

Welcome to the Interstate Bridge Replacement Program Neighborhood Forum

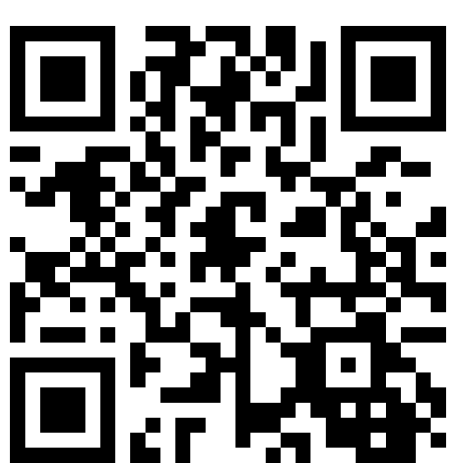
The **Interstate Bridge Replacement (IBR) program** is leveraging work from previous planning efforts and updating prior studies to integrate new data, regional changes in transportation, land use and demographic conditions, and incorporate community feedback to inform the program.

Community engagement will continue to play a key role in helping shape future outcomes. We invite you to learn more about the environmental process and how you can provide input on the proposed improvements.

Information in your language is available!

¡Información disponible en su idioma!
Ei porous mi kawor non fosun fenuwom!
Предлагается информация на вашем языке!
可以通过您的语言提供信息！

您可獲得您母語版本的資訊！
Macluumaad ku qoran luqadaada ayaa la helayaa!
Інформацію можна отримати вашою мовою!
Hiện có sẵn thông tin bằng ngôn ngữ của quý vị!



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Current Challenges and Future Benefits



Current Challenges

- ▶ In a major earthquake, the existing bridge would likely be damaged, potentially beyond repair.
- ▶ Bridge lifts and congestion slow down freight carrying goods along I-5, a critical economic trade route on the west coast.
- ▶ Safety issues and the 143,000 vehicles crossing the bridge each weekday results in up to 10 hours of congestion for travelers in the program corridor (2019 data).
- ▶ Buses are stuck in the same traffic as everyone else.
- ▶ Interchanges within the corridor are closely spaced, contributing to congestion and crashes.
- ▶ The current sidewalks on the bridge are narrow, near vehicle traffic, and hard to access.
- ▶ Large transportation infrastructure projects have historically harmed many low-income communities and communities of color.
- ▶ The transportation sector is one of the largest contributors of greenhouse gases in the United States.



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Future Benefits

A new bridge with a shared use path and interchange and transit investments will benefit the community in the following ways:

- ▶ **Earthquake resiliency:** The bridge will be designed to withstand a major earthquake, and continue to provide access for travelers and life-saving services.
- ▶ **Improved safety** and an expected reduction in crashes.
- ▶ **Multimodal investments** and safe and accessible connections for people walking, biking, or rolling across the bridge.
- ▶ **Extends Light Rail** in a dedicated lane, separate from traffic and adds express bus on shoulder to better connect transit systems.
- ▶ **Reduction of greenhouse gas emissions** and improving air quality by:
 - *Increasing access to high-capacity transit.*
 - *Improving active transportation options.*
 - *Variable priced tolling that charges higher prices during peak travel periods, resulting in drivers making different travel choices.*
 - *Use of low-carbon equipment, construction materials, and other innovative construction methods.*
- ▶ **Improved freight movement** and a more reliable economic corridor.
- ▶ **Advancement of equity** through process, policies, and decisions guided by the program's Equity Framework and Equity Advisory Group that ensure program benefits to equity-priority communities.

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What is Being Studied?

The IBR program is studying the Modified Locally Preferred Alternative (LPA) and a No-Build Alternative and the effects of each alternative on the natural and developed environment. The No-Build Alternative is used as a baseline to understand the conditions if none of the IBR investments are implemented, but other local improvements move forward. To best understand the range of potential impacts and benefits, the program is studying various design options. The results of the analysis will be published in the Draft Supplemental Environmental Impact Statement (SEIS) in late 2023 for public review and comment.

Modified LPA

- ▶ A replacement bridge over the Columbia River
- ▶ A replacement of the North Portland Harbor Bridge
- ▶ One auxiliary lane and three through lanes in each direction on the replacement bridge and safety shoulders
- ▶ A variety of improvements for active transportation including a shared use path and trail connections
- ▶ Extension of light rail from Portland to Vancouver and express bus on shoulder to better connect transit systems
- ▶ Three new transit stations
- ▶ A local access bridge from Hayden Island to Marine Drive
- ▶ Improvements to seven interchanges, north and south of the Columbia River, and related enhancements to the local street network
- ▶ Variable priced tolling, with the goal of funding construction and improving travel reliability

Design Options

Within the alternative being analyzed, several design options for specific components exists:

Highway safety and operations:

- ▶ 1 auxiliary lane
- ▶ 2 auxiliary lanes

Bridge Configuration:

- ▶ Double-Level Fixed-Span
- ▶ Single-Level Fixed-Span
- ▶ Single-Level Movable-Span

Downtown Vancouver Interchange Options:

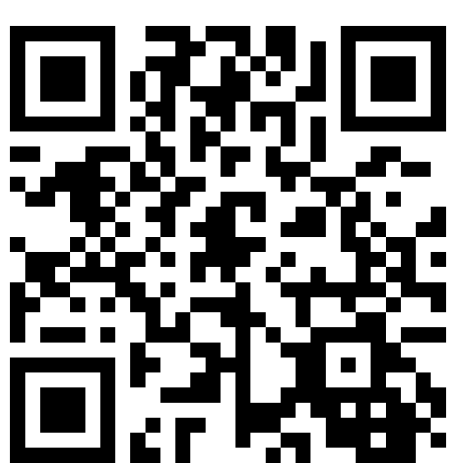
- ▶ C St. on and off-ramp
- ▶ No C. St. on or off-ramp

Highway Alignment in Vancouver

- ▶ I-5 stays in existing location
- ▶ I-5 shifts 20-30 feet to the west

Transit Options:

- ▶ **Three possible scenarios exist for Park & Ride options:**
 - *No Park and Rides in downtown Vancouver*
 - *One Park and Ride in downtown Vancouver at one of the locations being analyzed*
 - *Two Park and Rides in downtown Vancouver with one near the Waterfront station location and one near the Evergreen station location*
- ▶ **Park & ride locations being analyzed:**
 - **Near the Waterfront Station:** Columbia St./SR 14, Columbia Way, Columbia St./Phil Arnold Way
 - **Near Evergreen Station:** Library Square, Columbia Credit Union parking garage
- ▶ **Operation & Maintenance Facilities (OMF):**
 - *Build overnight facility at Expo Center*
 - *Expand OMF at Ruby Junction*



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Considering the Environment Through the NEPA Process

National Environmental Policy Act

The National Environmental Policy Act (NEPA) requires projects with federal funding to assess the environmental effects of their proposed actions and provide opportunities for the public to review and comment on the analysis of benefits and impacts prior to beginning construction.

The Interstate Bridge Replacement program is building upon past environmental analysis

The IBR program is building upon past work by supplementing prior NEPA studies and decisions that occurred between 2008 and 2013*.

IBR is currently working on a Draft Supplemental Environmental Impact Statement (SEIS), which will address physical and contextual changes that have occurred since the last EIS process was conducted, and document potential adverse impacts in the program area.

The IBR program expects to have the Draft SEIS ready for public comment for 60 days at the end of 2023. Following the Draft SEIS, refinements will be made to address comments, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor.

In late 2024, a Final SEIS analyzing and documenting the impacts, benefits, and mitigation options for the updated corridor-wide alternative will be published for public review and comment. An Amended Record of Decision will be published, which provides federal approval to move to construction.



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Evaluating benefits and impacts

The Draft SEIS will evaluate the following to better understand the benefits and impacts to the environment and community of the proposed program area investments:

- ▶ Design concepts including roadway and transit alignment, bridge configuration, and park and ride locations
- ▶ Air quality
- ▶ Noise
- ▶ Water impacts
- ▶ Property and business impacts
- ▶ Potential archeological sites
- ▶ Long-term traffic and safety impacts
- ▶ Impacts to wildlife
- ▶ Historical and cultural impacts

*2008 Draft EIS, 2011 Final EIS, 2011 Record of Decision, 2012 and 2013 re-evaluations



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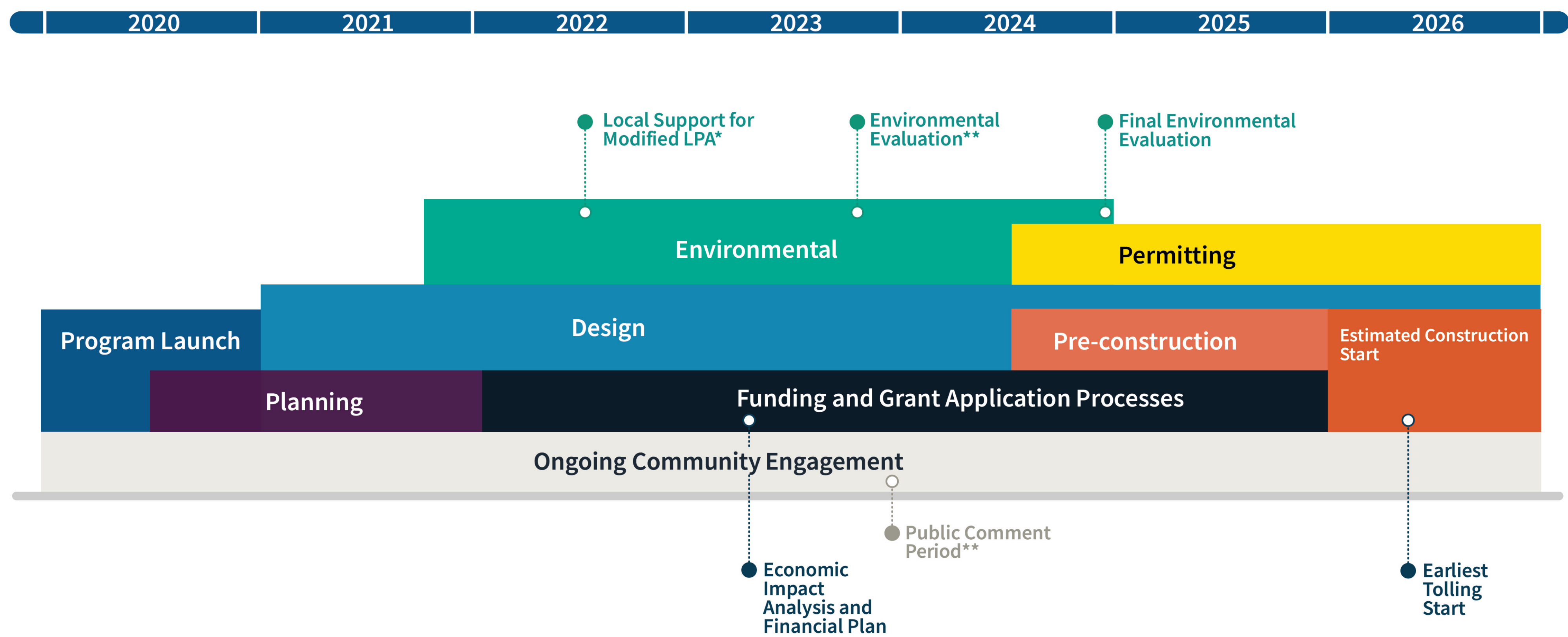
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Program Schedule

Environmental analysis is currently underway.

Community engagement is ongoing throughout the entire duration of the program. Pre-construction, such as utility work and sign installations, could start as early as mid-2024 with construction anticipated to begin as early as late 2025.



*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.



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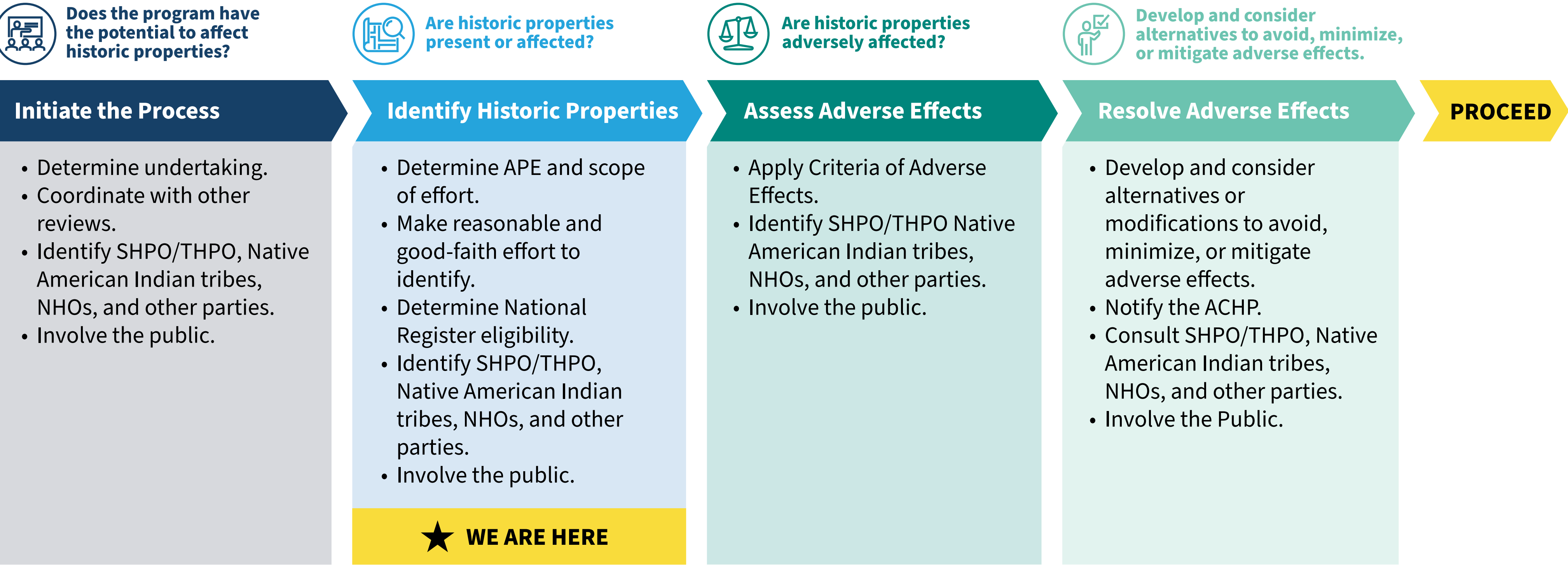
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Historical Sites

The area of the Interstate Bridge has a rich history.

As part of the environmental study, the program is assessing potential impacts to historic properties. Below is the process for this work.



- The Area of Potential Effect (APE) is the geographic area where the project actions may result in impacts to cultural resources.
 - SHPO is the State Historic Preservation Office.
- THPO is the Tribal Historic Preservation Office.
 - NHO is the Native Hawaiian Organization.
 - ACHP is the Advisory Council on Historic Preservation.



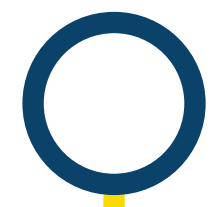
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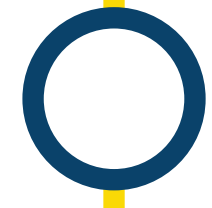
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Key Milestones



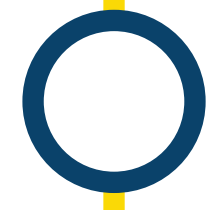
2004 - 2014

- ▶ Previous planning efforts (Columbia River Crossing)



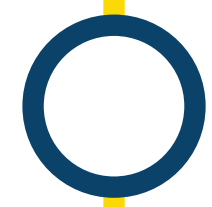
2019

- ▶ At the direction of Oregon and Washington Governors, both Departments of Transportation reinitiated planning work, building on previous efforts



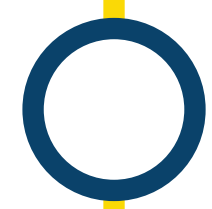
2020

- ▶ Community Advisory Group, Equity Advisory Group, and Executive Steering Group launched
- ▶ Initial Conceptual Finance Plan



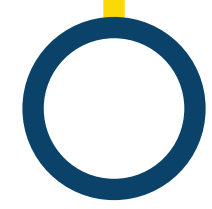
2021

- ▶ Reconfirmed Purpose & Need, Vision & Values through community engagement
- ▶ Equity and Climate identified as community priorities
- ▶ Community input solicited to develop screening criteria and inform development of design options



2022

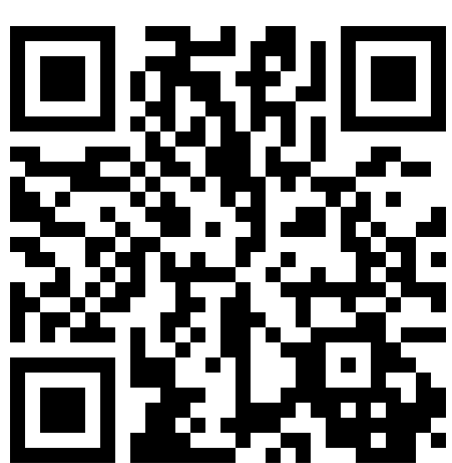
- ▶ IBR program recognized by President Biden as “one of the most economically significant bridge projects in the nation”
- ▶ Endorsement of program design elements* from local agency partners
- ▶ Commitment of \$1 billion for construction from Washington through the Move Ahead Washington revenue package
- ▶ Awarded \$1 million federal Bridge Investment Program planning grant
- ▶ Nearly 35,000 engagements with community members since 2019



2023

- ▶ IBR tolling authorization legislation passed in Washington State
- ▶ Oregon State Legislature consideration of similar \$1 billion state contribution
- ▶ IBR program will pursue federal Mega Program, Bridge Investment Program, and Capital Improvement Grant as possible funding sources
- ▶ Publishing of the Draft SEIS

**Also known as the Modified Locally Preferred Alternative*



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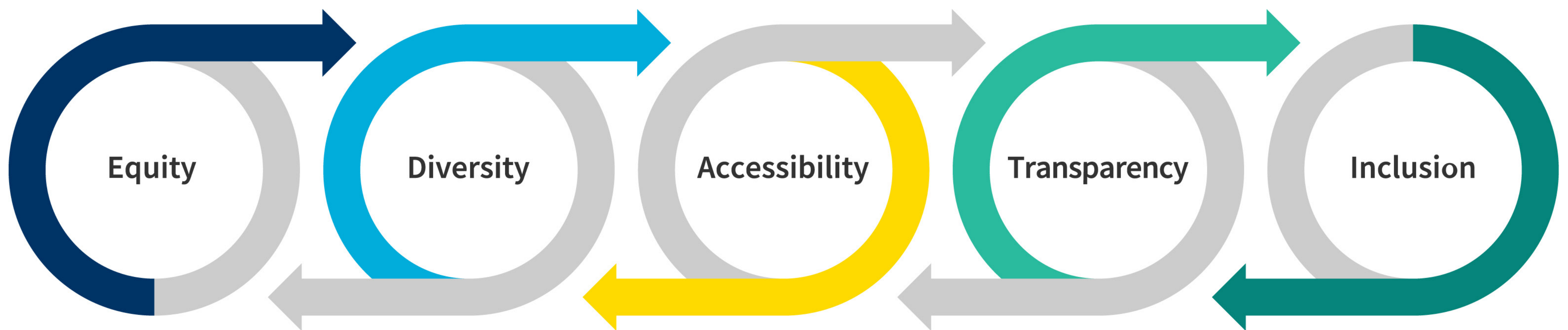
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Your Voice Matters

Our community engagement efforts seek to provide extensive, inclusive, and ongoing opportunities for meaningful two-way communication with stakeholders that prioritizes:



The key goals of community engagement efforts include:

- ▶ Seek feedback from a diverse range of stakeholders
- ▶ Include equity-priority communities
- ▶ Embrace innovation
- ▶ Uplift all voices
- ▶ Demonstrate accountability through transparency and feedback
- ▶ Achieve trust among partner agencies and the community

We Want to Hear from You

The program is planning numerous activities throughout 2023 to seek community feedback and engage the public in a variety of ways. Please visit our website often for updates and connect with us using the following options.

- ▶ **Sign up** for the IBR Program mailing list to receive periodic communications about the program via email.
- ▶ **Follow us** on YouTube, Facebook, Twitter, Instagram, and TikTok.
- ▶ **Attend** an Equity Advisory Group, Community Advisory Group, Executive Steering Group, or Bi-State Legislative Committee meeting; all meetings are open to the public. Meeting dates and times, materials and participation information are posted in the events calendar at interstatebridge.org/calendar.
- ▶ **Submit comments** via the online comment form at interstatebridge.org/contact, email us at info@interstatebridge.org, or call the program office at 888-503-6735.



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