



# Interstate Bridge Replacement Program

October 14, 2024

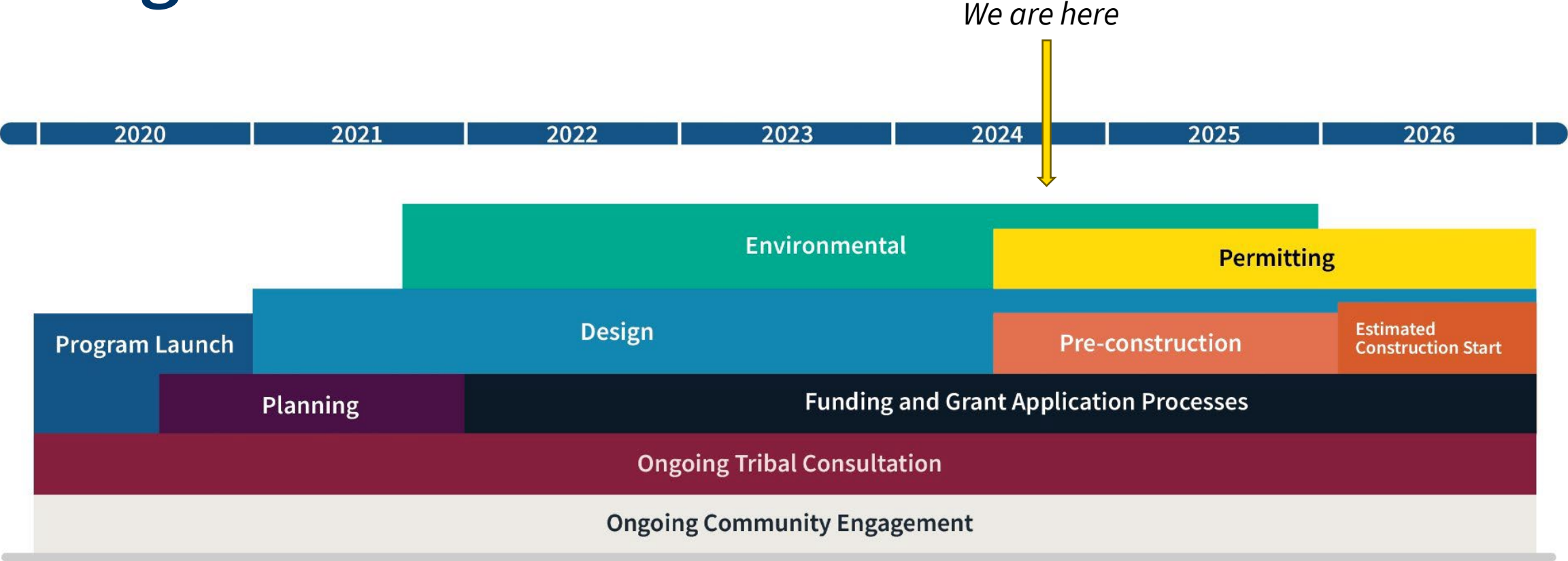
# Meeting Agenda

- ▶ Program Update
- ▶ Draft SEIS and Public Comment
- ▶ Update on Toll Analysis Work
- ▶ Responding to Questions
- ▶ Next Steps
- ▶ Public Comment

# Program Update

Greg Johnson, Program Administrator

# Program Schedule

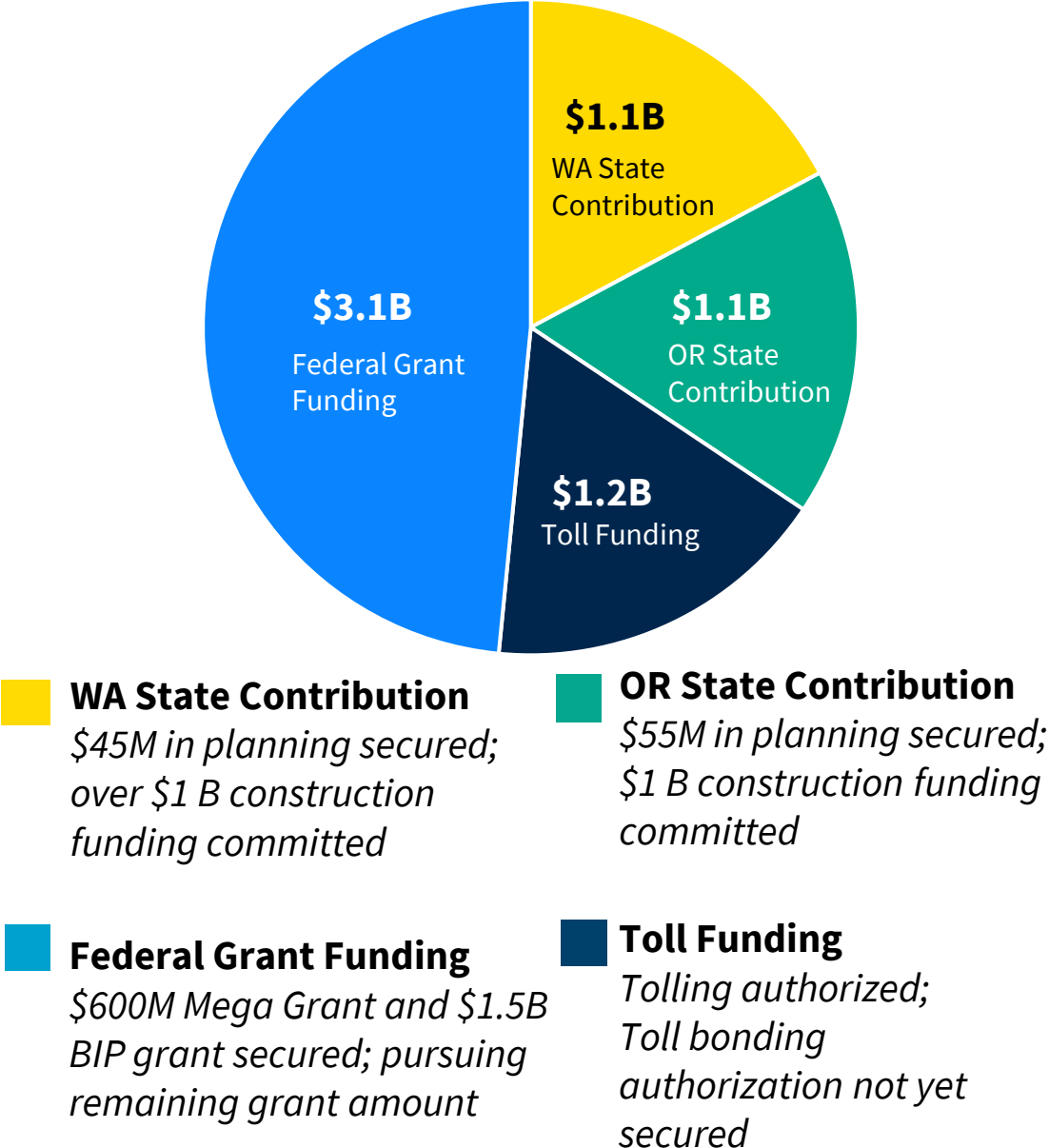


*Schedule will be updated as needed to reflect program changes and timeline.*

# IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the estimated cost range of \$5 billion - \$7.5 billion.
  - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ Cost estimates will be refined as the federal review process progresses and the program advances design of IBR investments.

## Potential Program Funding Sources



# Federal Grants Update

	National Infrastructure Project Assistance (Mega) Grant	Bridge Investment Program Grant	FTA Capital Investment Grant
<b>Purpose</b>	Large, complex projects that are difficult to fund.	Solely for bridges and crossings. Strong equity and climate component.	Funds transit capital investments. The major source of funding for IBR transit.
<b>Flexible Funding</b>	Yes – can be used for multimodal	No – can only be used for bridge and approaches	No – can only be used for transit
<b>Amount Requested</b>	\$600 million	\$1.5 billion	Approx. \$1 billion
<b>Status</b>	Full amount received	Full amount received	Entered Project Development Phase September 2023
<b>Letters of Support</b>	Over 130 Letters of Support	Over 130 Letters of Support	N/A
<b>Award Announcement</b>	December 2023 <b>AWARDED</b>	July 2024 <b>AWARDED</b>	Each phase increases confidence of successfully receiving funding

# Capital Investment Grant (CIG) Program

- ▶ US Department of Transportation's largest discretionary and competitive grant program
- ▶ The CIG program is administered by the Federal Transit Administration (FTA)
- ▶ IBR intends to seek approximately \$1 billion in CIG funding
- ▶ The CIG program has four steps with significant oversight for risk, cost estimating, financing, and project management throughout each step
  - FTA approval is required for entry into each step
- ▶ **Projects are given a rating based on how well they perform in CIG criteria**
  - Projects must rate well in order to successfully compete for funding, and a project's ability to receive congressional funding appropriations is based on that rating

# 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.

## ► 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





WE WANT  
TO HEAR  
FROM  
YOU!

## Draft SEIS Available Starting Sept. 20<sup>th</sup>

The **Draft Supplemental Environmental Impact Statement** identifies potential impacts and benefits of the proposed infrastructure investments in transportation, the community and the environment, both during construction and in the future.

To learn more, go to [www.interstatebridge.org/DraftSEIS](http://www.interstatebridge.org/DraftSEIS)

## Public Comment Period: Sept. 20 - Nov. 18

Feedback from the community will inform design and updates to technical analysis to shape the solution that advances to the Final SEIS.

## Draft SEIS Public Comment Period: Sept. 20 - Nov. 18

[www.InterstateBridge.org/DraftSEIS](http://www.InterstateBridge.org/DraftSEIS)

# Public Comment Activities

- ▶ **Virtual Community Briefings (What to Expect) – Aug. 20 & Aug. 24**
- ▶ **Publication of the Draft SEIS**
  - 60-day public comment period (Sept. 20 through Nov. 18, 2024)
- ▶ **Upcoming Section 106 Online Open House**
  - 30-day public comment period (Oct. 18 through Nov. 18, 2024)
- ▶ **Draft SEIS Public Briefings (Findings) – Oct. 1 & Oct. 9**
- ▶ **In-Person Public Hearings & Open Houses – Oct. 15 & Oct. 17**
- ▶ **Virtual Public Hearings – Oct. 26 & Oct. 30**



# Questions or Feedback?

# Draft SEIS and Public Comment

Ray Mabey, Assistant Program Administrator

Frank Green, Assistant Program Administrator

Paige Schlupp, Assistant Program Administrator

Chris Regan, Environmental Manager

Ryan LeProwse, Transportation Lead

Kimberly Pincheira, Communications and External Relations Manager



# Draft SEIS Overview

- ▶ Chris Regan, IBR Environmental Manager

# 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



# Building on Past Work

- ▶ The IBR Program continues work conducted previously during the Columbia River Crossing (CRC) project that began in 2004.
- ▶ The EIS for the former project drafted in 2008 evaluated a No-Build Alternative and four build alternatives.
- ▶ The 2011 Record of Decision (ROD) identified a Selected Alternative which was revised by two NEPA re-evaluations in 2012 and 2013. This is referred to as the “CRC Locally Preferred Alternative” (CRC LPA).
- ▶ The project was suspended in 2014 due to a lack of regional consensus.
- ▶ The Federal Highway Administration and Federal Transit Administration remain the federal co-lead NEPA agencies on IBR.



# Why a Draft Supplemental EIS?

- ▶ The transportation challenges that CRC sought to address still exist and remain unresolved. The Purpose and Need for the Program has not changed.
- ▶ The range of alternatives evaluated in the CRC project are still valid and remain technically and economically feasible solutions that meet the Purpose and Need.
- ▶ Since 2013 there have been changed conditions, including the physical environment, community priorities and regulations.
- ▶ In 2021, the federal lead agencies issued a NEPA re-evaluation to assess the extent of changes in conditions. They determined that an SEIS should be prepared to identify and disclose new adverse impacts and mitigation associated with the changes in conditions that occurred since 2013.

# Purpose and Need



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



**Earthquake vulnerability:**

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



**Impaired freight movement:**

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



**Inadequate bike & pedestrian paths:**

Narrow shared use paths, low railing heights, and lack of dedicated pathways impede safe travel.



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



**Limited public transportation:**

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

# Understanding the Terms

- ▶ **Modified Locally Preferred Alternative (LPA)**
  - A set of corridor-wide multimodal improvements that seek to fulfill the Program’s stated Purpose and Need.
- ▶ **Design options**
  - Refinements to the Modified LPA considered for specific project components that represent a range of potential options for the design of the component.
- ▶ **No-Build Alternative**
  - None of the Modified LPA components would be constructed and other planned projects that are independent from the IBR Program would proceed.

## Why consider multiple design options?

- ▶ Allows for analysis and disclosure of the range of potential impacts and benefits for a specific component.
- ▶ Gives decision makers a variety of paths to consider in fulfilling the Purpose and Need.
- ▶ Considers ways to maximize benefits while minimizing harm.

# 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



# 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

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



# 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



# Existing Safety Conditions

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

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**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**

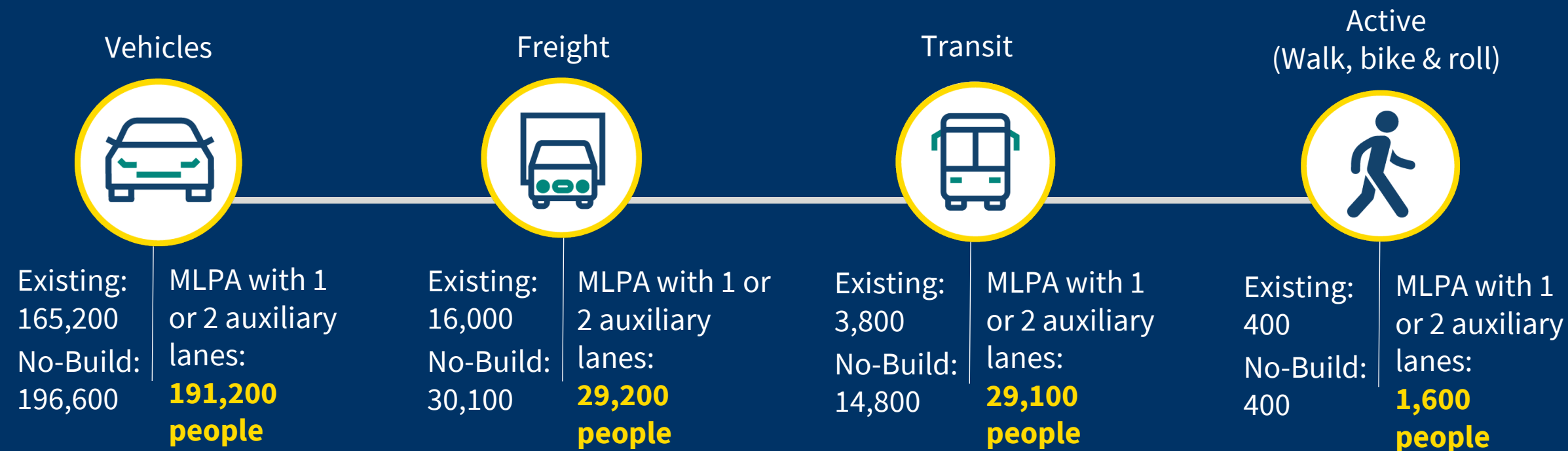
Modified LPA with two auxiliary lanes compared to No-Build Alternative

**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**

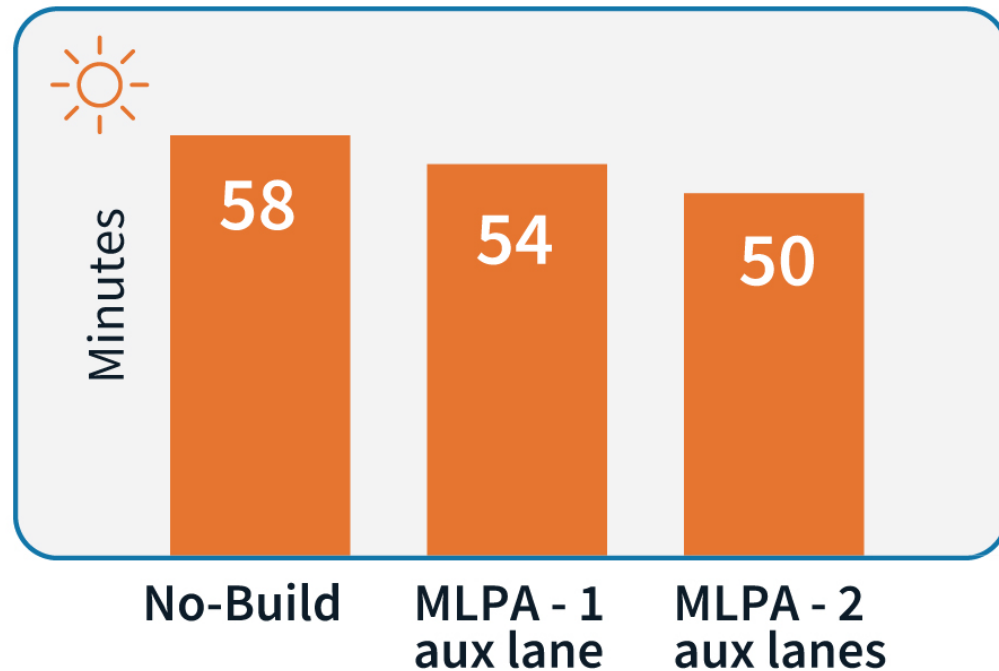
**3% less compared to  
No-Build Alternative**

See **Chapter 3.1** for more information.

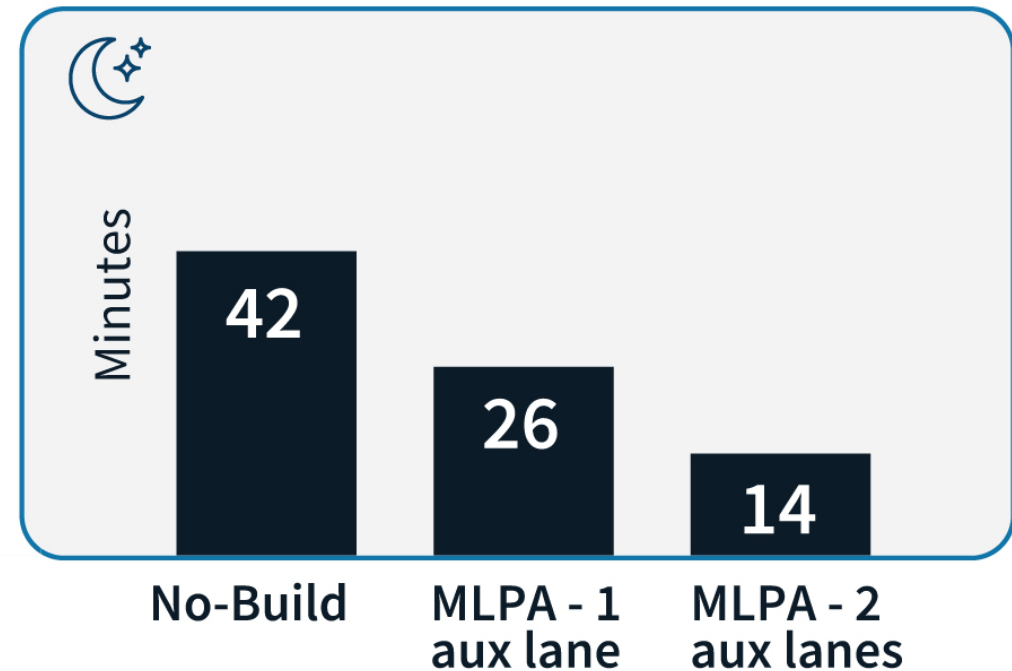
# Travel Times - Vehicles

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



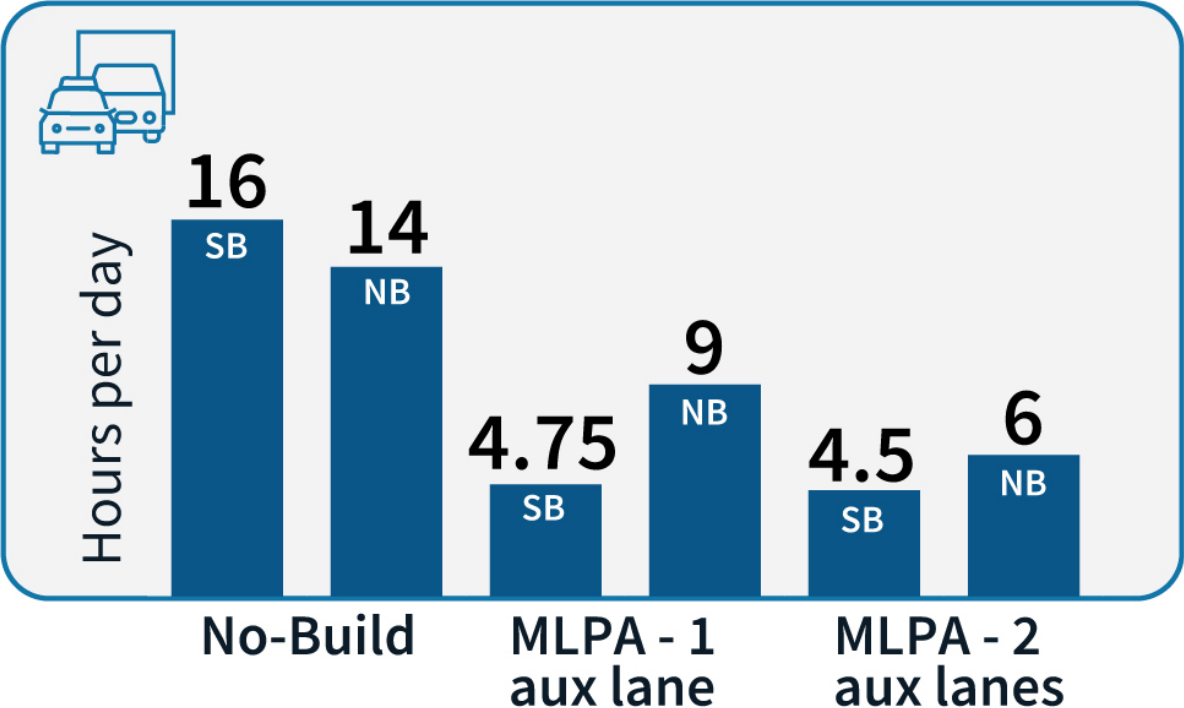
### Northbound PM 3 pm - 7 pm



# 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.

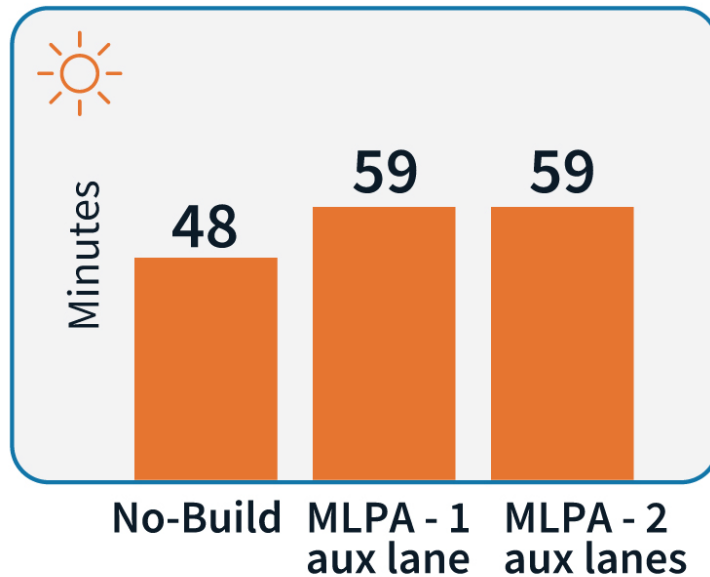
Congestion at Interstate Bridge in 2045



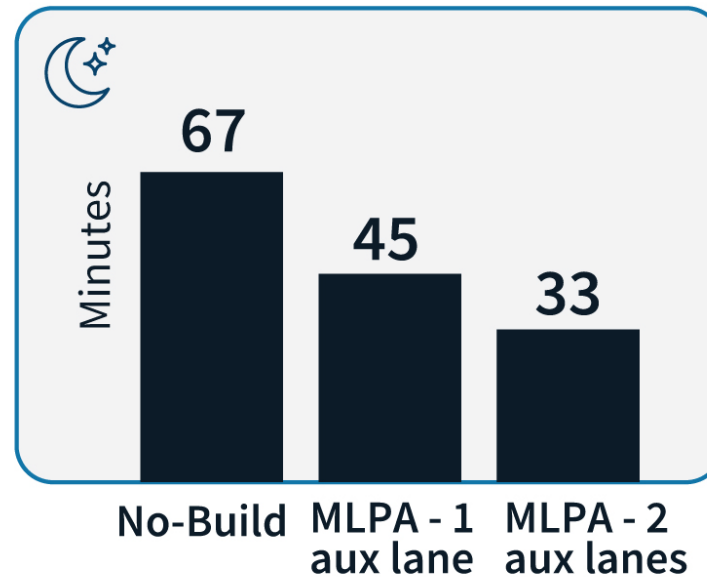
# Transit Total Travel Times

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.

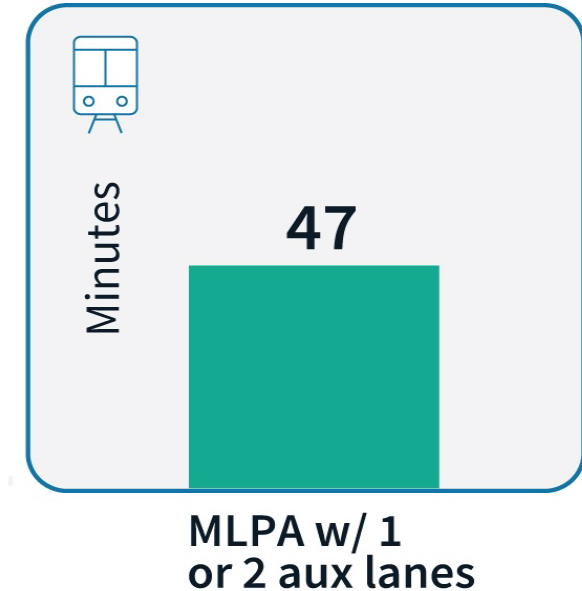
### Southbound AM - Express Bus



### Northbound PM - Express Bus



### Light Rail - Both Directions

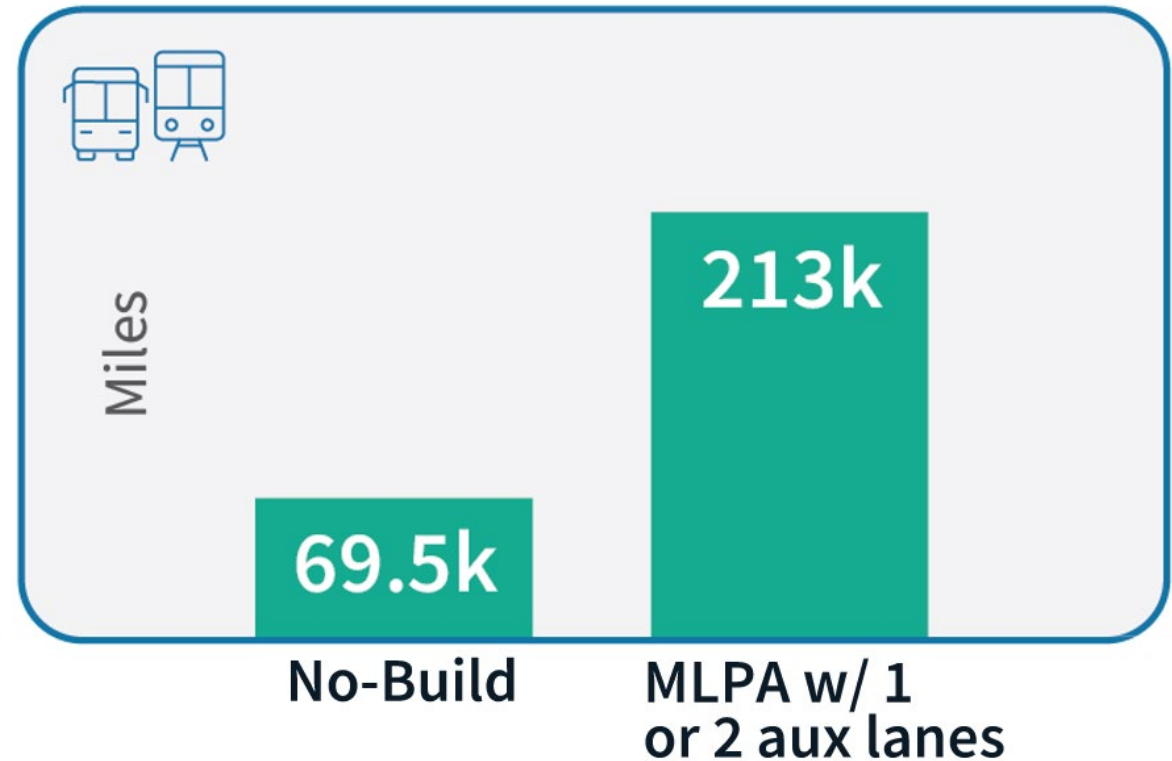
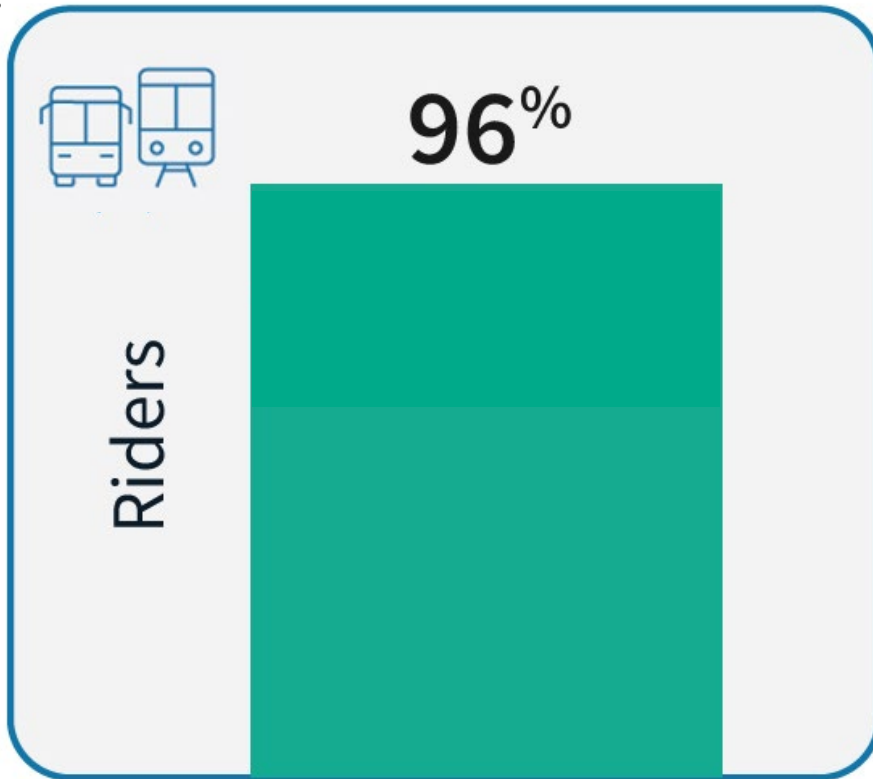




# Transit Ridership & Passenger Miles

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.



# Downtown Vancouver

## Park & Ride Options





# Community

- ▶ Ray Mabey, IBR Assistant Program Administrator
- ▶ Frank Green, 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.

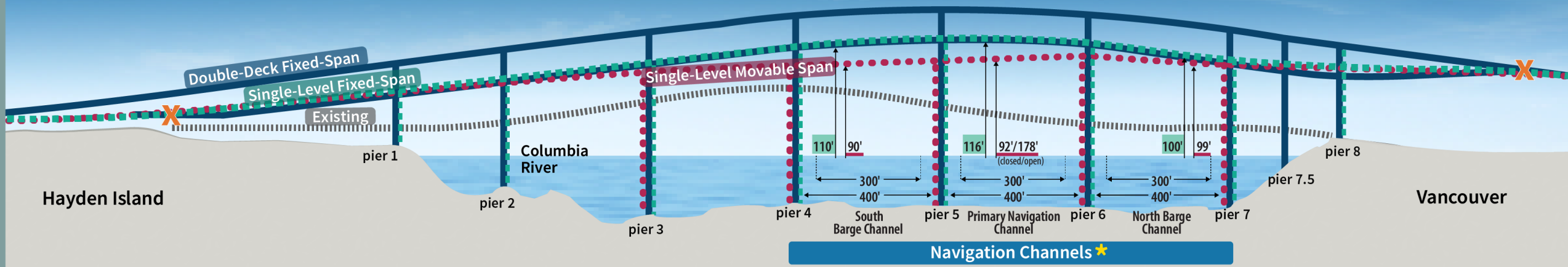
## ▶ Impacts to marine navigation:

- 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

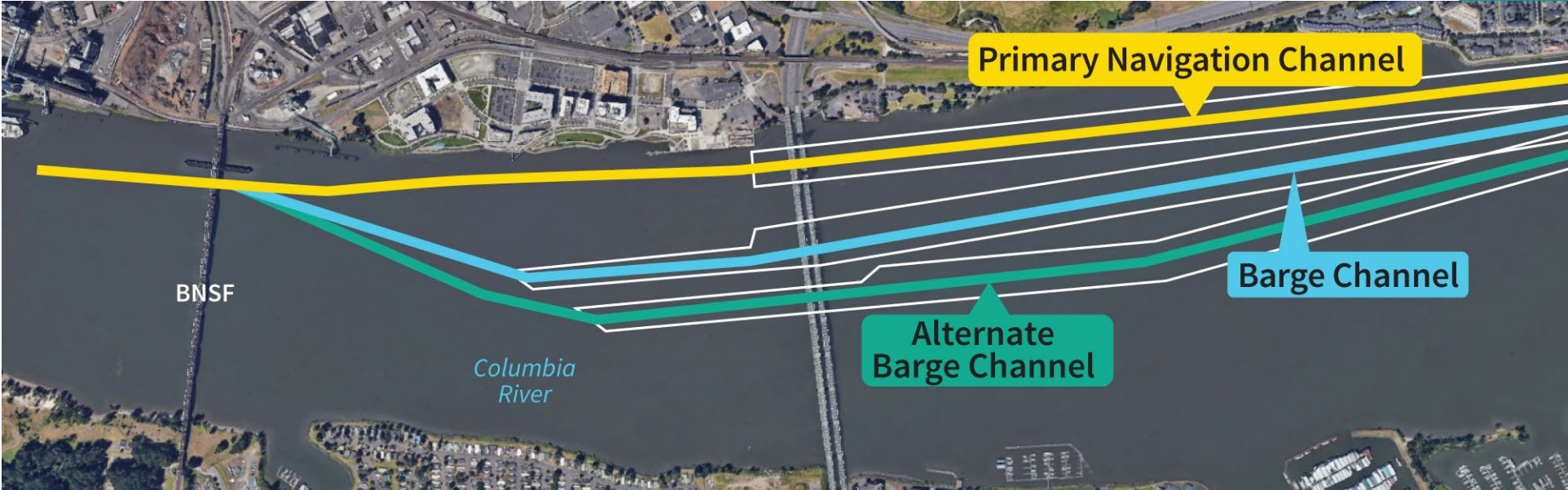
*All graphics are conceptual and subject to change*

## Notes:

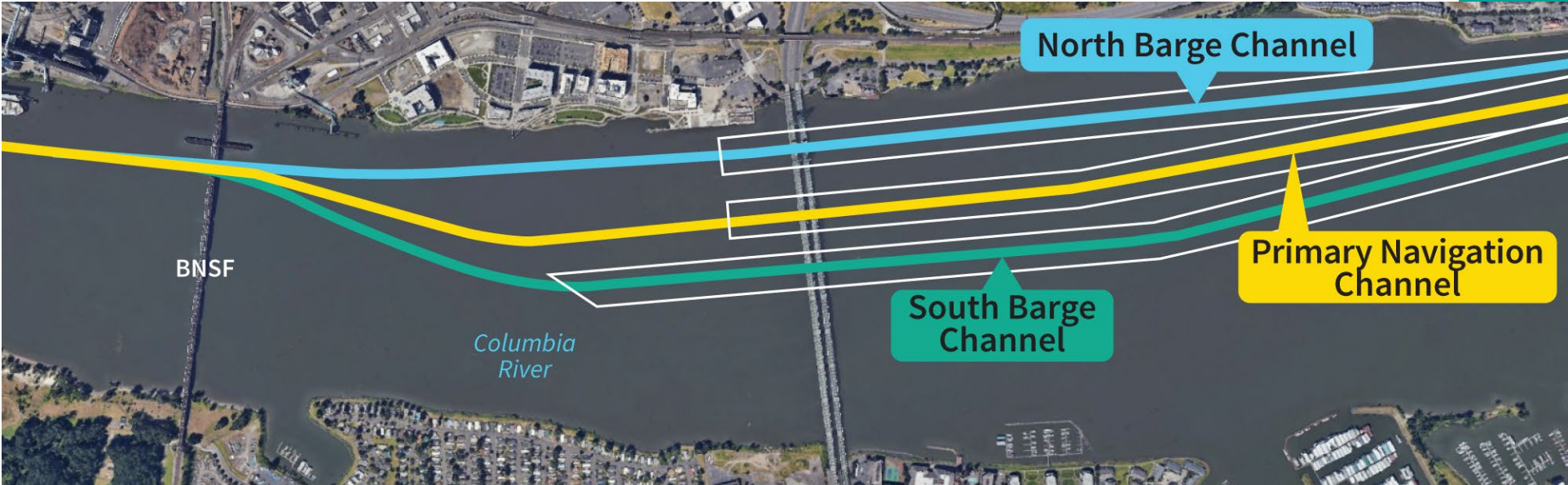
- X LRT profile north and south of marked locations is similar between all bridge configuration options.  
LRT and SUP profiles are independent of the highway profile to the south of pier 1 and to the north of pier 8 and are not shown.  
Profiles for SUP land-side connections in Oregon and Washington 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.

# Navigation

Existing Navigation Channels



Proposed Navigation Channels



See **Chapter 3.2** for more information

# Acquisitions and Displacements

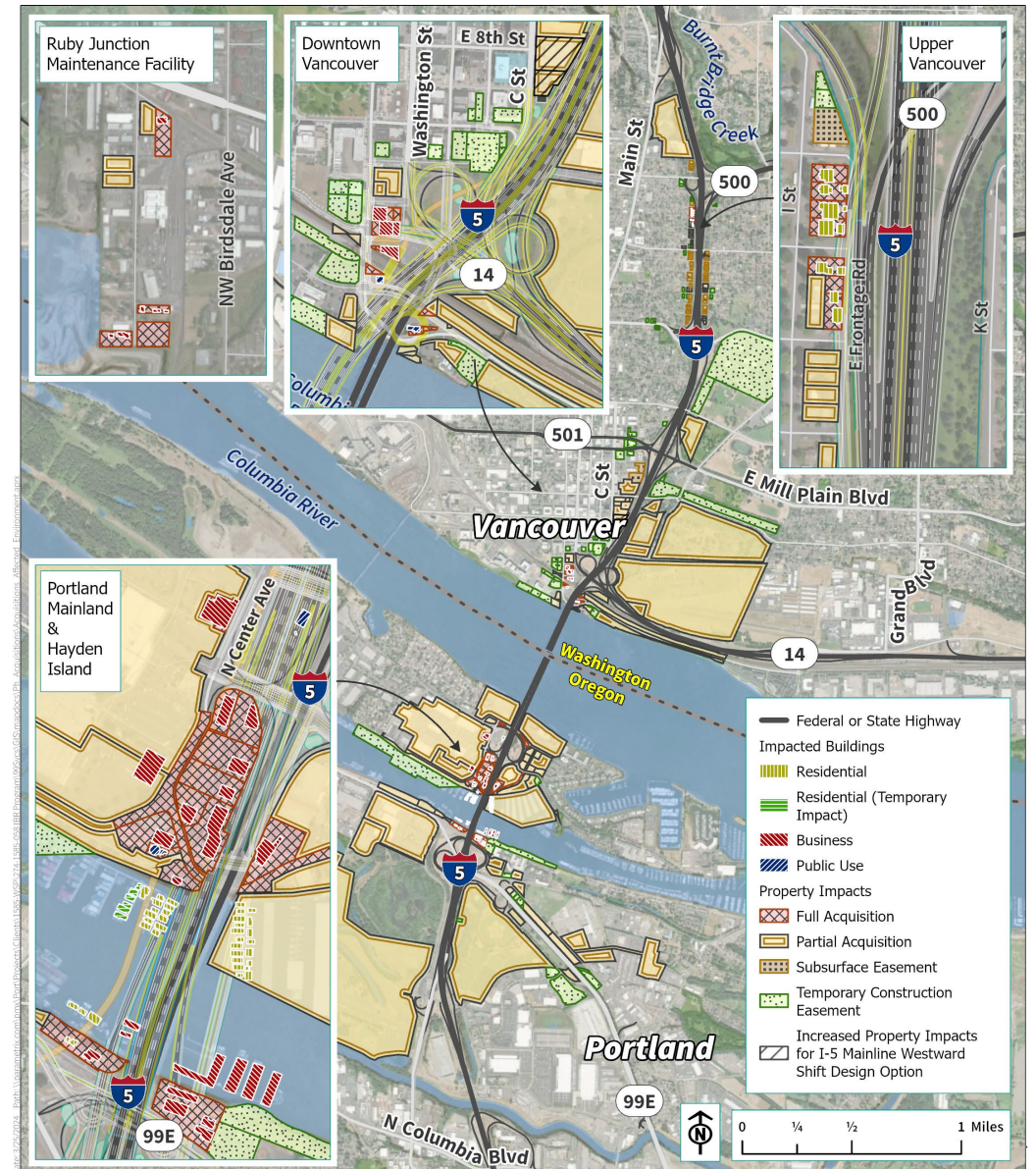
## ► Acquisitions: 47.0 acres

- **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.
- ▶ **The Modified LPA is not the final design, but rather a key milestone inviting public comment and setting the Program's direction to begin testing and evaluating plans for a replacement river crossing.**
- ▶ **Because the delivery of IBR investments is expected to be sequenced, formal discussions around property acquisitions will also be sequenced in conjunction with construction timelines.**
- ▶ **Program efforts to avoid, minimize, and mitigate impacts will continue through final design and construction.**



# Right of Way Process cont.

- ▶ The IBR program will make every reasonable effort to avoid taking property when it is not necessary for the delivery of the proposed investments.
- ▶ 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
- ▶ If a property owner and state cannot reach agreement on terms of a sale, there is a legal process to facilitate resolution. There are many tools available on federal transportation projects and the legal process is only needed when all other methods of reaching agreement are exhausted.

# 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**



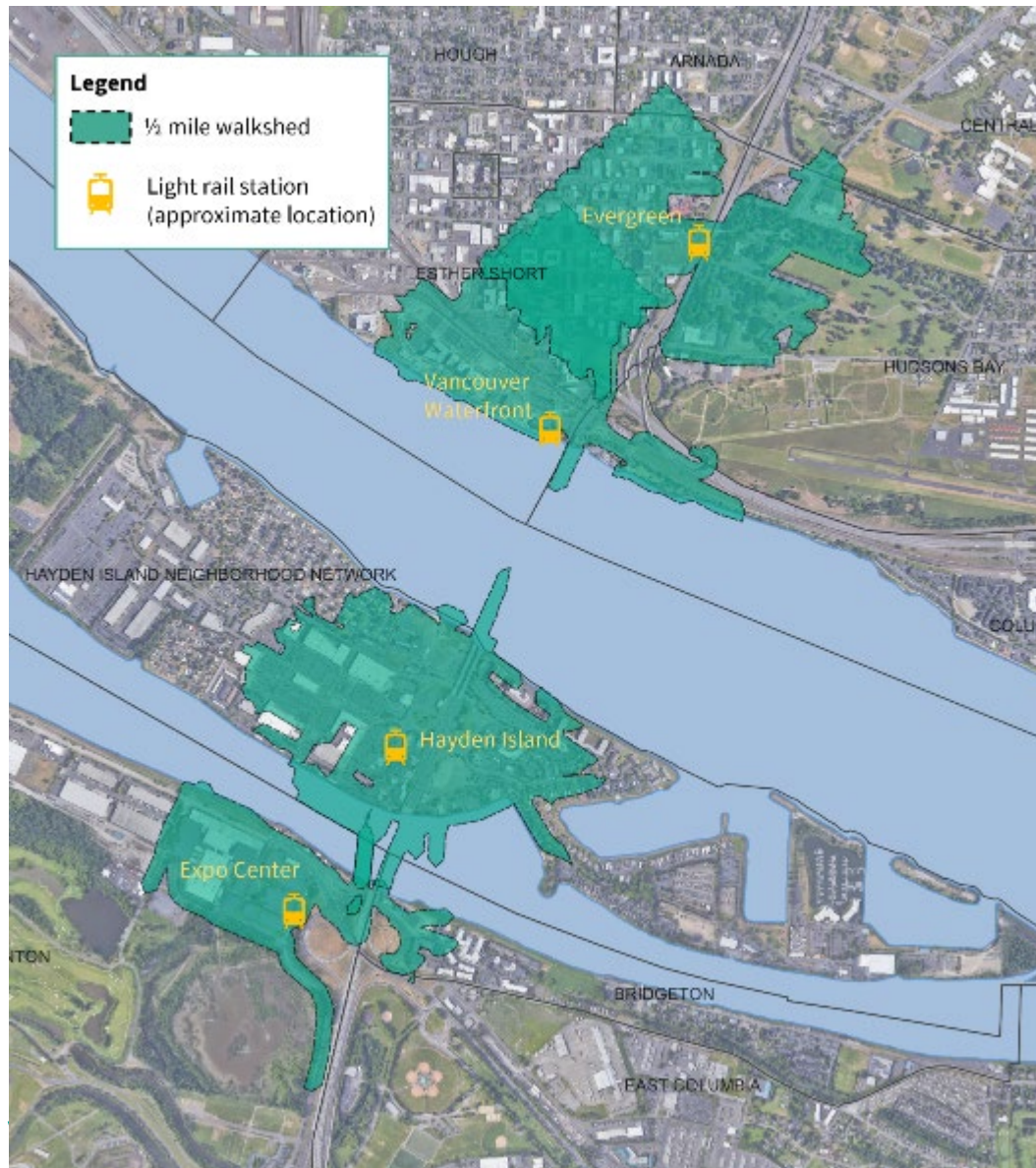
**5,500 direct jobs  
&  
10,900 indirect jobs**

# 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

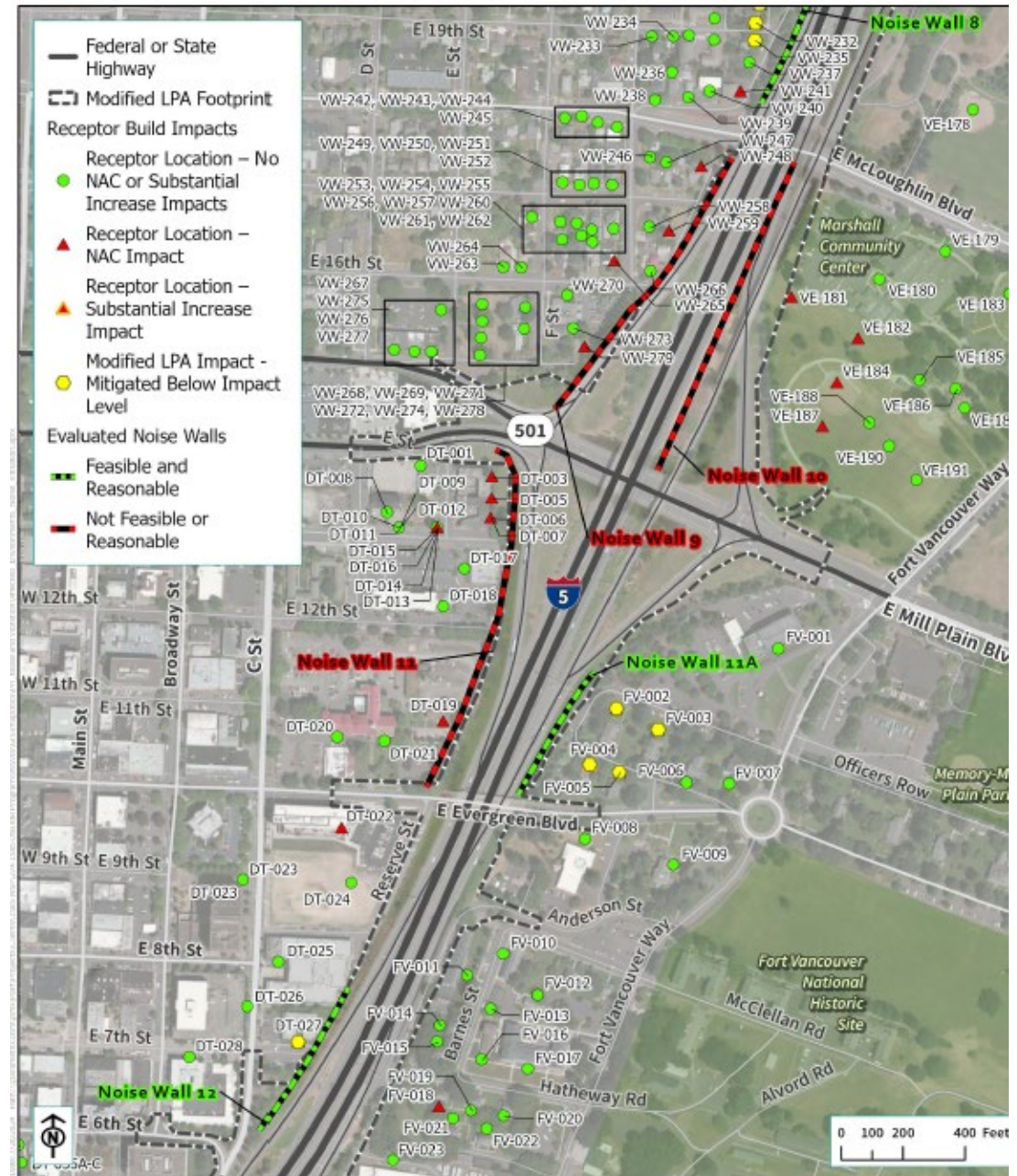
# Noise and Vibration

## ▶ Highway

- 198 receptors exceed highway noise thresholds (compared to 215 in No-Build)
- Potential for 10 noise walls in Washington and 1 noise wall in Oregon

## ▶ Transit

- 12 receptors with moderate transit noise impact levels
- 12 residences and 1 theater with transit vibration impacts



Sound Wall Locations in Upper Vancouver

# Visual

Hayden Island looking west



Existing Condition



Photographic simulation of Modified LPA Columbia River bridges with a double-deck fixed-span configuration



Photographic simulation of Modified LPA with single-level movable-span configuration

Columbia River bridge heading north



Existing Conditions



Photographic Simulation of the Modified LPA with double-deck fixed-span bridge configuration



Photographic simulation of Modified LPA Columbia River bridge with single-level movable-span configuration

# Visual (cont.)

## Fort Vancouver National Historic Site



Existing Conditions



Photographic simulation of Modified LPA with single-level movable-span closed configuration with C Street ramp



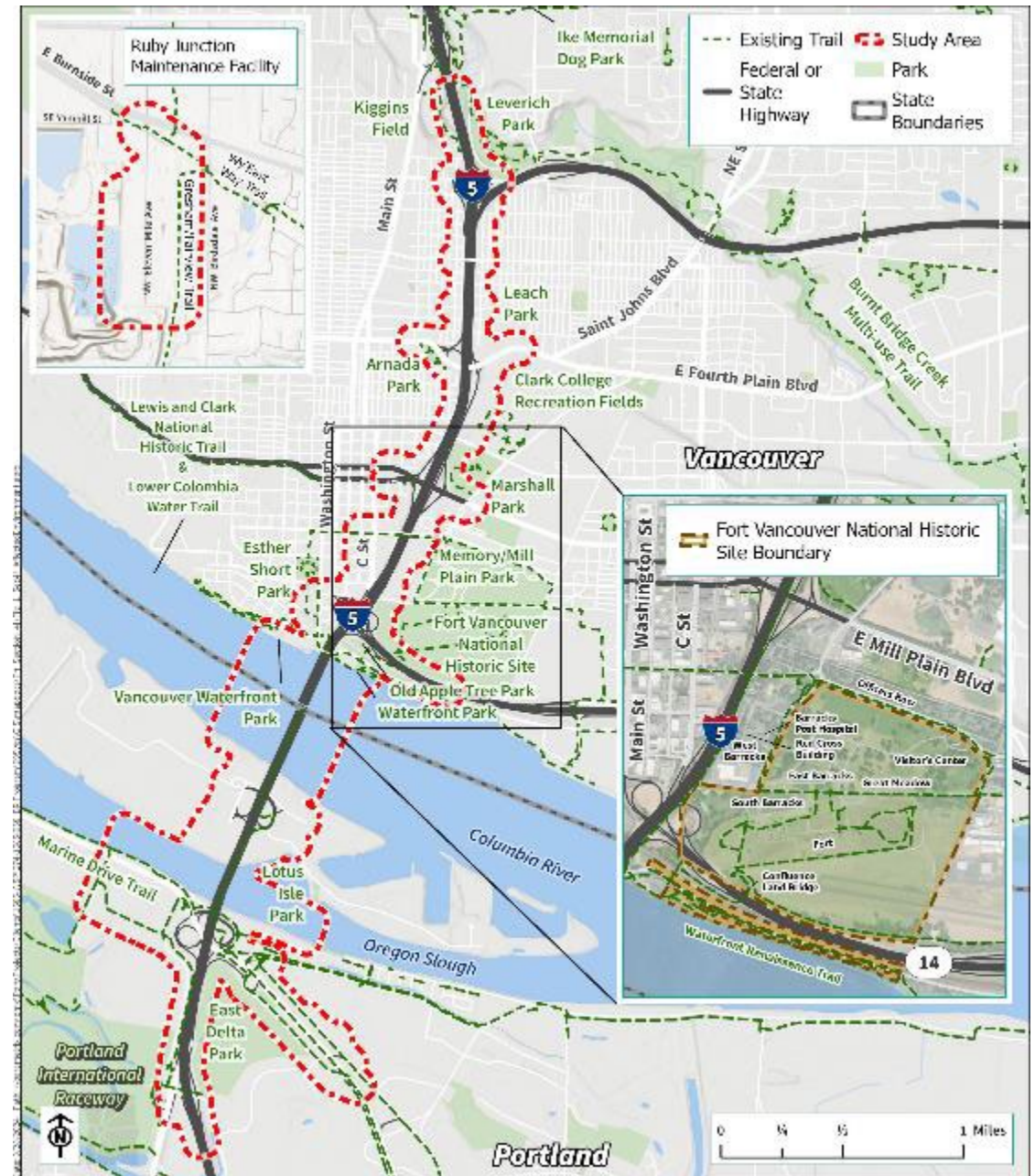
Photographic simulation of Modified LPA with double-deck fixed-span configuration with C Street Ramp



Photographic simulation of Modified LPA with single-level movable-span open configuration with C Street ramp

# Parks & Recreation

- ▶ Acquires approx. 1.3 acres of park and recreation resources
- ▶ Reconstructs or permanently realigns approx. 5,800 linear feet of trails
- ▶ Improved transit access to park and recreation resources



Parks and Recreation Facilities

See **Chapter 3.7** for more information.



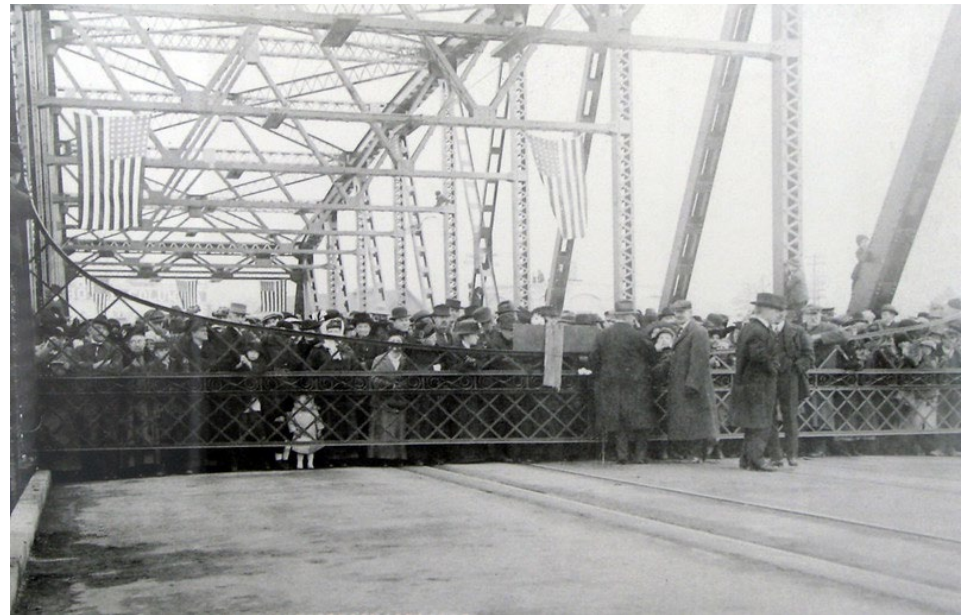
# Cultural Resources

## ► 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





# Environment

- ▶ Chris Regan, IBR Environmental Manager

# 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

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



# Temporary Construction Impacts

- ▶ Noise
- ▶ Dust
- ▶ Delays and detours
  - Roads
  - Sidewalks
  - Trails
- ▶ Access to businesses
- ▶ Acquisition of temporary construction easements
- ▶ Visual quality



# 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
  - Development of community benefits
- ▶ Regulatory compliance efforts are underway





# Outreach and Public Comment

- ▶ Kimberly Pincheira, IBR Communications and External Relations Manager



# 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.



# Getting the word out

- ▶ Pre-publication notifications through emails, newsletter, social media posts, website banner, equity roundtable, tabling, community briefings
- ▶ Postcard and property owner letters
- ▶ Email distribution
- ▶ Website update
- ▶ Press release and press conference
- ▶ Social media
- ▶ Billboard on Hayden Island
- ▶ Transit advertising (TriMet and C-TRAN)
- ▶ Newspaper (print and digital) and radio ads
- ▶ Partner toolkit



**The Draft SEIS will be available Sept. 20!**

Public Comment Period: September 20 - November 18

The Draft Supplemental Environmental Impact Statement identifies potential impacts and benefits of the proposed infrastructure investments in transportation, the community and the environment, both during construction and in the future. Visit [IBR Draft SEIS](#) to learn more, review the document and leave a comment.



# 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
  - 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)

# Draft SEIS Webpage

- The Draft SEIS and technical reports
- Background information and educational materials
- Public comment form and information on other ways to provide comment

PROGRAM UPDATES

## Supplemental Environmental Impact Statement

### Welcome to the Draft Supplemental Environmental Impact Statement (SEIS) page!

On this page, you can review the SEIS and provide comment, in addition to viewing information presented at our open houses (online and in-person).

Following the release of the Draft SEIS, a 60-day public comment period was initiated and is now open. The comment period will close on xx-xx-xxxx. After the comment period is closed, comments will be reviewed, responded to and posted here for public review.

[Review the SEIS](#)

[Provide Comments](#)



Start here!

### 1. Watch our videos for more information

What is an SEIS?



What are we evaluating?



How do I read and comment?



[What is the Draft SEIS?](#)

[What does the Modified LPA include?](#)

### 2. Read more about the Draft SEIS findings

[Transportation](#)

[Transportation](#)

[Community](#)

[Environmental](#)

### 3. Review the Draft SEIS and technical reports

[Executive Summary - Available in 7 Languages](#)

[Front Matter, Table of Contents, List of Acronyms & Abbreviations](#)

[Chapter 1. Purpose and Need](#)

[Chapter 2. Description of Alternatives](#)

[Chapter 3. Existing Conditions and Environmental Consequences](#)

[Chapter 4. Draft 4\(f\) Evaluation](#)

[Appendices](#)

[Technical Reports](#)

[Download all Documents & View a Program Map](#)

[How to Search in the Documents](#)

To search for particular keywords in the Draft Supplemental Environmental Impact Statement, follow these steps:

1. Open the document you want to search in.
2. Use the "Find" function to search in the document:
  - o On Windows: Press the "CTRL" key and the "F" key at the same time (CTRL + F).
  - o On Macs (Apple computers): Press the "Command" key and the "F" key at the same time (Command + F).
3. Type the keyword in the pop-up box at the top of the page.
4. Click "Next" or the downward arrow to see the next instance of the keyword in the document.

# 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 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, open houses, public hearings, and other events: [www.interstatebridge.org/calendar](http://www.interstatebridge.org/calendar)*

# Public Comment Overview

- ▶ **All official public comments received will be documented in the Final SEIS**
  - Feedback received will be used to update the technical analysis, narrow design options and refine the preferred alternative
- ▶ **An interim public comment summary highlighting the number of comments received and primary topics is anticipated in early 2025**



# Questions or Feedback?



# Update on Toll Analysis Work

- ▶ Travis Brouwer, ODOT Assistant Director
- ▶ Reema Griffith, Director, Washington State Transportation Commission
- ▶ Ed Barry, WSDOT Toll Division Director
- ▶ Carl See, Deputy Director Washington State Transportation Commission



# Program Management

- General Toll Consultant Contract finalized
- Program Management Plan
  - Roles and Responsibilities (WSDOT, IBR, ODOT)
  - Risk Analysis
  - Communications Plan
- Pre-Completion Toll Cost Estimate
- Pre-Completion Toll Schedule
  - To inform next steps in contracting and program development
- Decision Documentation



# Customer Service and System

- Customer Service Back Office System – Coordinating with the *Good To Go!* system vendor to understand system expansion needs.
  - Coordinating with ODOT to create a direct interface to their DMV
- Customer Service Operations – Coordinating with the *Good to Go!* Operations vendor on preliminary planning for:
  - Local customer service support for the Vancouver/Portland area.
  - Expansion of Customer Contact Center staff.
  - Transponder Distribution needs



# Roadside Toll System

- WSDOT Statewide Roadside Vendor – under contract for Preliminary Coordination
- Concept of Operations – Working to determine how the roadside toll system will operate including:
  - Pre-Completion Toll Equipment Location
  - Toll Rate and Information Signing Locations
  - Communications infrastructure pathways
  - Vendor system hosting location
- Collaboration with the IBR Program team on infrastructure needs that will be incorporated into early construction packages.
- Collaboration with ODOT and WSDOT Regional Offices on communications infrastructure needs.



# Highlights from our most recent site visit



# Traffic and Revenue

- WSDOT Statewide Traffic and Revenue Consultant Team
  - Level III Analysis
- Ongoing support and analysis for the Bi-State Commission Rate-Setting Process
- Next Steps:
  - Further data collection
  - Stated Preference Survey



A modern connection for a growing community

**Level 2 Traffic and Revenue Study**  
November 2023

# Upcoming Work Items



- Continued Support for Bi-State Commission
- Continued development and design of Customer Service, Back Office and Roadside Systems
- Support for Bi-State Agreements
  - Toll and Facility Operations and Maintenance
  - Financial and Funding agreements
- Education and Marketing
  - Information gathering to understand local attitudes and awareness about tolling



# Transportation Commission Update

## I-5 Bridge Tolling

October 14, 2024

# I-5 Bridge Toll Authorization

## Washington

- The Washington State Legislature authorized tolling for the Interstate 5 bridge replacement project in 2023 (RCW 47.56.902)

## Oregon

- The Oregon State Legislature authorized tolling of state highways and provided specific direction to ODOT and the Oregon Transportation Commission (ORS 383).
- The 2013 Oregon bill authorizing the Columbia River Crossing project included language related to tolling the Interstate Bridge (*HB 2800*).

### Washington Toll Authorization

- Authorizes tolling on the existing and replacement I-5 bridges.
- Toll revenues must be spent on construction, maintenance and operation of the toll facility.
- Prohibits tolls on the Washington portion of I-205.
- Toll rates cannot exceed highest existing toll

### Oregon Toll Authorization

- Tolls are to be used only to fund the project, must meet requirements for debt issued for the project and must pay for maintenance and operation of the project.
- Tolls must consider traffic demand management.
- Tolls must be reduced after paying off construction.



# Bi-State Tolling Subcommittee

- The I-5 Bridge Bi-State Tolling Subcommittee was formed in accordance with the I-5 Bridge Bi-State Tolling Agreement the Commissions of each state agreed to in January 2024.
- The subcommittee recommends toll rates and policies to their respective full Commissions for rate-setting and periodic review.
- The subcommittee informs the full Commission's rate-setting decisions with updates on toll-setting work for the I-5 bridge, and on related research and analysis.
- Toll rates and policies must comply with state law and applicable bond covenants.



WA Vice Chair  
Jim Restucci



OR Vice Chair  
Lee Beyer



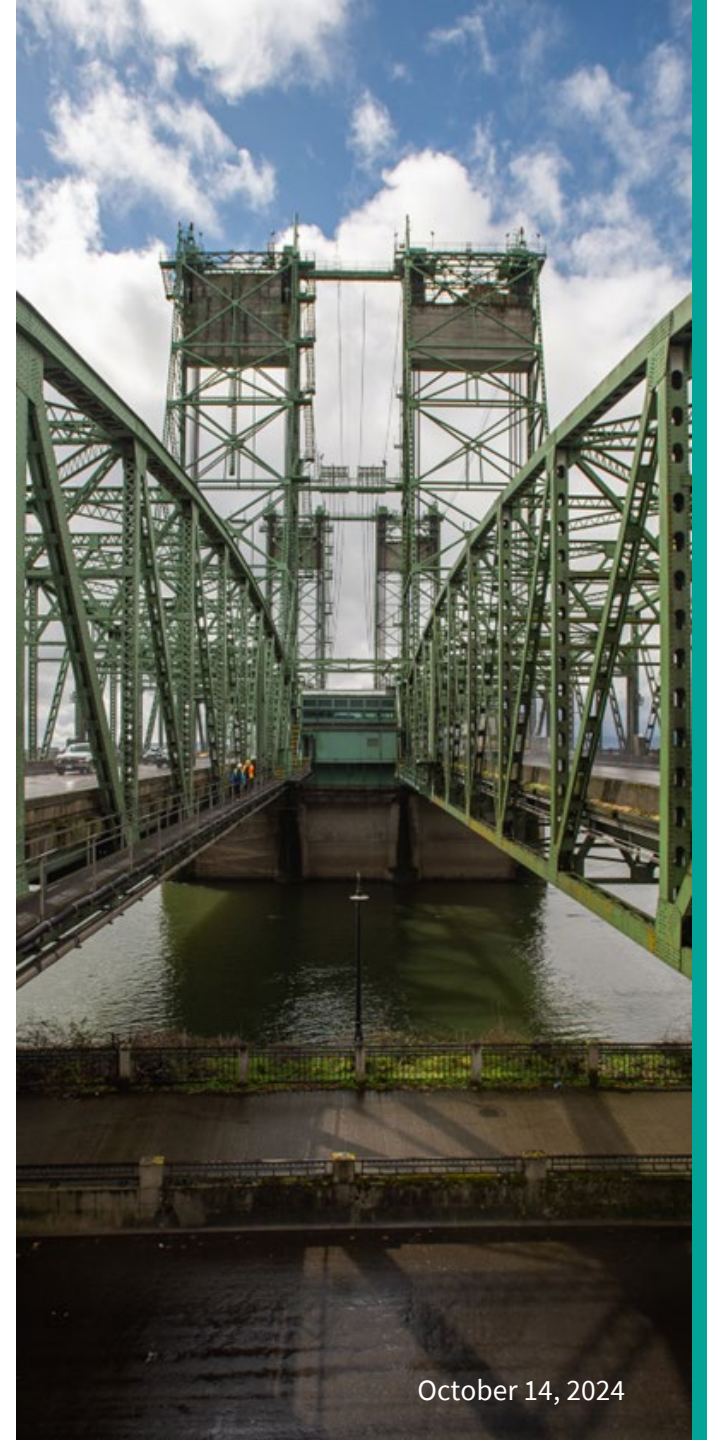
WA Comm.  
Roy Jennings



OR Comm.  
Alicia Chapman

# Level 3 Toll Scenario Development Considerations

- ▶ Provide detailed traffic and revenue projections sufficient to:
  - Inform toll rate setting by the two Commissions
  - Leverage at least \$1.24 billion in capital funding
  - Meet all financial obligations over the forecast horizon
  - Eventually obtain an “investment-grade” credit rating to secure financing



# Level 3 T&R Study | Key Toll Scenario Attributes

## Rate / Policy Setting Levers

Toll rate variability  
by time of day / day  
of week

Truck toll  
multipliers

Toll escalation

Low-income benefit  
program / discount  
rate / eligibility  
threshold

Pre-completion  
tolling differences  
(rates, hours of  
operations)

## Outcomes / Objectives

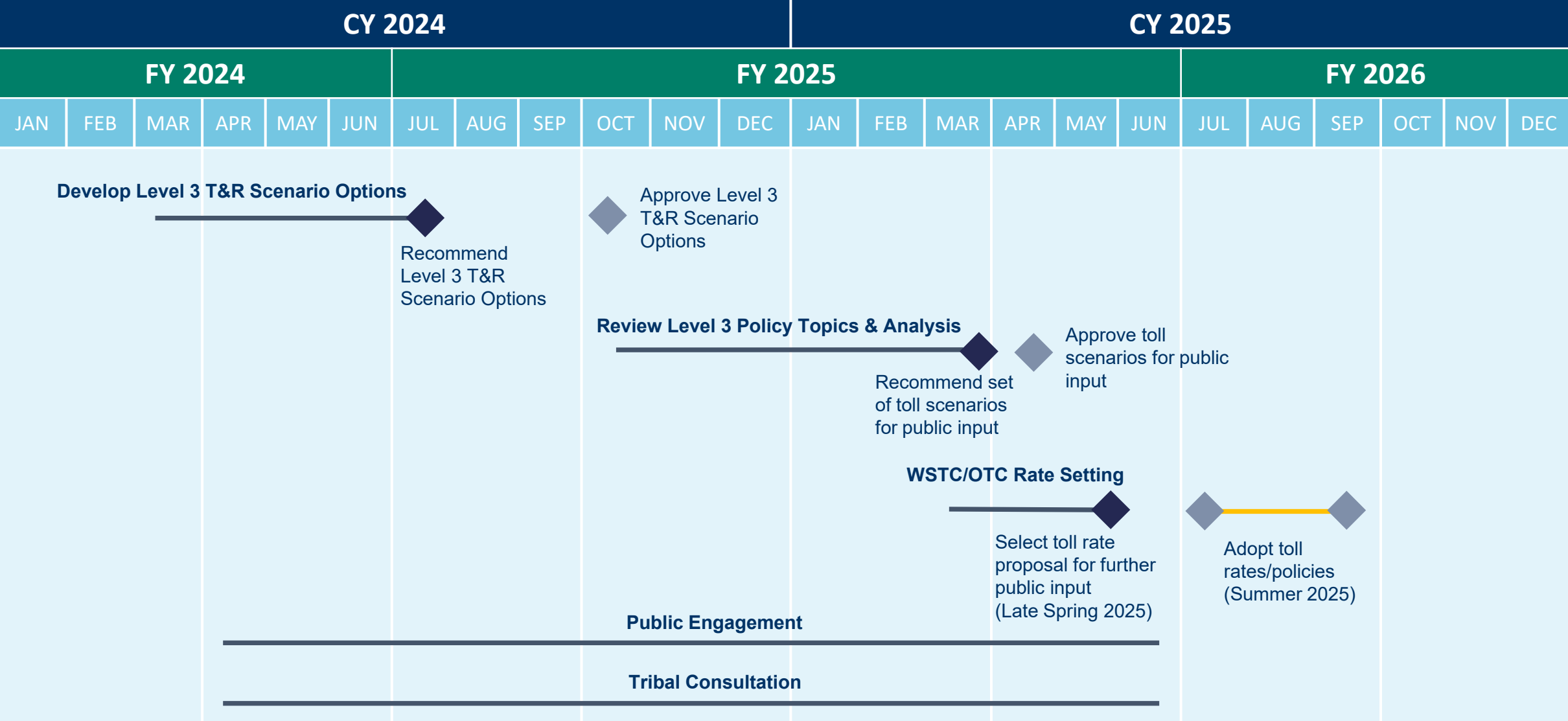
Operating performance objectives

Revenue levels / funding objectives


# T&R Study Toll Scenarios Approved for Level 3 Analysis

1	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.55 - 3.20	\$1.55 - 3.65	Two Step (Min/Midday)	2.0x / 4.0x	2.15% Annually	50% Discount when New Bridge Opens
2	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.55 - 3.65	\$1.65 - 3.90	Three Step (Min/Mid/Peak)	1.5x / 3.0x	2.15% Annually	50% Discount when New Bridge Opens
3	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$1.65 - 3.90	\$1.65 - 3.90	Two Step (Min/Midday)	1.5x / 3.0x	2.15% Annually	50% Discount <i>as soon as practical</i>
4	Weekday Toll Rates & Hours (2026 \$)		Weekend Toll Rates & Hours (2026 \$)	Truck Toll Multipliers	Toll Escalation	Low-Income Toll Program
	Pre-Completion	Post Completion				
	\$2.00 - \$4.70	\$2.00 - \$4.70	Three Step (Min/Mid/Peak)	1.5x / 3.0x	3% Every 2 Years	50% Discount <i>as soon as practical</i>

# I-5 Bridge Rate Setting Schedule



**Legend**

Subcommittee action 

Full Commission action 



# Questions or Feedback?

# Responding to Questions

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

# Grant Funding Considerations

- ▶ **USDOT Multimodal Project Discretionary (Mega) grant:**
  - The goals of the program are to 1) invest in surface transportation infrastructure projects of national or regional significance; 2) support projects that are consistent with the Department's strategic goals: improve safety, economic strength and global competitiveness, equity, and climate and sustainability.
- ▶ **FHWA Bridge Investment Program:**
  - The goals of the program are to 1) improve the safety, efficiency, and reliability of the movement of people and freight over bridges; 2) improve the condition of bridges in the United States; and 3) provide financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.
  - Other considerations projects that can demonstrate that they are advancing work consistent with the current administration and USDOT's strategic plan goals including safety, climate change and sustainability, equity, and workforce development and wealth creation.
- ▶ **FTA Capital Investment Grant:**
  - Funds fixed guideway transit investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail.
  - All proposed projects must go through a multi-year, multi-step development process. FTA is required to evaluate and rate CIG projects on statutorily defined project justification and local financial commitment criteria.



# Overview of IBR Program Modeling

- ▶ **The IBR Program, along with other regional projects that began prior to the adoption of Metro's 2023 Regional Transportation Plan (RTP), is using Metro's 2018 RTP data in modeling traffic volumes and transit ridership**
  - It takes time and agreement on modeling and land use assumptions following adoption of a RTP, and it can often take a year or two to fully develop the model after a RTP is adopted
- ▶ **As part of our modeling analysis, we are using 2019 traffic data as our base year and 2045 as our future year to forecast future conditions**
  - Since our Program has a multi-year environmental process, coordination occurred with our federal partners before modeling began to reach agreement on which RTP should be used

# River Usage Changes

- ▶ **As part of the U.S. Coast Guard permitting process, the IBR Program prepared a Navigation Impact Report to identify current and future impacts to river users**
  - Potentially impacted river users identified are largely the same as those identified in the previous CRC project with the exception of one tall vessel that is no longer in service
- ▶ **Conversations with potentially impacted river users are ongoing to negotiate settlement agreements**
  - Potentially impacted river users have expressed support for a replacement bridge and an interest in agreement discussions
- ▶ **We anticipate having a Revised Preliminary Navigation Clearance Determination in 2025**

# Next Steps

Greg Johnson, Program Administrator

# On the Horizon

- ▶ **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 bridge design, transit station design/access, bridge aesthetics 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

# Future Agenda Items

- ▶ **What topics would you like addressed at upcoming meetings?**



# Questions or Feedback?



# Public Comment



For more information contact:

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360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



# Thank you!

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