Interstate BRIDGE Replacement Program

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Draft SEIS Findings

Public Briefing – Oct. 9, 2024

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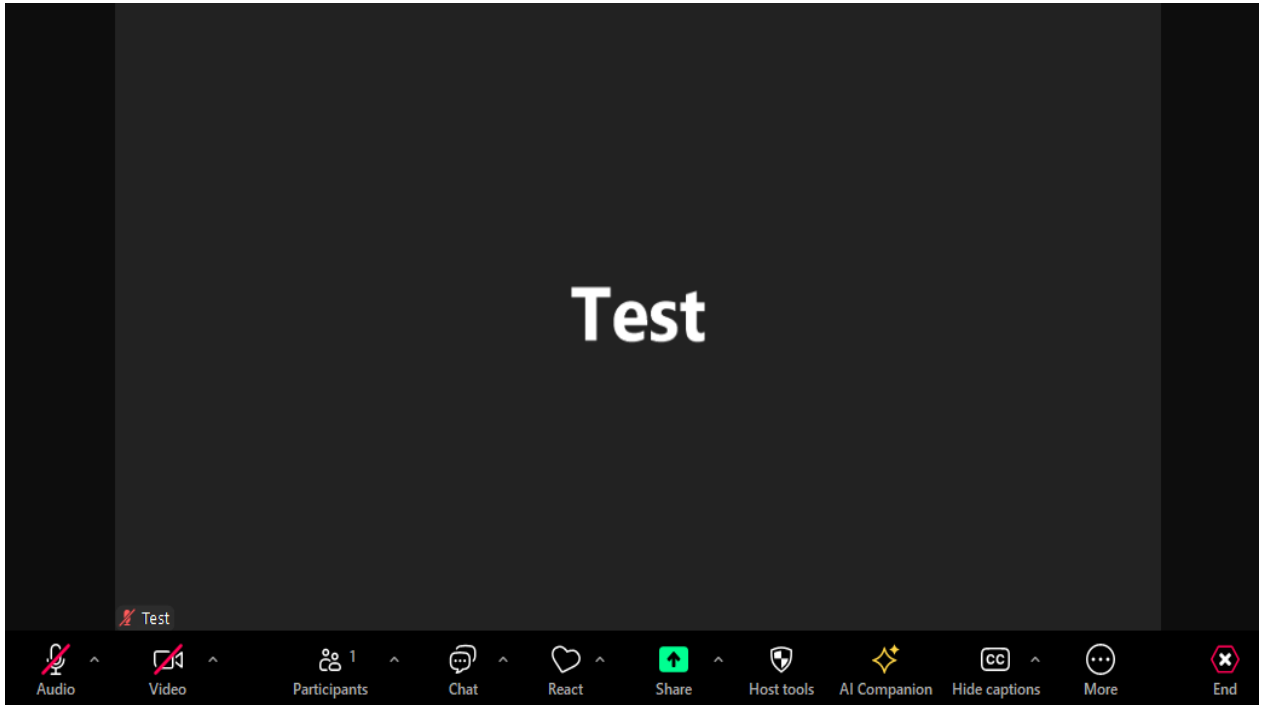

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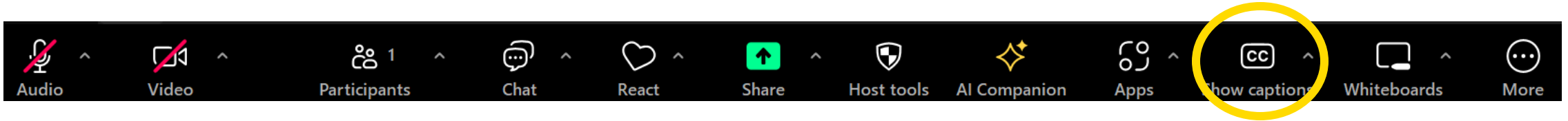
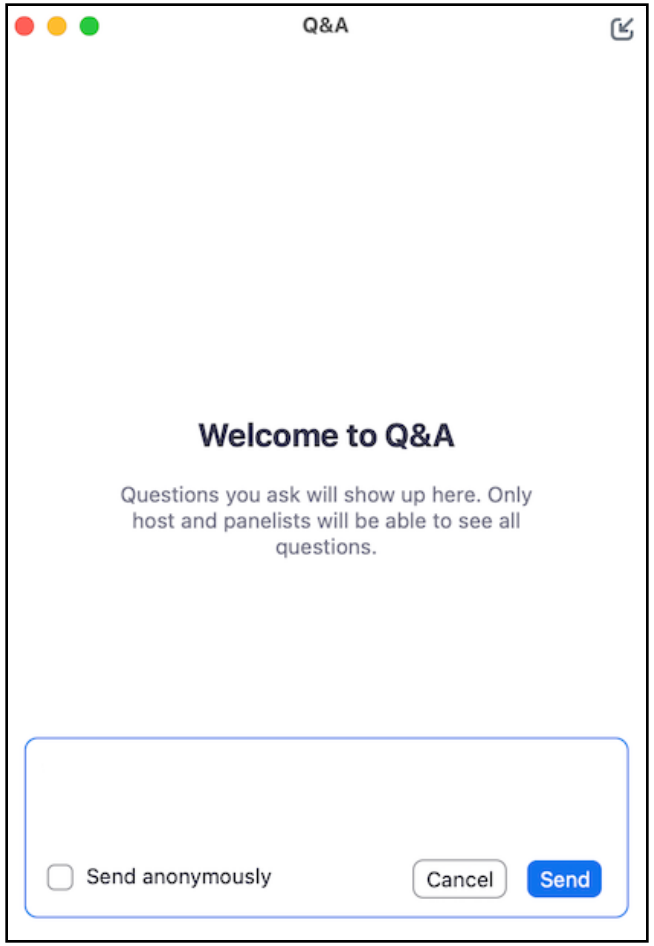
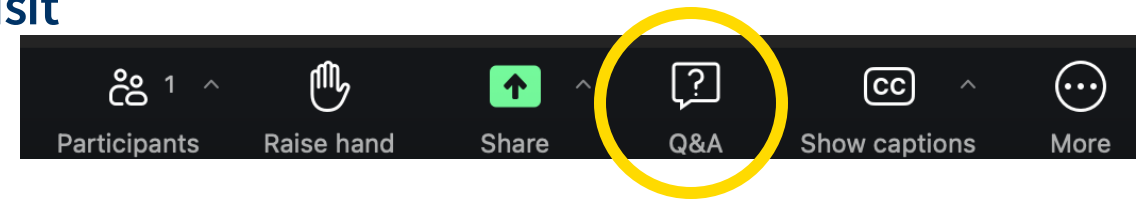


Questions & Answers

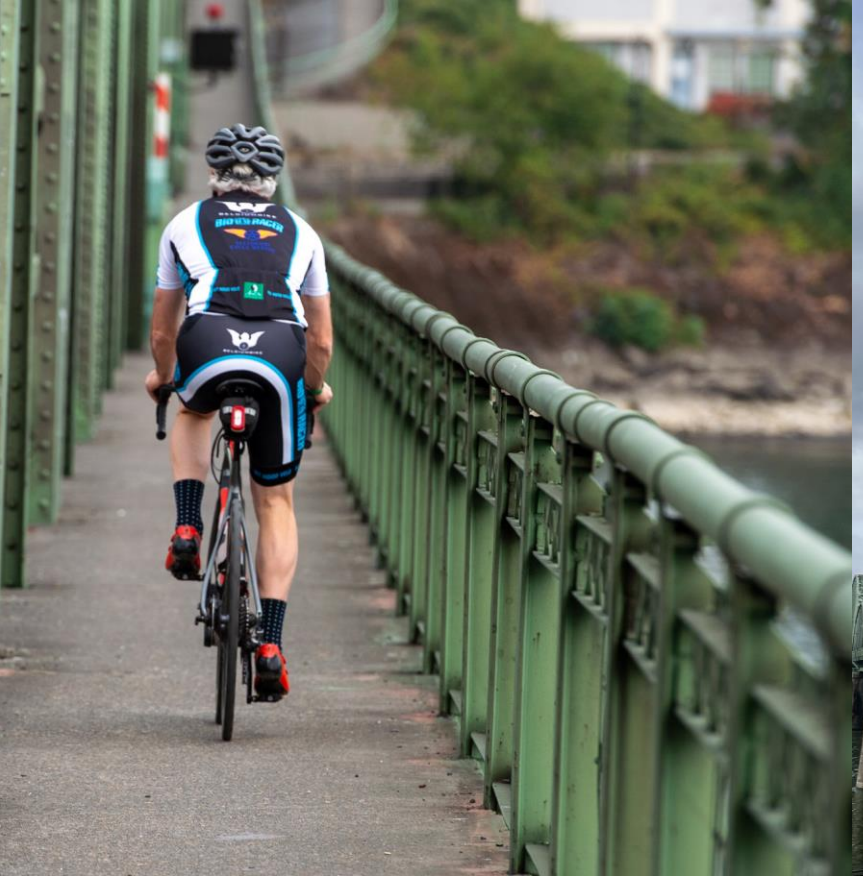
- There will be time at the end of this presentation to answer questions that arise.
- Feel free to write your question at any point during the presentation for consideration at the end.
- To ask a question:
  - If you have joined via Zoom, click on the Q&A button at the bottom of your screen to access a text box where you can submit your question.
- We cannot take official public comments during this public briefing, but there are a variety of upcoming public comment opportunities that you will learn about during this presentation.
- If we run out of time before addressing your question, please follow up with us via email or visit us during office hours.

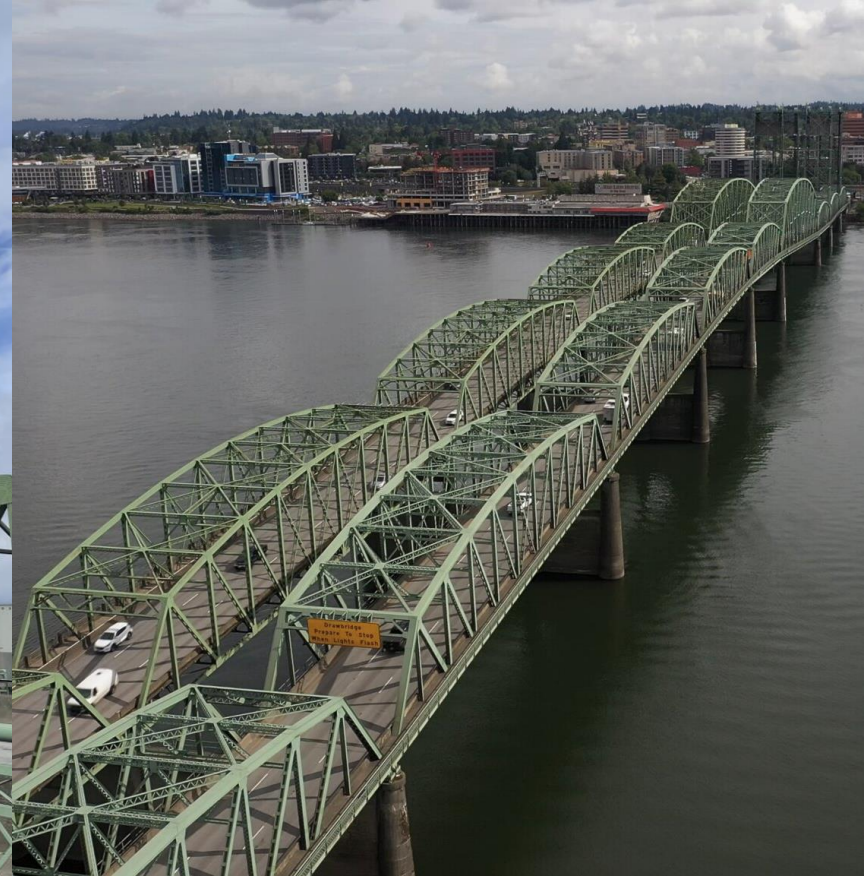




Welcome and Program Overview

Greg Johnson, Program Administrator





Welcome to the IBR Program Draft Supplemental Environmental Impact Statement Public Comment Period Public Briefing

Interstate BRIDGE Replacement Program

Objectives for this Public Briefing

- Provide information about the Draft Supplemental Environmental Impact Statement (SEIS).
- Give a high-level overview of the findings in the Draft SEIS.
- Explain how the 60-day public comment period works.
- Provide time for Question & Answer.

Interstate BRIDGE Replacement Program

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.

The National Environmental Policy Act (NEPA) Process

Chris Regan, 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 CRC Project prepared 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 CRC 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 the IBR Program.

Interstate BRIDGE Replacement Program

Why a Draft Supplemental EIS?

- The transportation challenges the CRC Project sought to address still exist and remain unresolved. The Purpose and Need for the IBR 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.

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

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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, however 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.

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

The Modified Locally Preferred Alternative (MLPA)

Casey Liles, Delivery 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.

Modified LPA Components

Interstate BRIDGE Replacement Program

Tolling

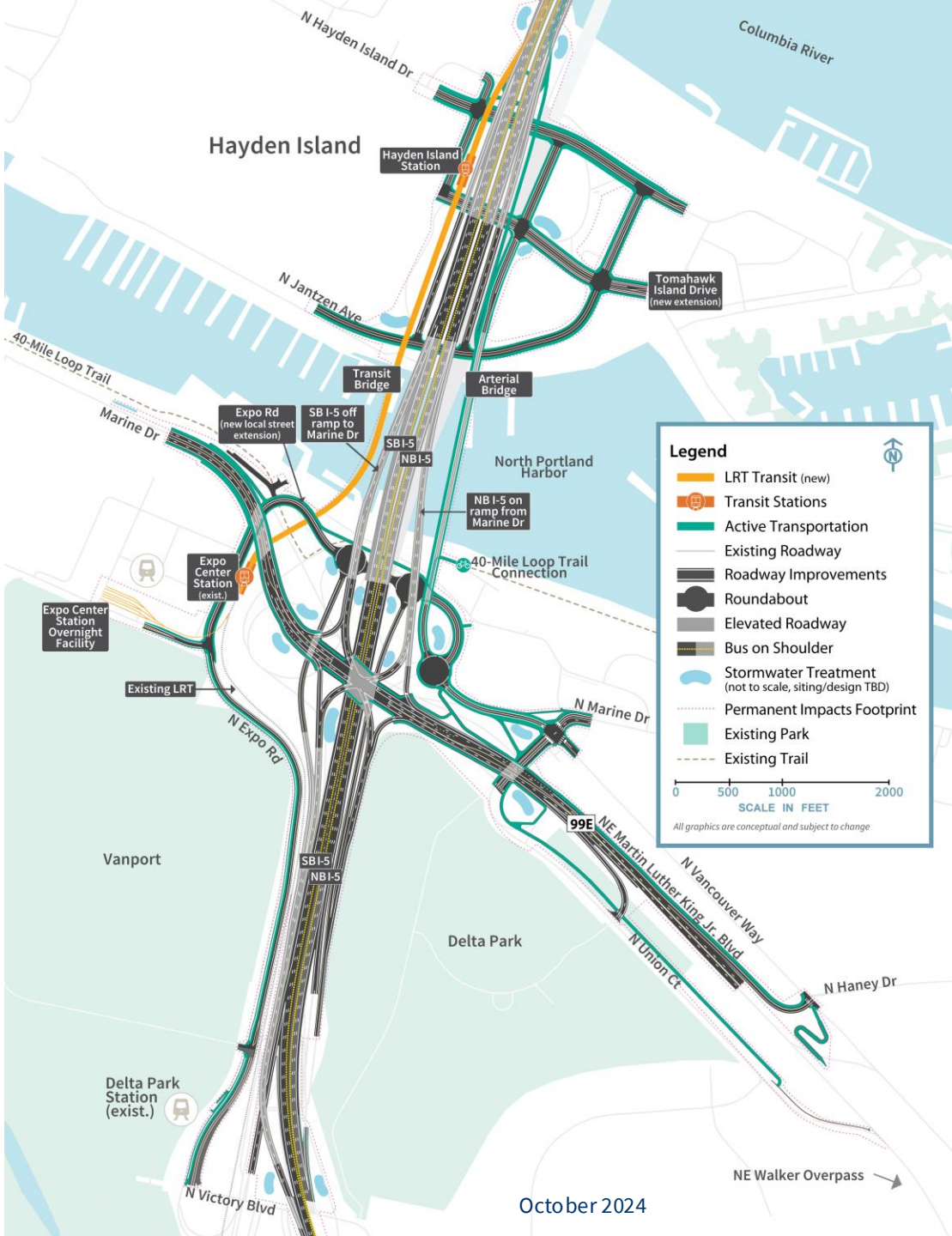
Tolls will help pay for construction of Program area investments and manage congestion

- **Electronic Tolls**
  - Without toll booths there is no need for vehicles to stop
- **Timeline**
  - Tolling is anticipated to start on the existing Interstate Bridge as early as 2026 after construction in the corridor begins, with rates set about 6-8 months beforehand
  - Tolling is expected to shift onto the replacement bridge once it opens to travelers
- **Variable-Rate Tolling**
  - Tolls are anticipated to vary by time of day on a set schedule, with lower tolls at off-peak times and higher tolls when demand is greatest
- **Toll Rates Assessed**
  - Variable-rate tolls that range from $1.50 to $3.15 in 2025 dollars per trip were studied

Oregon & Washington Transportation Commissions Coordination on Tolling

- **The Commissions will jointly determine:**
  - Rate-setting
    - *Hours of operation*
    - *Time of day rates & truck multiplier rates*
    - *Escalation (percentage increase to account for inflation)*
  - Exemptions and/or Discounts
    - *Low-income toll Program, Tribes, emergency vehicles, public transit, vanpool*
- **These topics will be part of ongoing commission discussions with rates and policies being set about 6-8 months before tolling begins, as early as 2026**

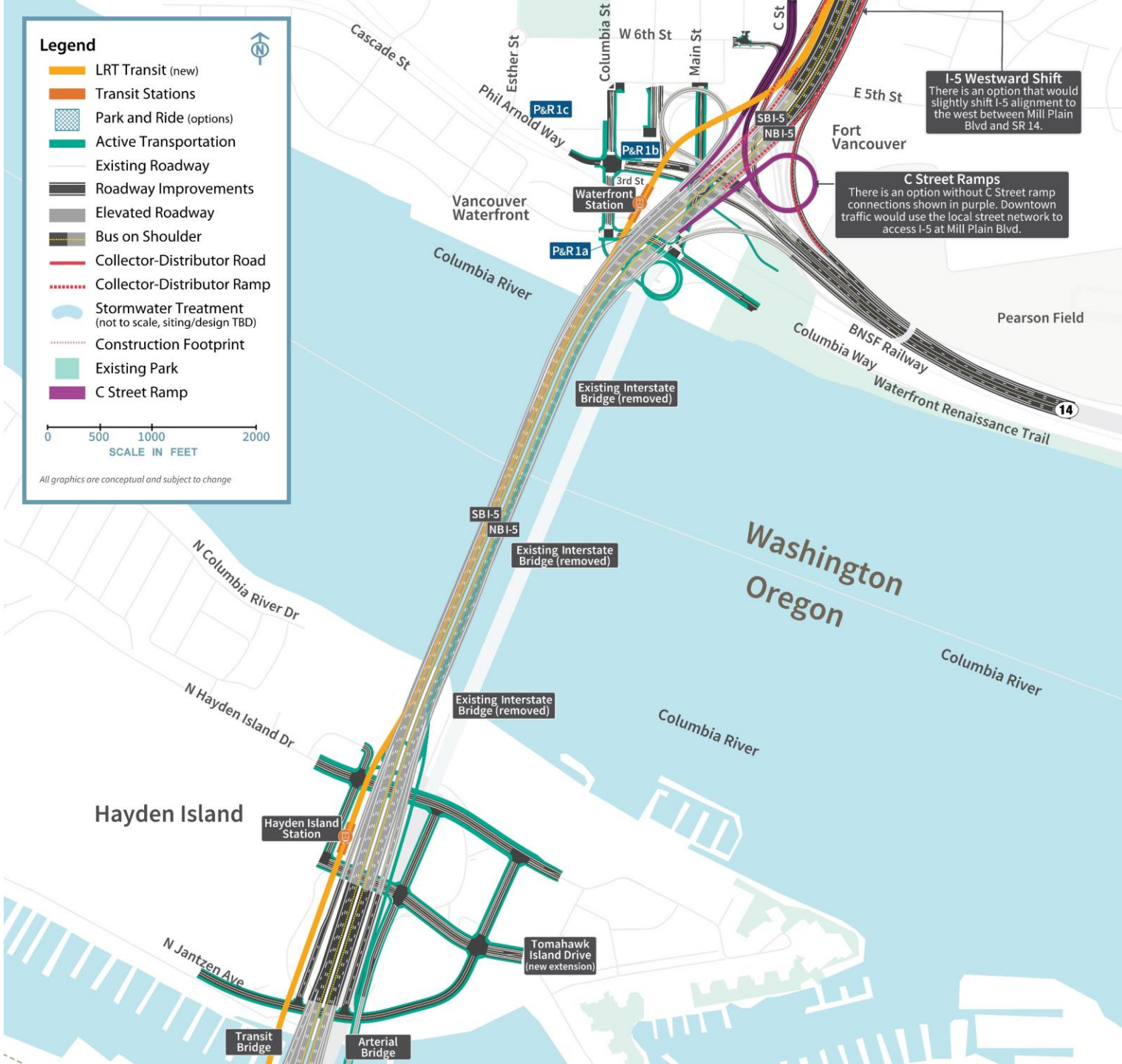
Portland Mainland & Hayden Island



Interstate BRIDGE Replacement Program

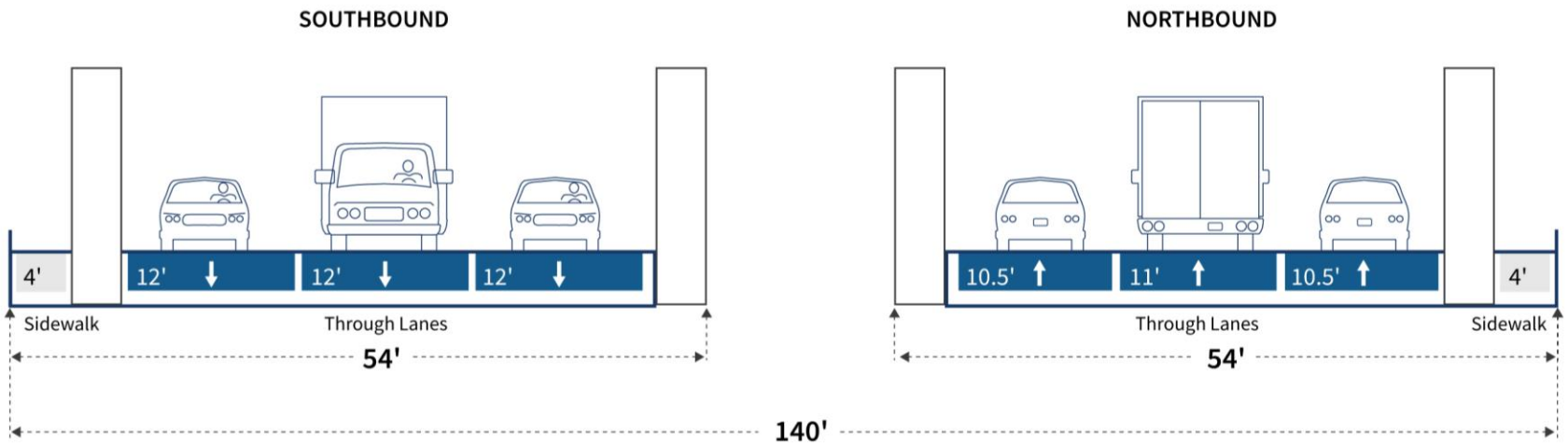
October 2024

Columbia River



Interstate BRIDGE Replacement Program

Existing Interstate Bridge

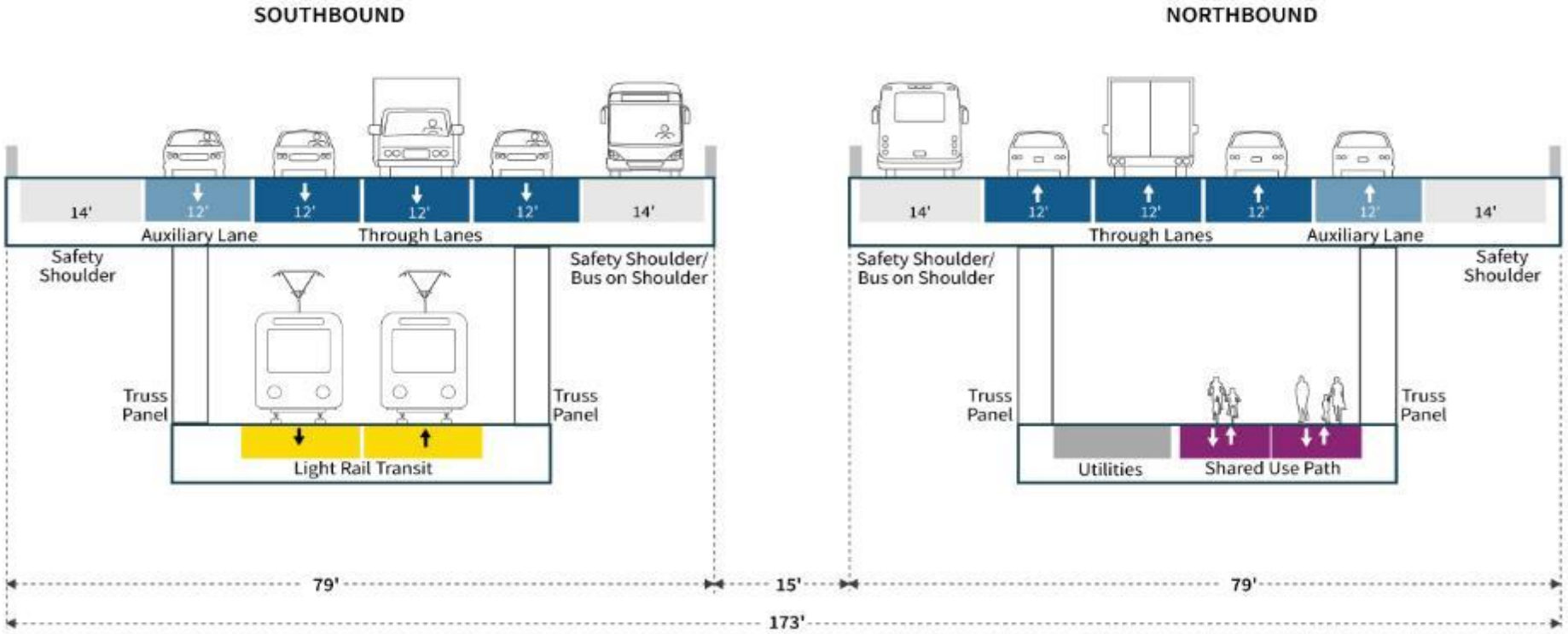


The existing bridge has three through lanes and a narrow sidewalk in each direction. There are currently no safety shoulders or dedicated space for transit.

From 2012 to 2023, ***the I-5 Interstate bridge was opened*** *– or the gate was closed preventing users from crossing the bridge –* ***an average of 257 times per year****.* The* ***average bridge openings/gate closure duration was 13.2 minutes****, with hourly averages ranging between 9.1 and 26.8 minutes.*

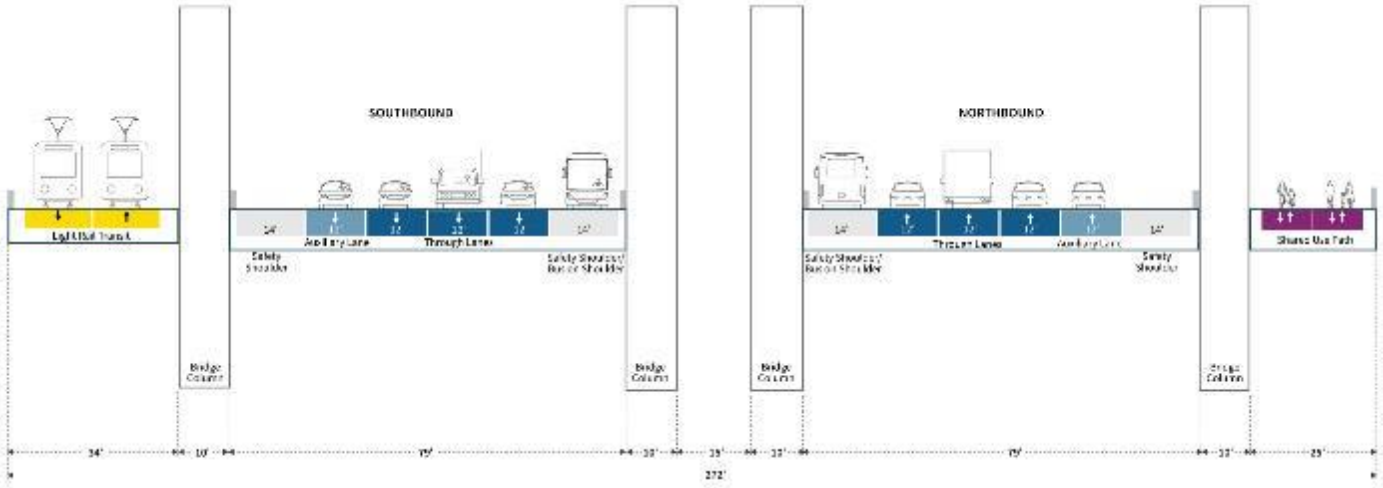
**Average includes lifts for bridge maintenance.*

Columbia River: Double-Deck Fixed-Span



Typical section; dimensions vary.

Columbia River: Single-Level Fixed-Span



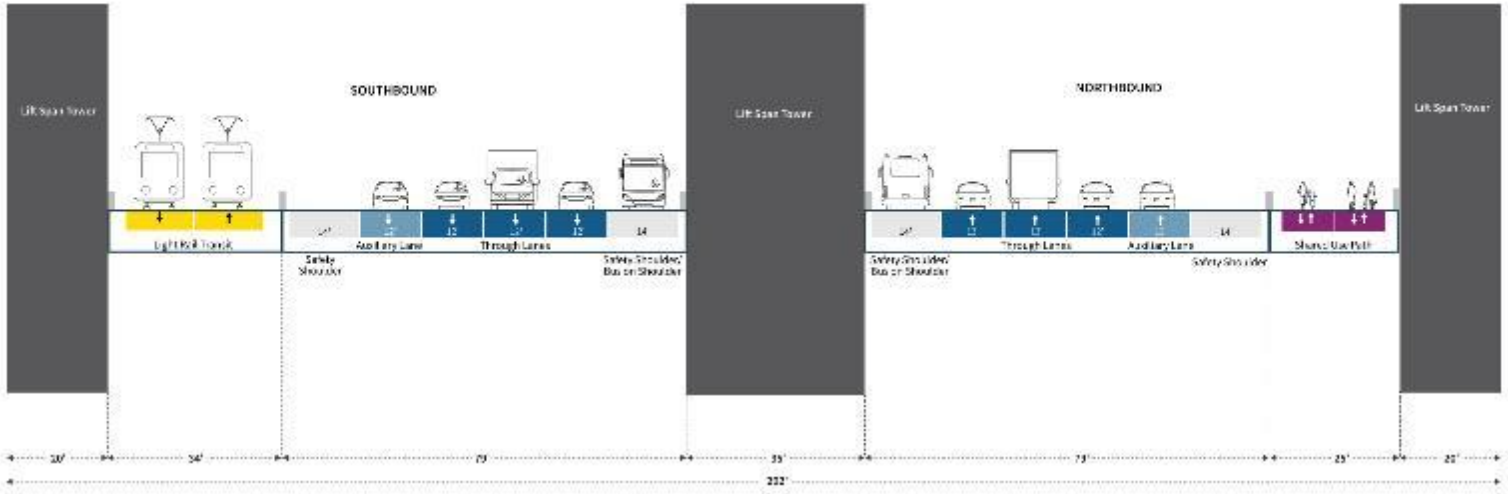
Typical section; dimensions vary.

Interstate BRIDGE Replacement Program

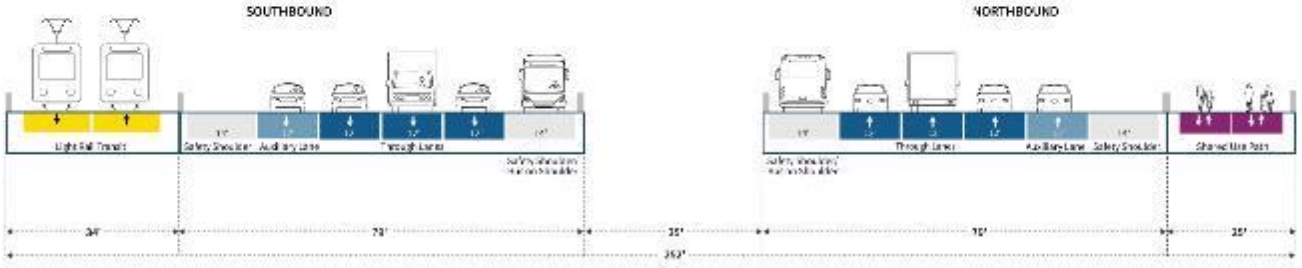
October 2024

Columbia River: Single-Level Movable-Span

Single-level Bridge with Movable Span - Vertical Lift Span Cross-section (Piers 5 and 6)

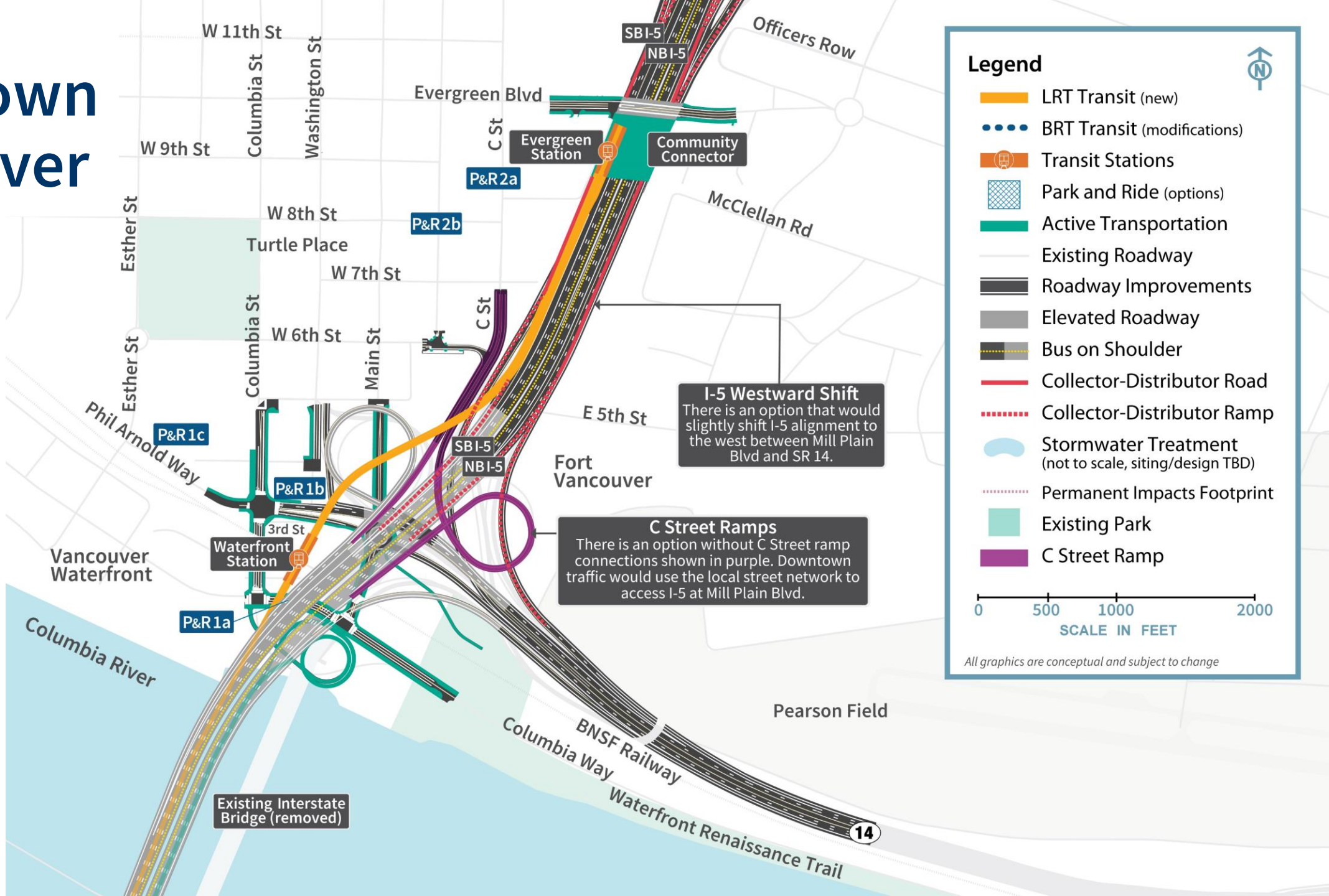


Single-level Bridge with Movable Span - Fixed Spans Cross-section (Piers 2, 3, 4, and 7)



Typical section; dimensions vary.

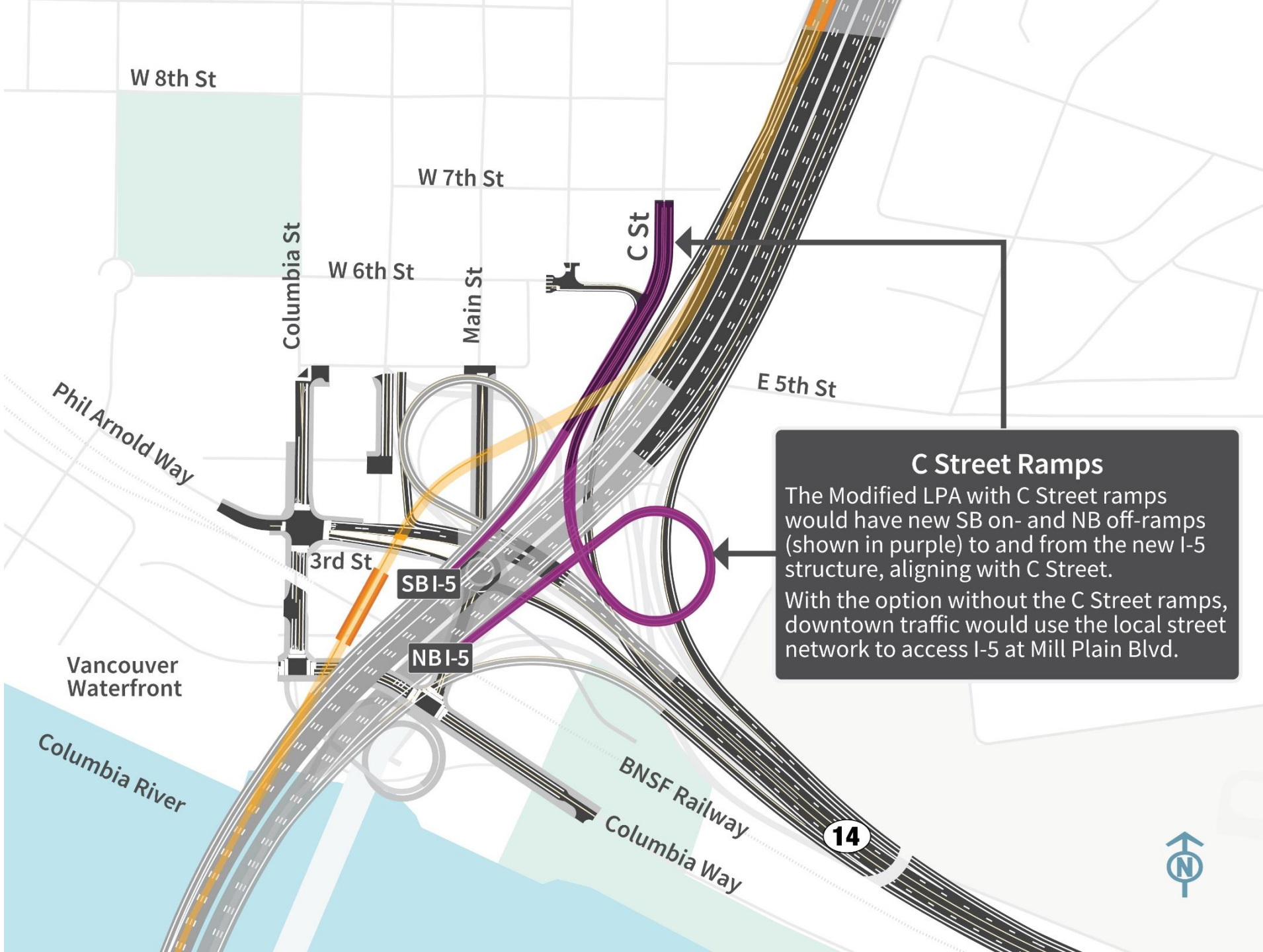
Downtown Vancouver



Interstate BRIDGE Replacement Program

Downtown Vancouver

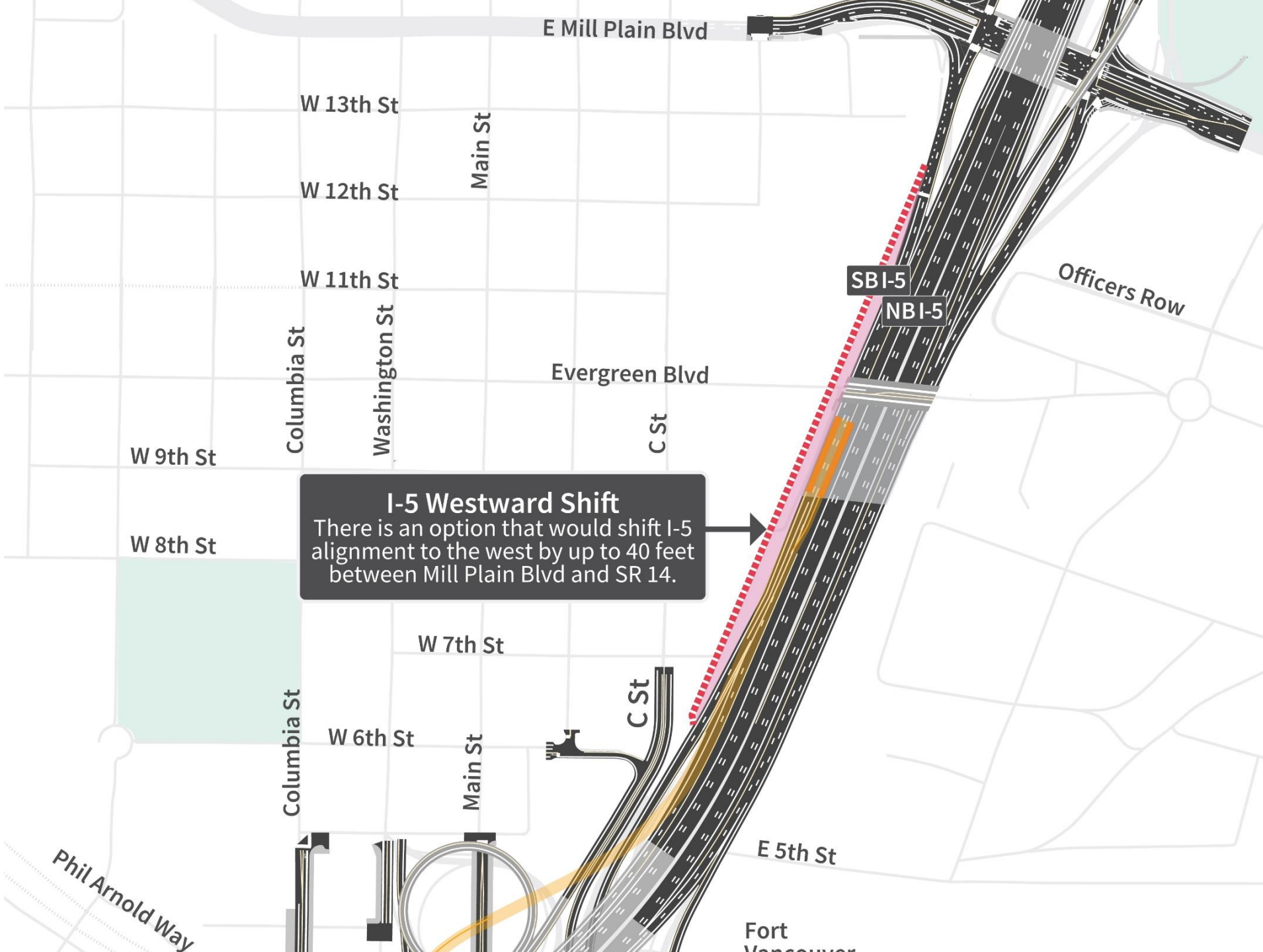
C Street Ramps



Interstate BRIDGE Replacement Program

Downtown Vancouver

Westward Shift



Interstate BRIDGE Replacement Program

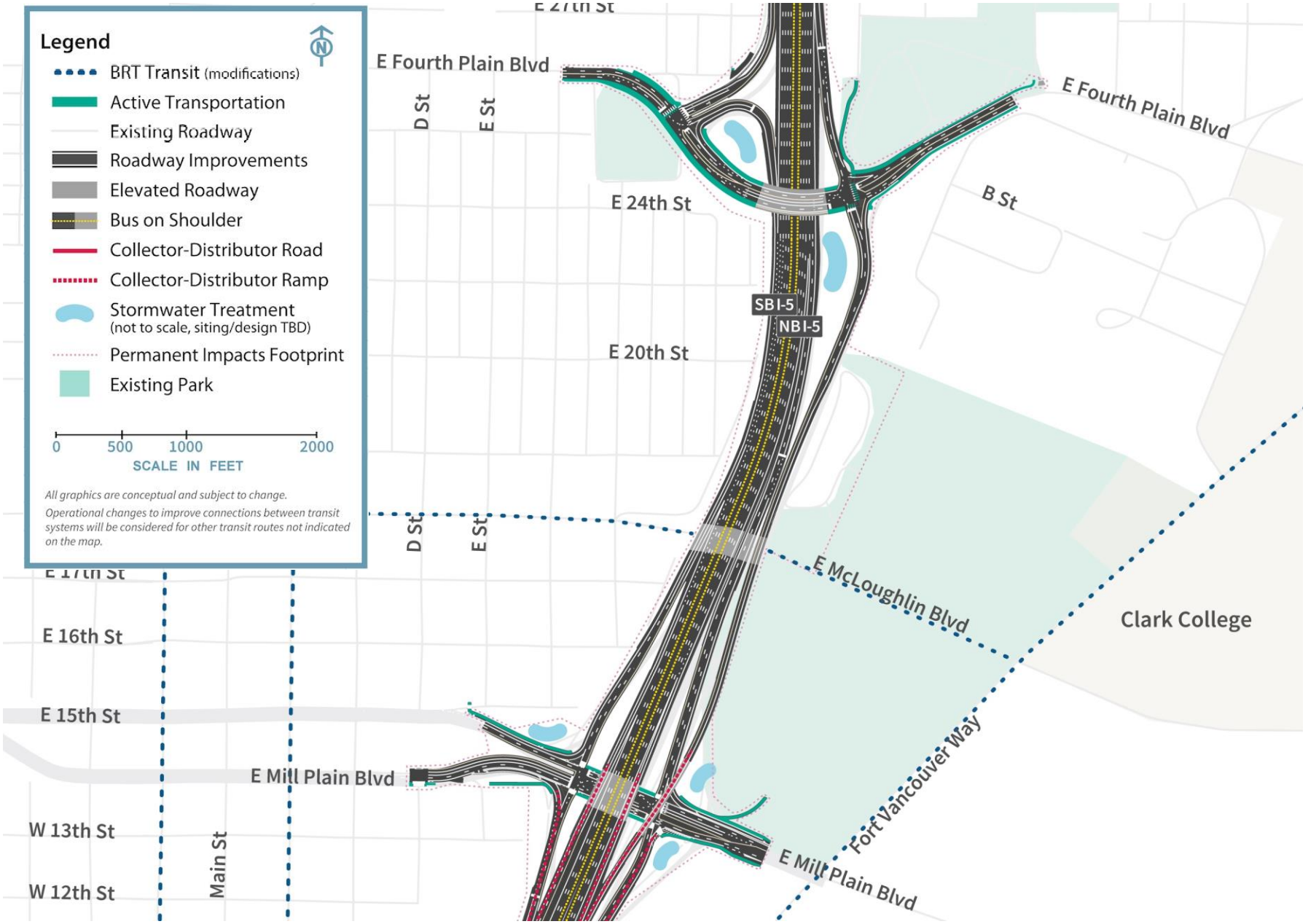
Downtown Vancouver

Park & Ride Options

Interstate BRIDGE Replacement Program

Upper Vancouver

Mill Plain to Fourth Plain

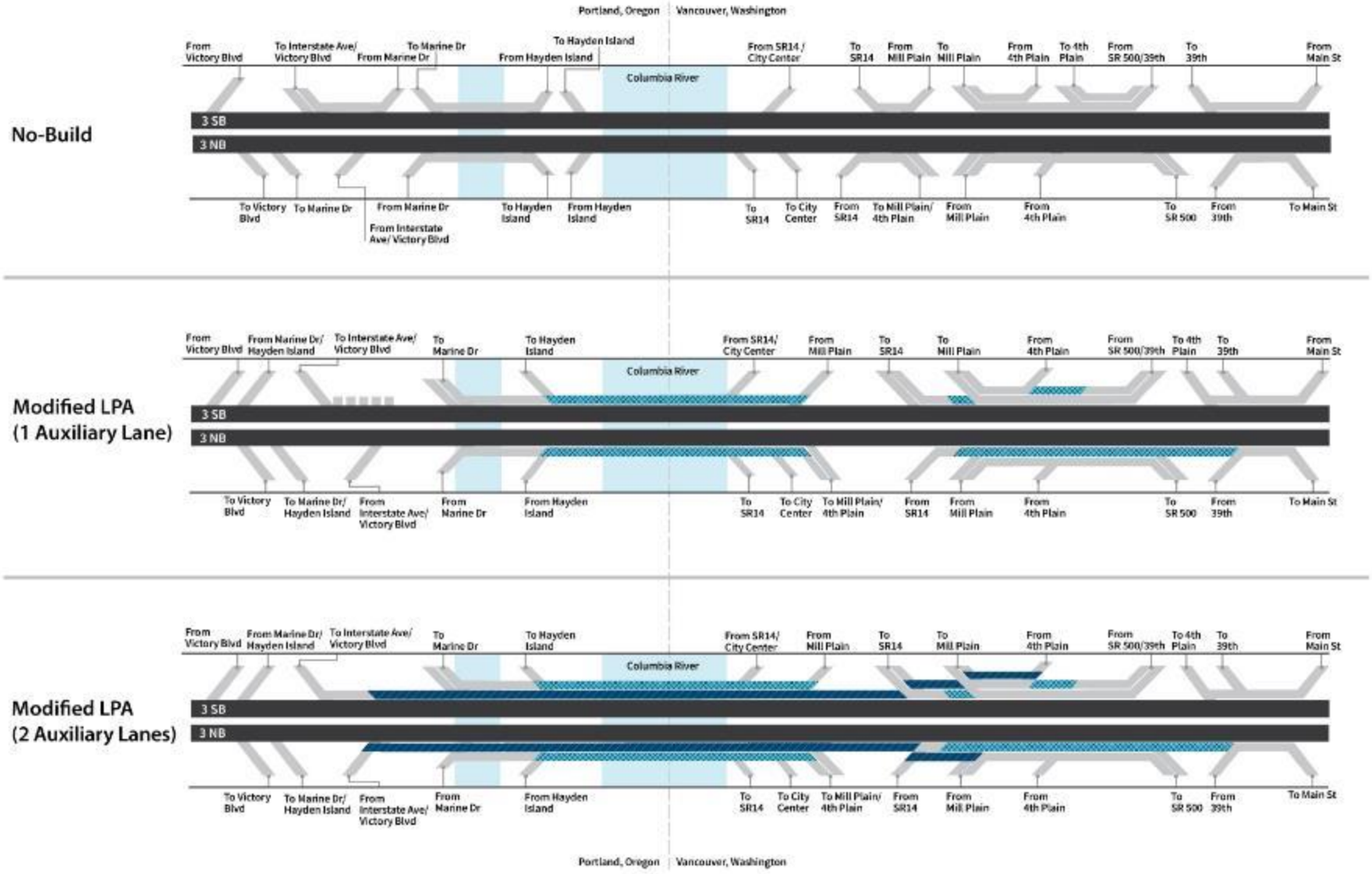


Interstate BRIDGE Replacement Program

Upper Vancouver

Fourth Plain to SR 500

Auxiliary Lane Options: One or Two



Each scenario has three through lanes in each direction

- Existing Through Lanes
- Interchange Ramps and Existing Auxiliary Lanes
- Existing Auxiliary Lanes Removed
- One Auxiliary Lane added in Modified LPA
- Second Auxiliary Lane added in Modified LPA

Notes:

Collector Distributor Lanes not shown.

The traffic operations analysis incorporating both the one and two auxiliary lane design option applies equally to all bridge configuration options in this Draft SEIS.

The C Street ramp (NB to City Center) is an option.

Figure is not to scale.

Interstate BRIDGE Replacement Program

October 2024

DRAFT

Transportation Findings

Ryan LeProwse, Transportation Lead

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

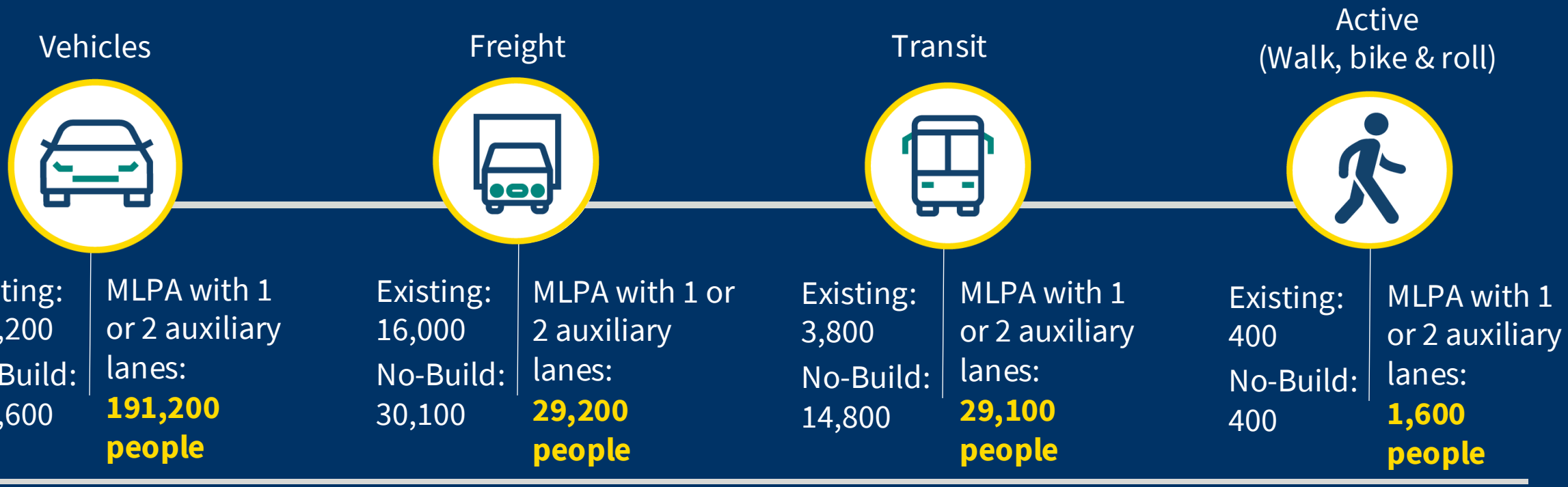
17% Crash Reduction

Interstate BRIDGE Replacement Program

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**

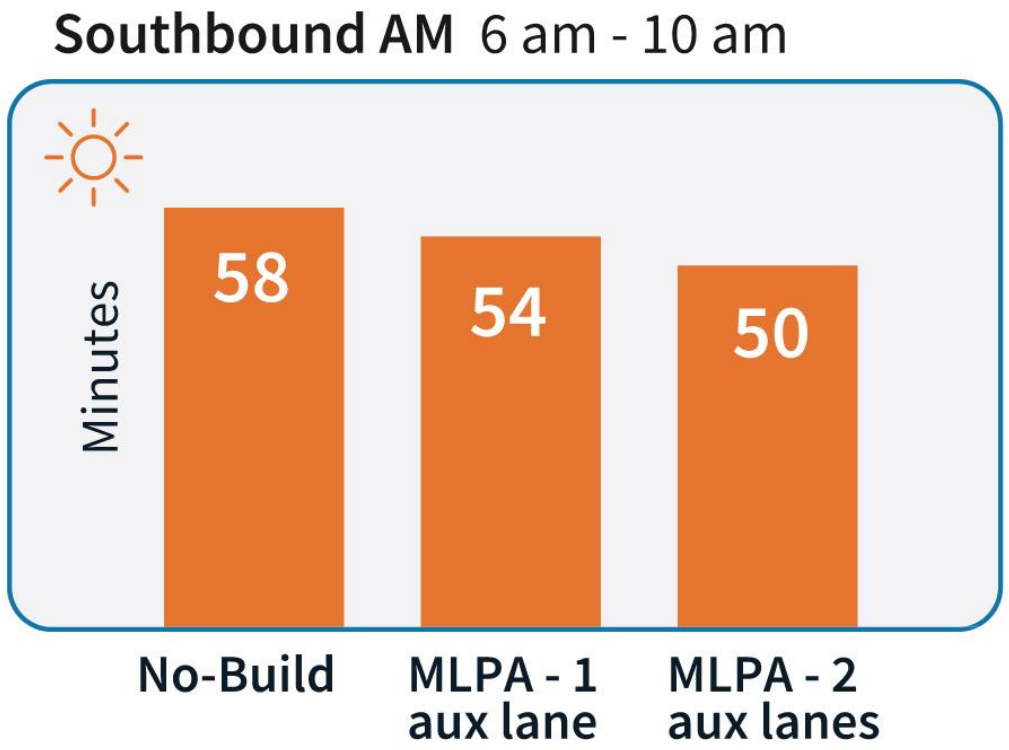
Average Weekday Vehicle Trips on I-5 Columbia River Bridges

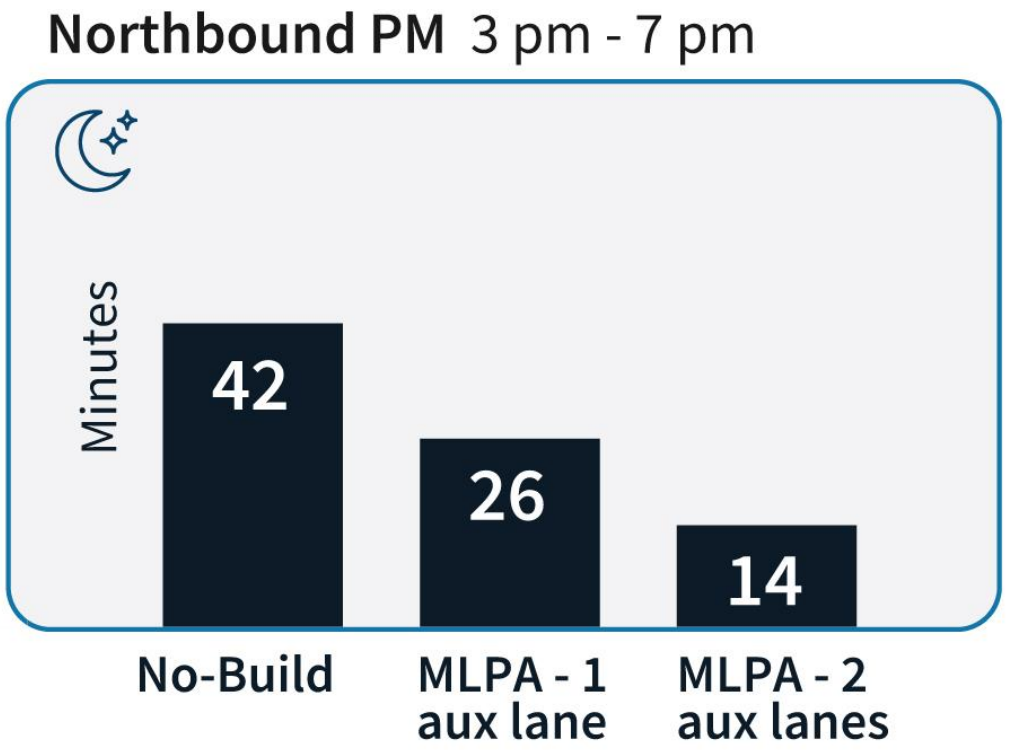
Existing Conditions (2019)	No-Build (2045)	Modified LPA with one or two auxiliary lanes (2045)
143,000	**180,000**	**175,000**
	26% more compared to Existing Conditions	**3% less compared to No-Build Alternative**

See **Chapter 3.1** for more information

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.



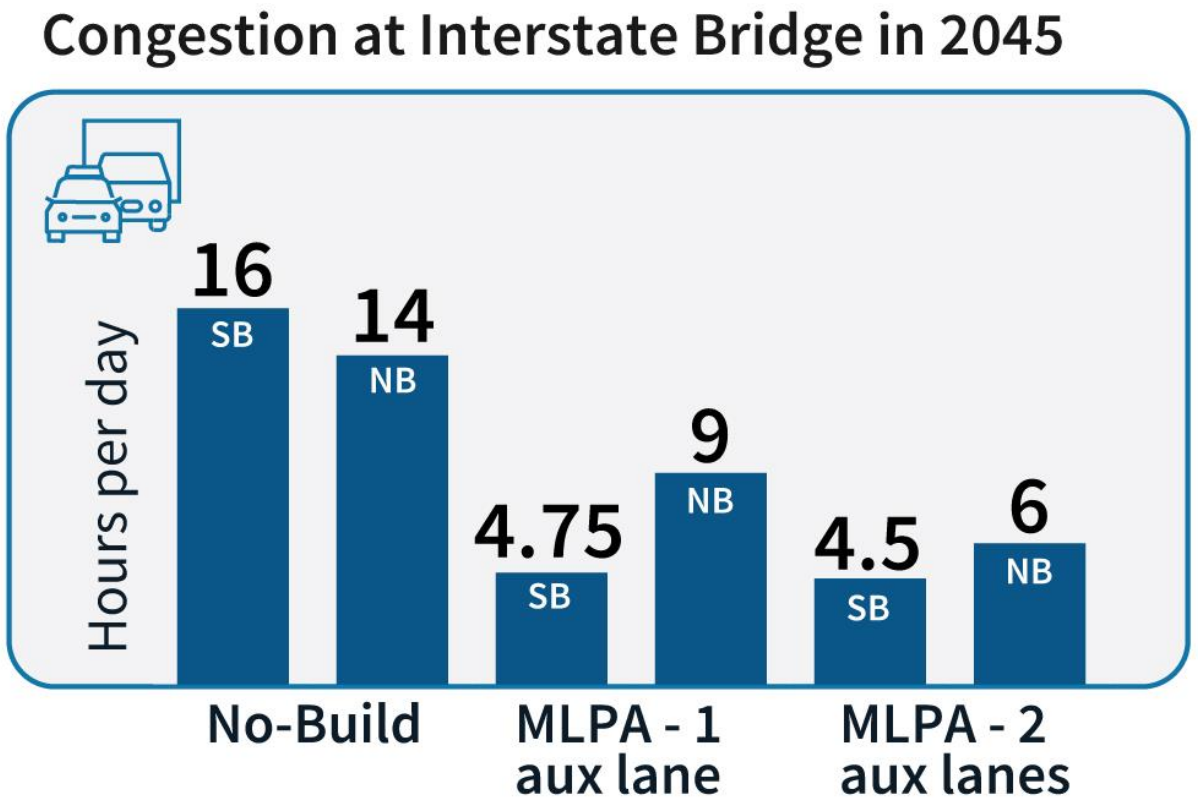


Interstate BRIDGE Replacement Program

See **Chapter 3.1** for more information

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

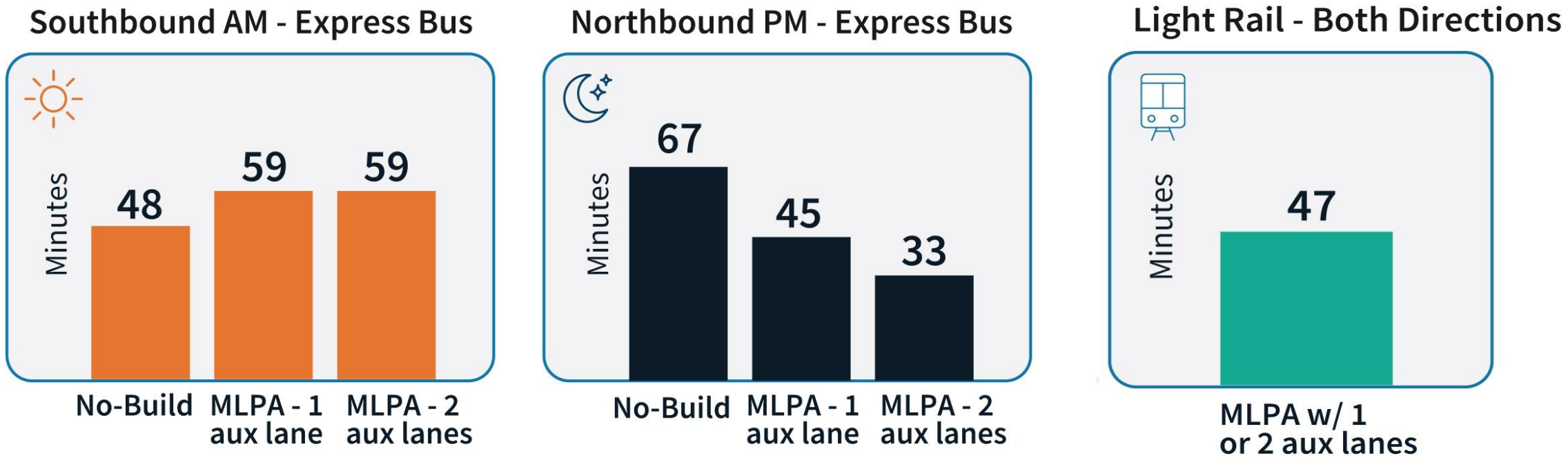
Number of hours in a weekday that congestion (speeds under 45 mph) is expected to occur northbound (NB) and southbound (SB) at the new Columbia River bridges in the year 2045. Southbound and northbound hours of daily congestion decrease under both Modified LPA options as compared to the No-Build.



See **Chapter 3.1** for more information

Transit Total Travel Times

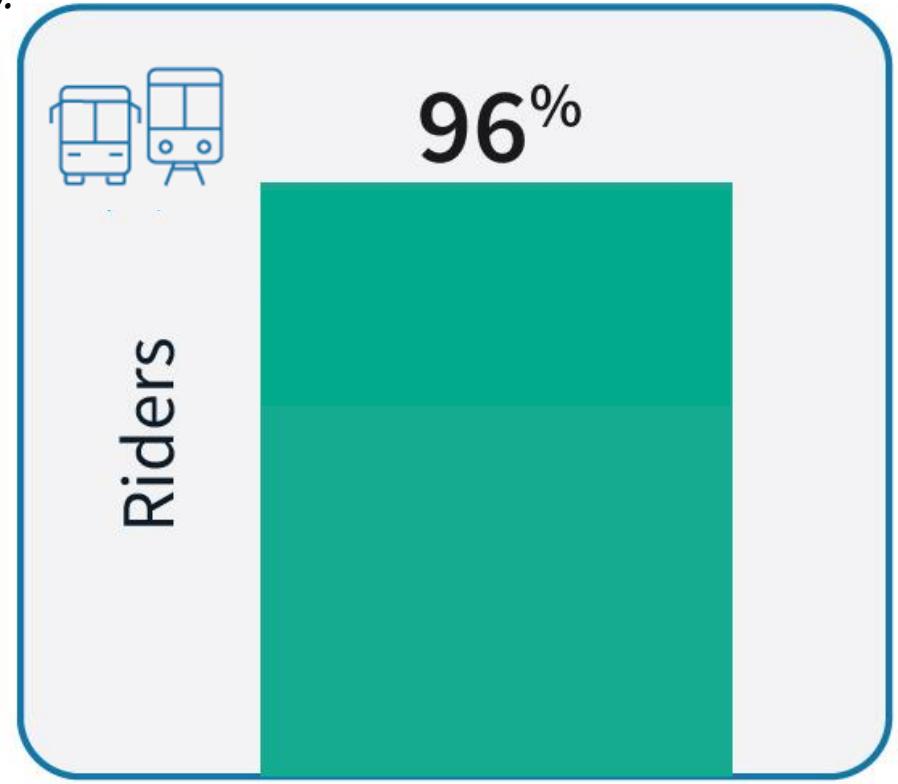
Average weekday travel times between downtown Vancouver and Pioneer Courthouse Square in downtown Portland in the year 2045 on weekdays. Total transit travel times include time spent waiting for transit and 10-minutes combined walk time to and from transit.



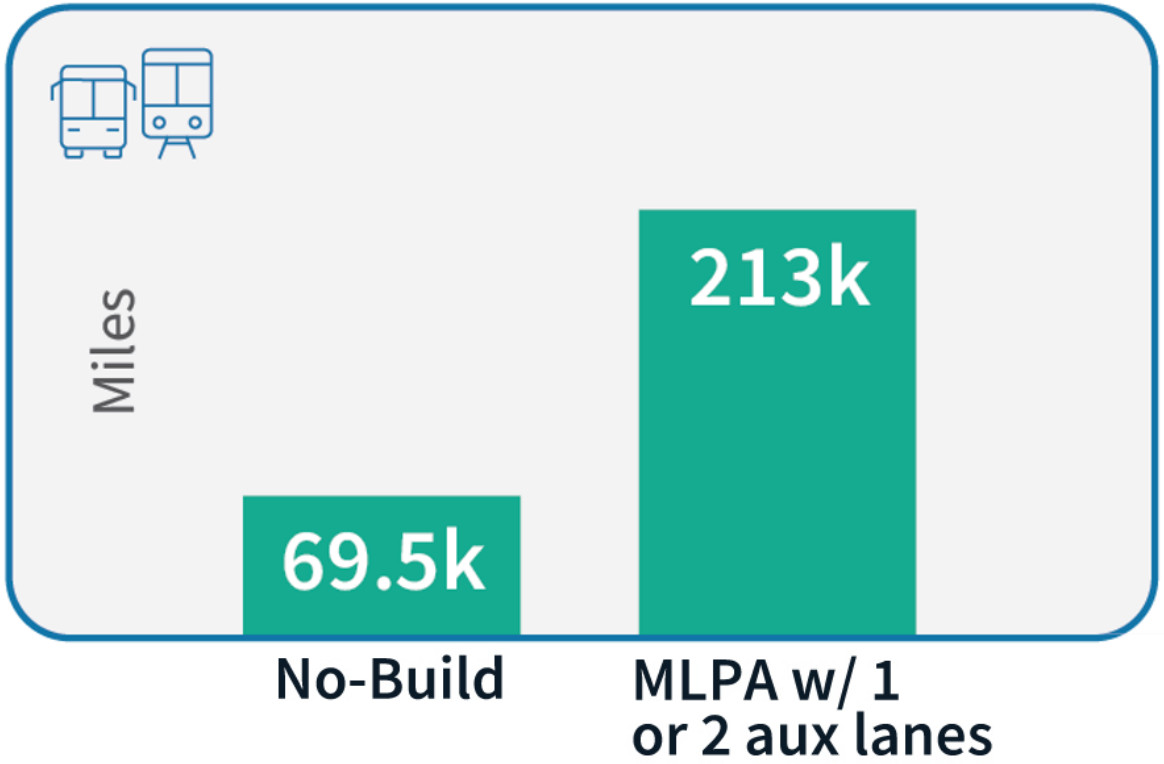
See **Chapter 3.1** for more information.

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.



Interstate BRIDGE Replacement Program

See **Chapter 3.1** for more information.

Community Findings

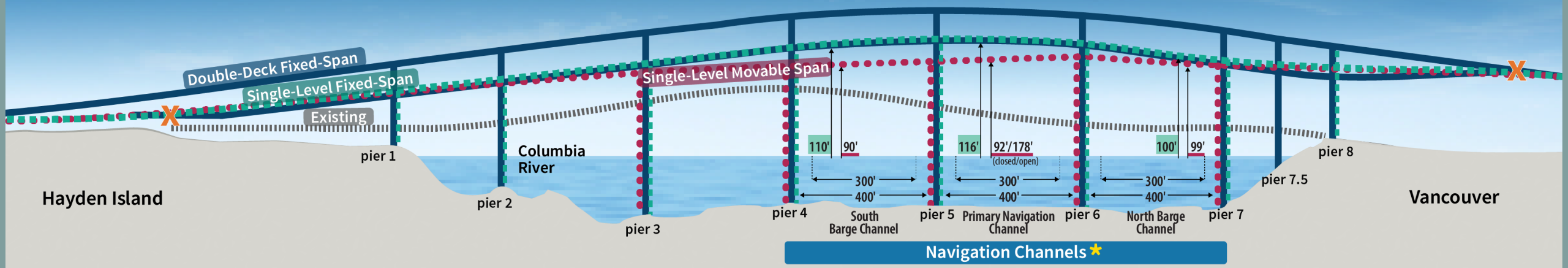
Rebecca Steiner, Environmental

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** for more information

Bridge Configuration Clearances



- 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

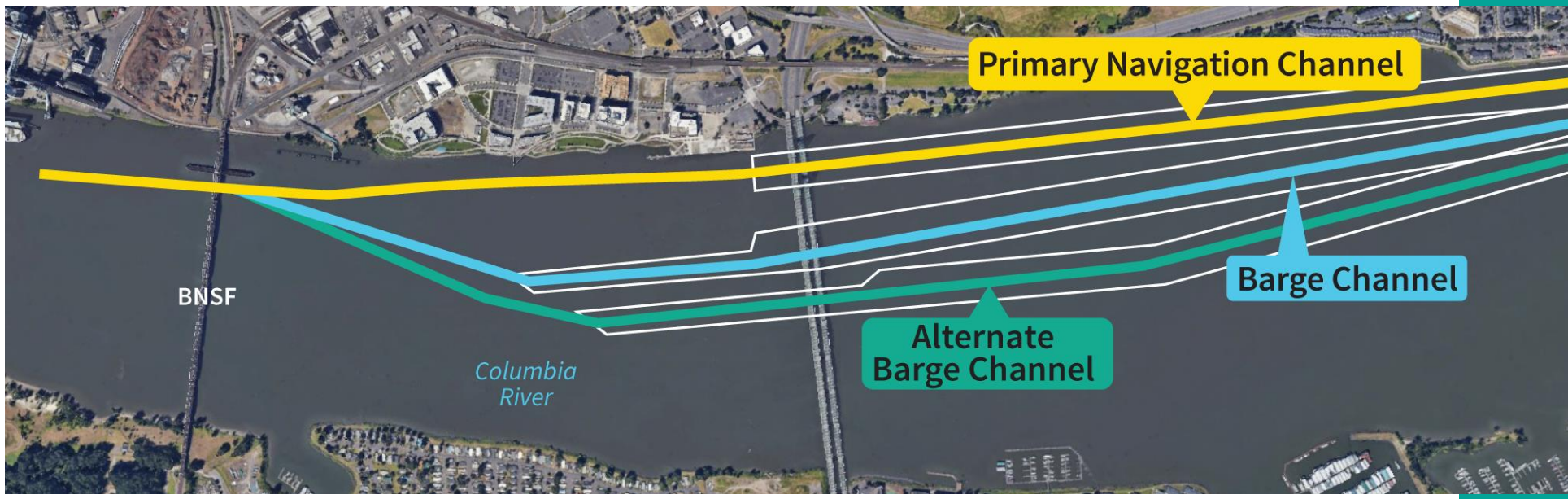
xx′ The movable-span vertical navigation clearances

★ Horizontal navigation clearances would be the same for all bridge configurations.

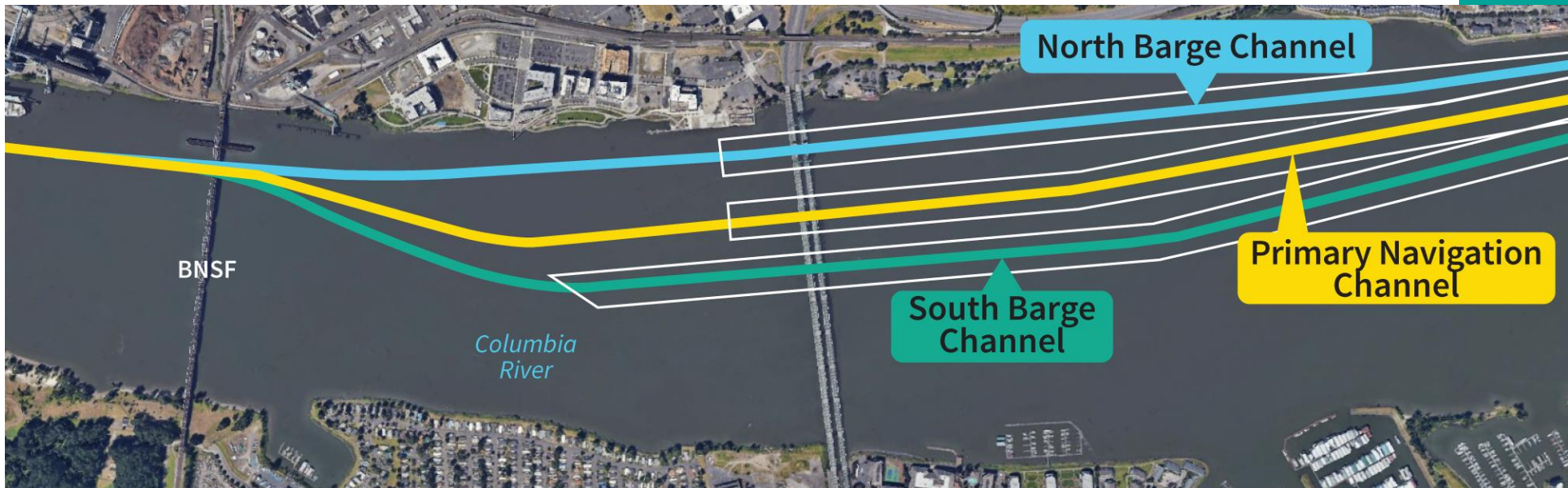
Navigation

See **Chapter 3.2** for more information

Existing Navigation Channels



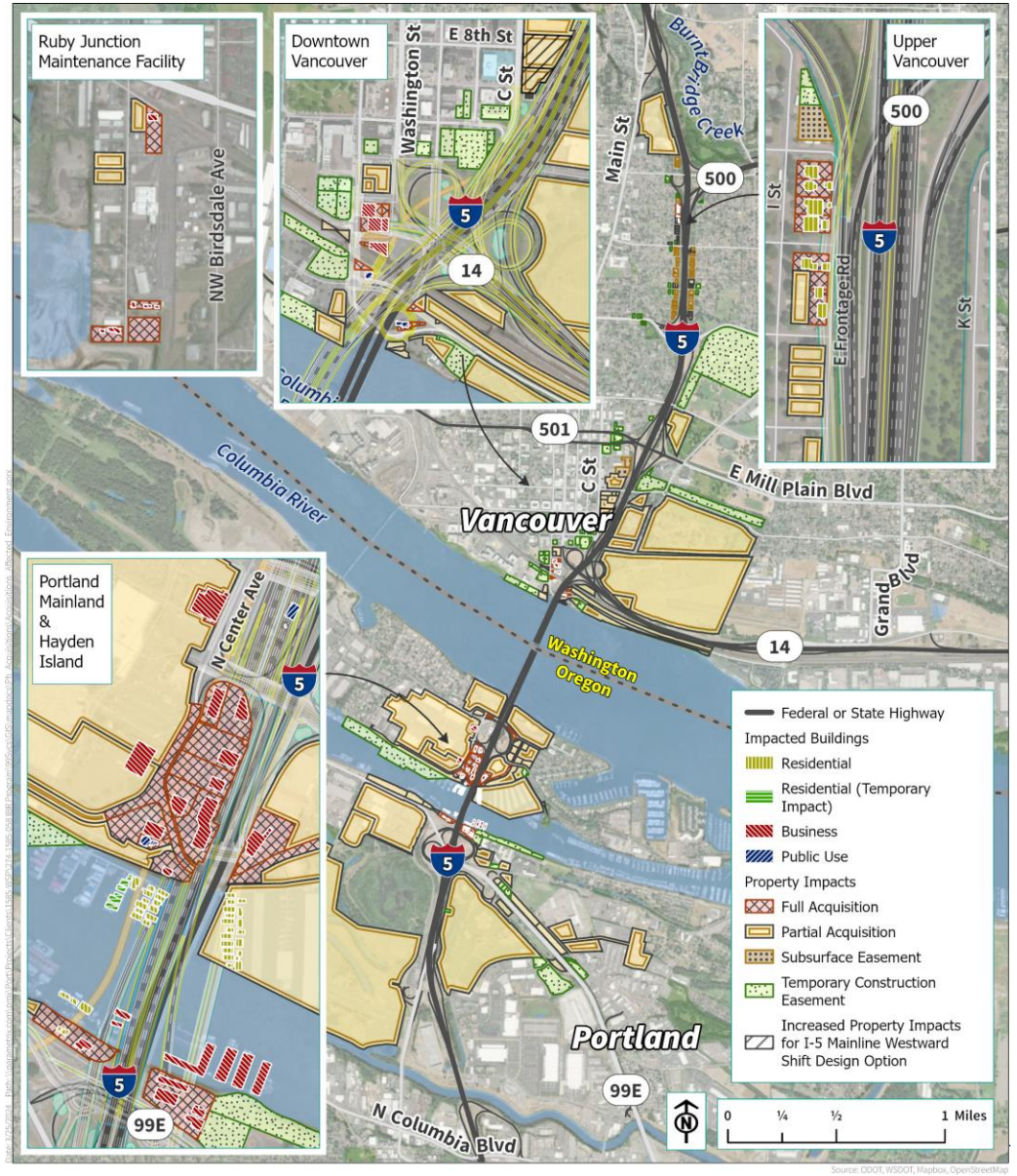
Proposed Navigation Channels



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



Interstate BRIDGE Replacement Program

See **Chapter 3.3** for more information

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 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.**

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

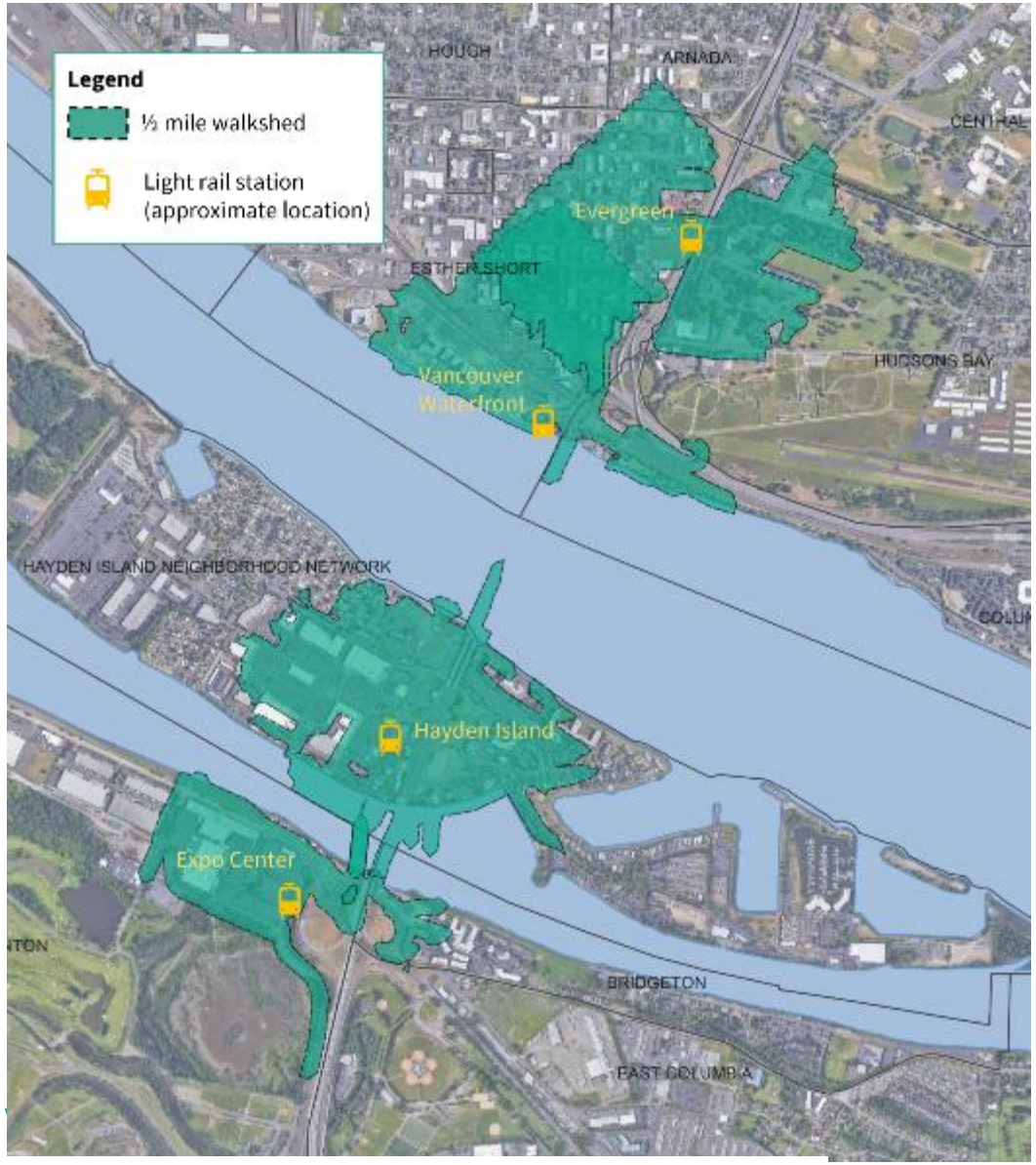
Environmental Justice

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

See **Chapter 3.20** for more information

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

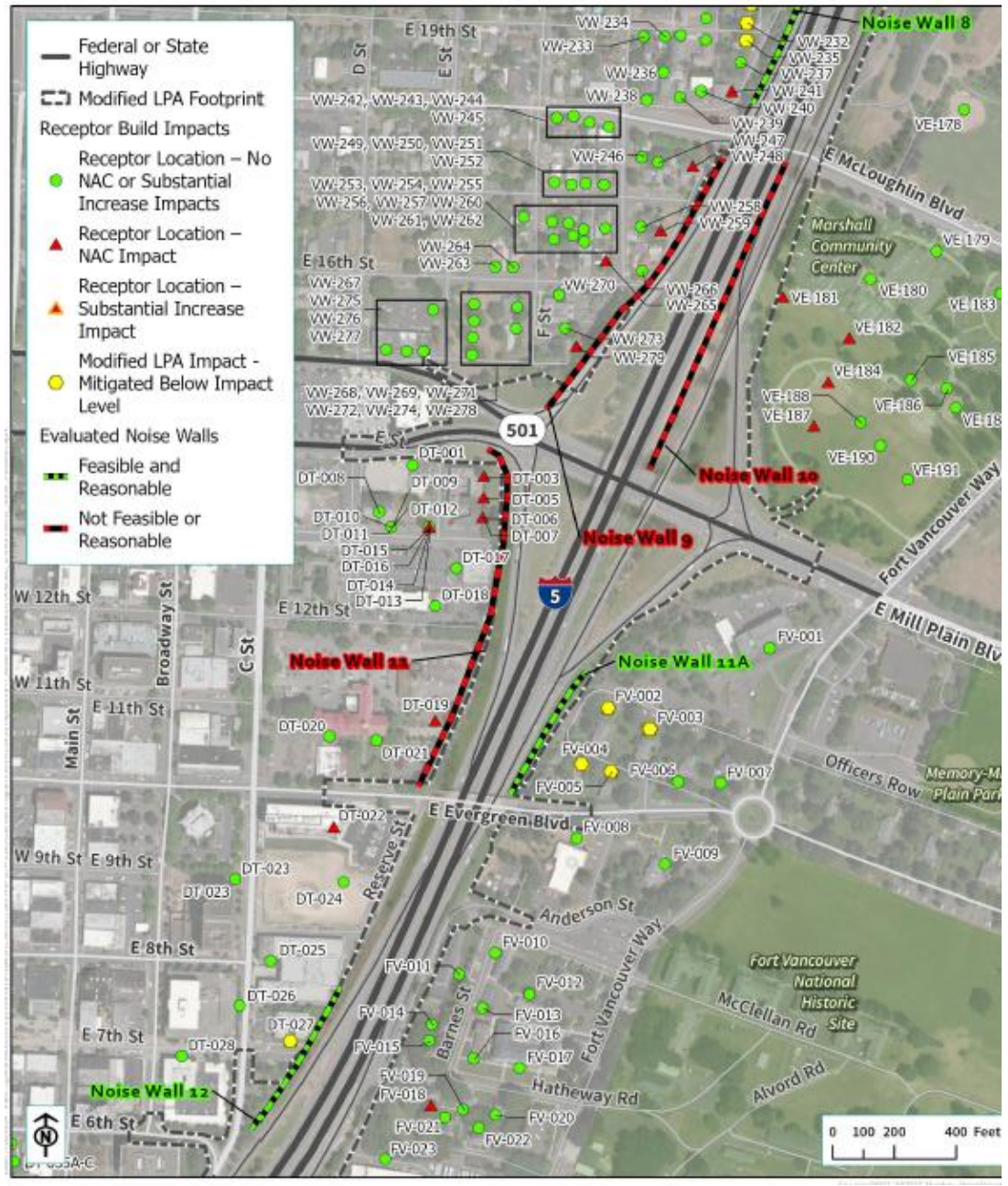
Noise and Vibration

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

See **Chapter 3.11** for more information

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 elements of the bridge configurations may change as the design progresses.

Visual (cont.)

Fort Vancouver National Historic Site

Existing Conditions

Photographic simulation of Modified LPA with single-level movable-span configuration without C Street ramp

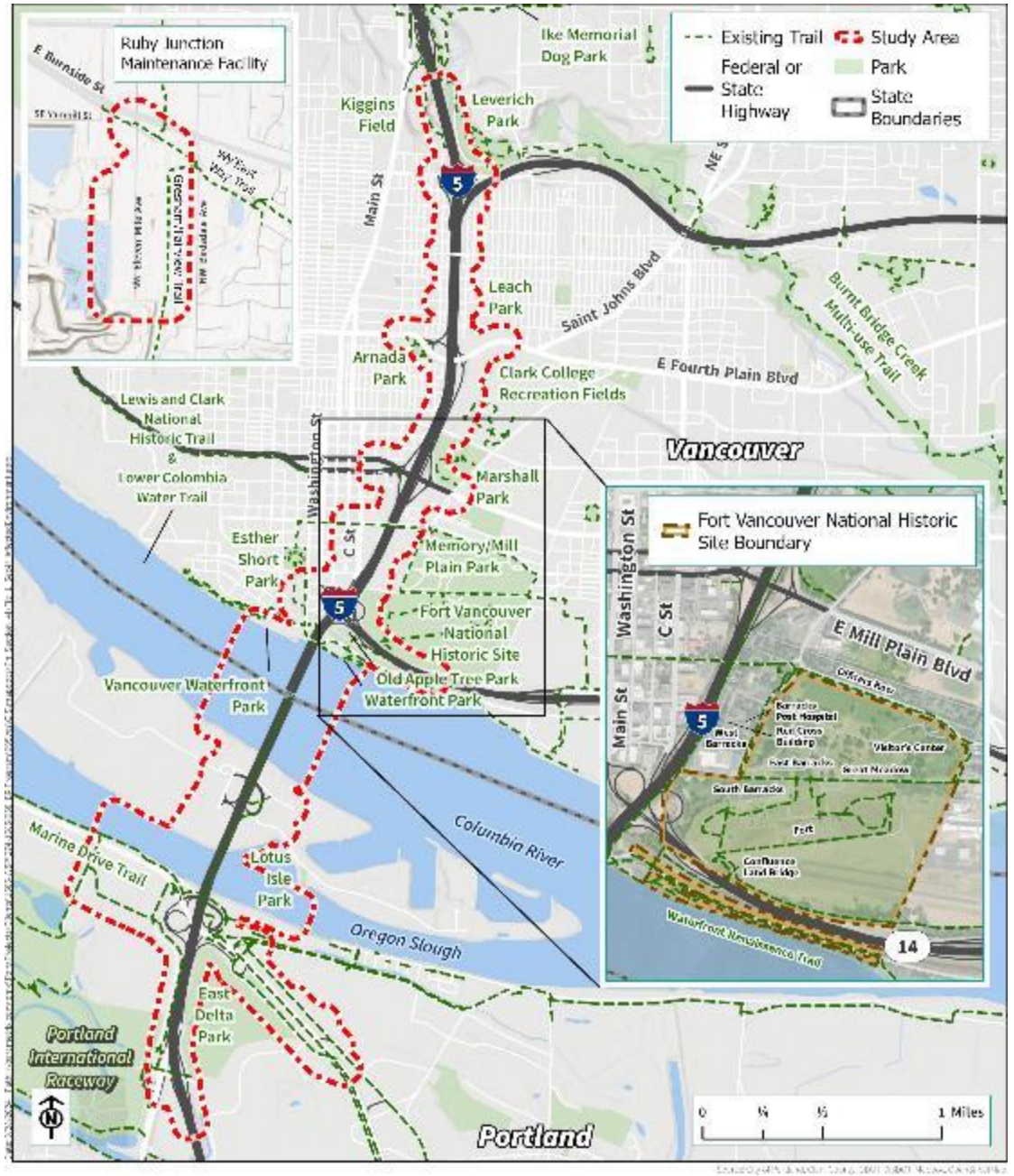
Photographic simulation of Modified LPA with double-deck fixed-span configuration without C Street Ramp

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

Visual elements of the bridge configurations may change as the design progresses.

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

See **Chapter 3.8** for more information

Environment Findings

Rebecca Steiner, Environmental

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

See **Chapter 3.14** for more information

Ecosystems

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

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**

Draft SEIS Public Comment

Hannah Williams, Community Engagement

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.

Interstate BRIDGE Replacement Program

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 (M-Th, 9 a.m. to 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*

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)

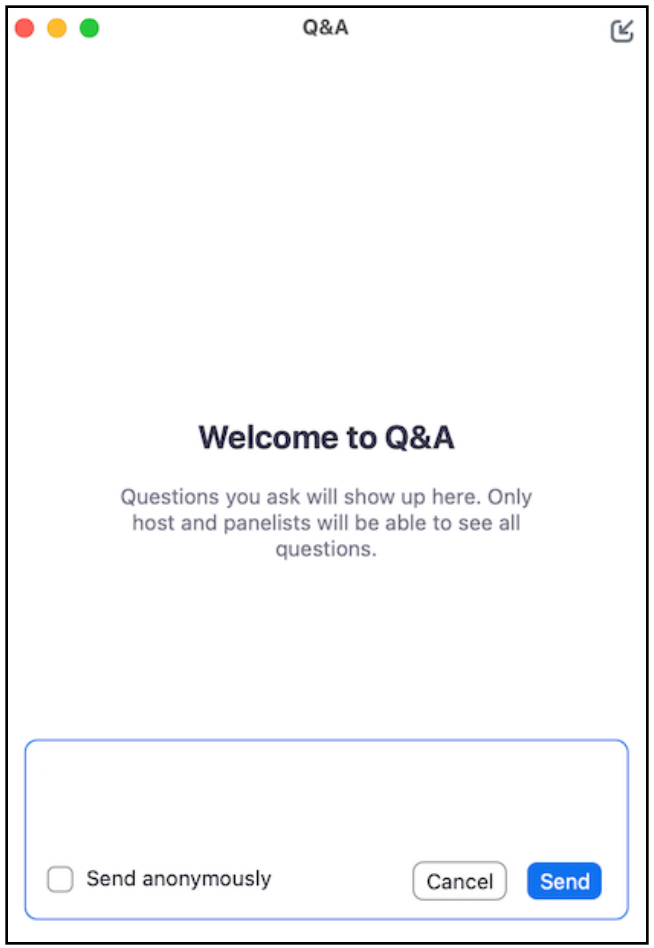
Visit the IBR calendar for a full list of and information about attending briefings, opening houses, public hearings, and other events: www.interstatebridge.org/calendar

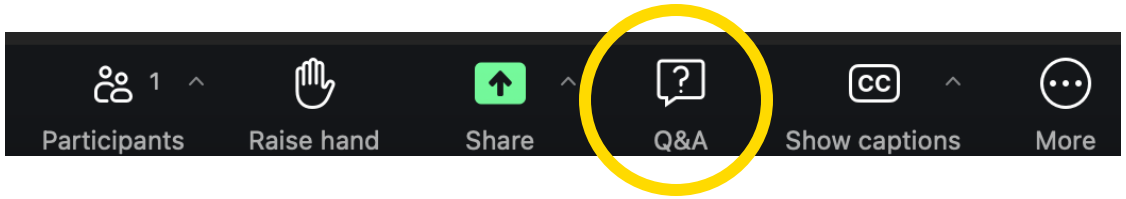
Question & Answer

Kimberly Webb, Communications

Questions & Answers

- To ask a question:
  - If you have joined via Zoom, click on the Q&A button at the bottom of your screen to access a text box where you can submit your question.
- We cannot take official public comments during this public briefing, but there are a variety of upcoming public comment opportunities that you will learn about during this presentation.
- If we run out of time before addressing your question, please follow up with us via email or visit us during office hours.





Thank you