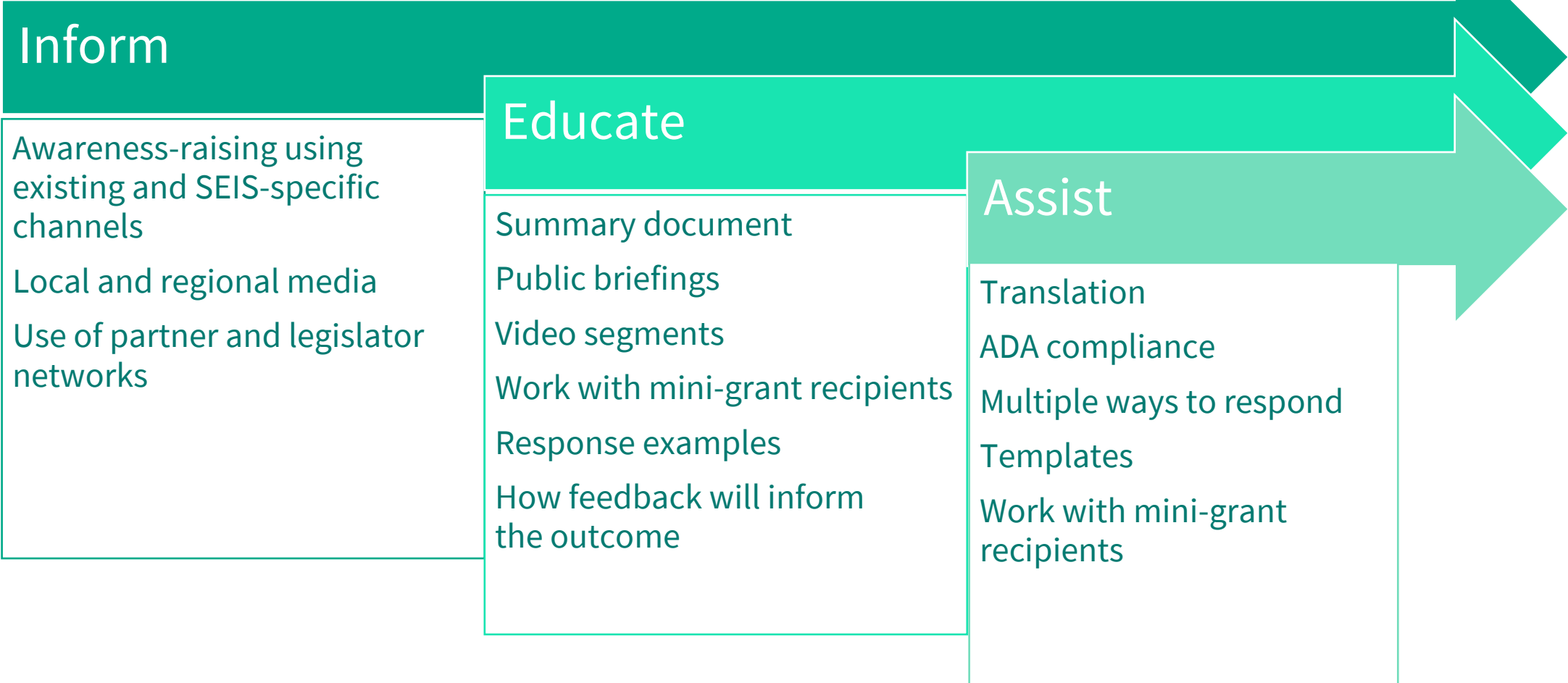
– Ch. 4 Financial Analysis

- Cost
 - Capital cost of Modified LPA
 - Methodology
- Revenue options
 - State funding
 - Tolling
 - Federal competitive grants
- Financial plan

– Ch. 5 Section 4(f) Evaluation

- *Impact of Modified LPA and alternatives on parks, community centers, recreational fields, historic properties and trails.*
- *Approximate acreages of acquisition and displacement under each alternative*
- *Findings of de minimis impact or greater for each property*

Supplemental Environmental Impact Statement: Community Engagement Approach



Engagement to Support the Draft SEIS

▶ Existing Channels :

- Presentations to Advisory Groups
- Presentations to businesses, community-based organizations, neighborhood associations, partner advisory committees
- Tabling at fairs, festivals and community events
- Office hours
- Program email inbox
- Social media
- Program newsletters

▶ Formal Draft SEIS Public Comment:

- Public Hearings
- Public Notifications

▶ Additional Draft SEIS-Specific Channels:

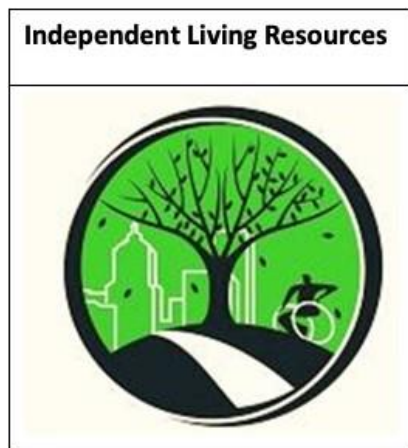
- Public community briefings
- CBO co-hosted listening sessions
- IBR hosted listening sessions
- Community forums
- Property owner notification mailers
- Literature distribution in the program area
- Email notification
- How to "Public Comment" recording

Engagement Leading Up to Draft SEIS

- ▶ **IBR will continue to provide information about what is being studied and what to expect to help prepare for the public comment period**
 - Information on the Modified LPA and design options is available online at interstatebridge.org/nextsteps to review to begin preparing
 - Utilizing existing tools such as social media, presentations, web updates, program newsletter, and new tools such as educational videos
- ▶ **Intended Outcomes:**
 - Create a better understanding of what information will be available in the Draft SEIS and how people can provide effective public comment
 - Solicit feedback to help inform our future content and approach to engagement
 - Conduct intentional outreach to equity priority communities

Partnering with Community Organizations

- ▶ IBR is collaborating with eight organizations on outreach to equity priority communities leading up to the release of the Draft SEIS
 - Distribute information about IBR-related events and meetings
 - Co-host listening sessions, community forums, and community briefings



Public Comment Overview

- ▶ There will be multiple ways to access the Draft SEIS once it is published, including online through the IBR office
- ▶ Comments can be submitted a number of ways during the public comment period:
 - Commenting at public hearings
 - Submitting a web-based form or emailing a comment
 - Sending a comment through the mail
 - Calling the IBR office to leave a verbal comment
 - Comments do not have to be in English
 - The program will accommodate accessibility, ADA, and other needs
- ▶ All public comments will be recorded and a response will be documented in the Final SEIS
 - Responses will include any changes, updates, and new information added based on those comments
 - The program will provide a summary of comments received following the public comment period



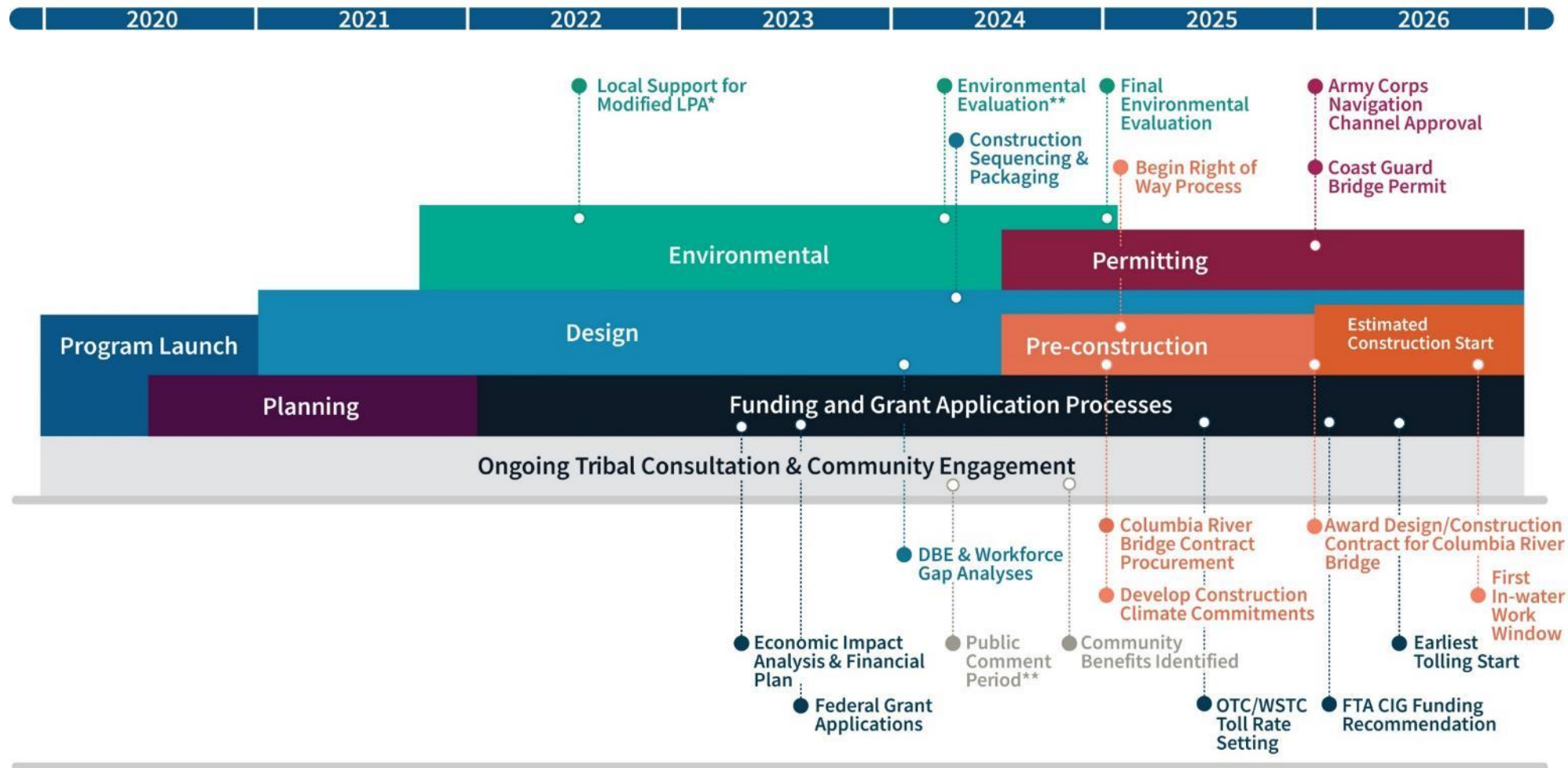
Feedback and Discussion

- ▶ What questions or feedback do you have?

Next Steps

Greg Johnson, Program Administrator

Program Schedule



Working draft: 11.21.2023. Schedule will be updated as needed to reflect program changes and timeline.

*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).

**The public comment period will extend for 60 days. Following public review of the Draft SEIS, refinements will be made to address comments and a corridor-wide alternative for analysis in the Final SEIS will be confirmed.

Upcoming Work

- ▶ Ongoing coordination with federal and program partners, river users and community members.
- ▶ Community engagement to support community members responding to the Draft SEIS
 - CBO listening sessions and briefings this winter
- ▶ Discussions on elements such as bridge design, transit station design/access, bridge aesthetics and active transportation design will occur following publication of the Draft SEIS.
- ▶ OTC/WSTC tolling coordination
 - Commission toll rate-setting anticipated to occur in 2025



Feedback and Discussion

- ▶ What questions or feedback do you have?
- ▶ Are there other ongoing priorities you have feedback on?

Public Comment



For more information contact:

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Thank you!

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