



Welcome

The Interstate Bridge Replacement Program is a joint effort between Oregon and Washington to replace the aging Interstate Bridge across the Columbia River and includes related multimodal investments within the five-mile program corridor. The goal is to ensure a modern, multimodal corridor that strengthens earthquake resiliency, improves safety and keeps people and our economy moving.

The IBR Program is leveraging previous planning work to update prior studies using new data, input from the community, and changed conditions in our region’s transportation, land use and demographics. Community engagement continues to play a key role in helping shape future outcomes.

Today, we invite you to learn more about the environmental review of the proposed investments, how those investments could impact or benefit topics relating to transportation, the community and the environment, and provide us with your feedback by submitting a comment.



To learn more, sign up for our newsletter, or submit a comment, visit: interstatebridge.org



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!

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).



An EIS evaluates the impacts and benefits of a project on technical areas such as:

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



To learn more visit:
interstatebridge.org/DraftSEIS

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Current Challenges & Future Benefits

Current Challenges

- ▶ In a major earthquake, the existing bridge would likely be damaged 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 more than 10 hours of congestion for travelers in the program corridor (2019 data).
- ▶ Buses are stuck in the same traffic as other vehicles.
- ▶ Interchanges within the I-5 corridor are closely spaced, contributing to congestion and crashes.
- ▶ The existing sidewalks on the Interstate 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 U.S.

Future Benefits

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

-  **Improved earthquake resiliency** with a bridge designed to withstand a major earthquake and continue to provide access for travelers and emergency 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.
-  **Extended light rail** separate from traffic and added express bus on shoulder to better connect transit systems.
-  **Improved freight movement** and a more reliable economic corridor.
-  **Improved travel reliability** for all users.
-  **Reduced greenhouse gas emissions and improved air quality by:**
 - Increasing access to high-capacity transit.
 - Improving active transportation options.
 - Including 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.
-  **Advancement of equity** through process, policies, and decisions guided by the IBR Program’s Equity Framework and Equity Advisory Group that ensure program benefits to equity priority communities.









To learn more visit:
interstatebridge.org/DraftSEIS



Program Overview

The Interstate Bridge Replacement Program seeks to address six crucial transportation needs associated with the aging Interstate Bridge and ensure a modern, earthquake-resilient multimodal corridor that will improve safety and keep people and our economy moving.

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 IBR Program continues work conducted previously during the Columbia River Crossing (CRC) Project that began in 2004 but was suspended in 2014 due to a lack of regional consensus. The 2008 Draft Environmental Impact Statement (EIS) evaluated a No-Build Alternative and four build alternatives for the CRC Project. 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 (LPA).”

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. In 2021, the federal lead agencies issued a NEPA re-evaluation to assess the extent of changes in conditions such as the physical environment,

community priorities and regulations. They determined that a Supplemental Environmental Impact Statement (SEIS) should be prepared to identify and disclose new adverse impacts and mitigation associated with the changes in conditions that occurred since 2013.

In 2022, the IBR Program’s eight local partners (ODOT, WSDOT, City of Portland, City of Vancouver, TriMet, C-TRAN, Port of Portland and Port of Vancouver) agreed on modifications to the CRC LPA to be evaluated in a supplemental environmental review process. This updated set of transportation investments is known as the Modified Locally Preferred Alternative (LPA). The Draft SEIS evaluates its potential impacts and benefits.



To learn more visit:
interstatebridge.org/DraftSEIS

What is Being Studied?



Modified Locally Preferred Alternative

- Improves active transportation facilities and connections
- Extends light rail transit (LRT) from Expo to Evergreen Blvd. plus bus on shoulder
- Provides three new LRT stations
- Replaces bridges over the Columbia River and North Portland Harbor
- Modifies seven interchanges on I-5
- Includes three through lanes and at least one auxiliary lane in each direction
- Includes variable rate tolling for motorists using the river crossing as a demand management and financing tool

Design Options

- Bridge configuration: movable-span, single-level, double-deck
- 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 SR 14 and Mill Plain Blvd.

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.



To learn more visit:
interstatebridge.org/DraftSEIS

North Portland & Hayden Island



What we studied

- ▶ Ramp reconfiguration at Victory Blvd. interchange
- ▶ Marine Drive interchange reconfiguration
- ▶ Improvements to Expo Center transit station and new light-rail vehicle overnight facility
- ▶ Replaces I-5 North Portland Harbor Bridge
- ▶ Arterial bridge between Hayden Island and North Portland (east of I-5)
- ▶ Shared use path connections between Hayden Island and North Portland
- ▶ Access to Hayden Island
 - Partial interchange on Hayden Island
 - Northbound access from Hayden Island to I-5 will use an on-ramp to I-5 northbound
 - Northbound access from I-5 northbound to Hayden Island will use Victory Blvd. off-ramp and arterial bridge
 - Southbound access from I-5 southbound will use an off-ramp to Hayden Island
 - Southbound Hayden Island access to I-5 southbound will use arterial bridge and Marine Drive southbound on-ramp
- ▶ New light rail station on Hayden Island
- ▶ Active transportation improvements in North Portland
- ▶ Local street connections and improvements, and related enhancements to the local street network



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Upper Vancouver

Legend

BRT Transit (modifications)

Active Transportation

Existing Roadway

Roadway Improvements

Elevated Roadway

Bus on Shoulder

Collector Distributor Road

Collector Distributor Ramp

Stormwater Treatment
(not to scale, siting/design TBD)

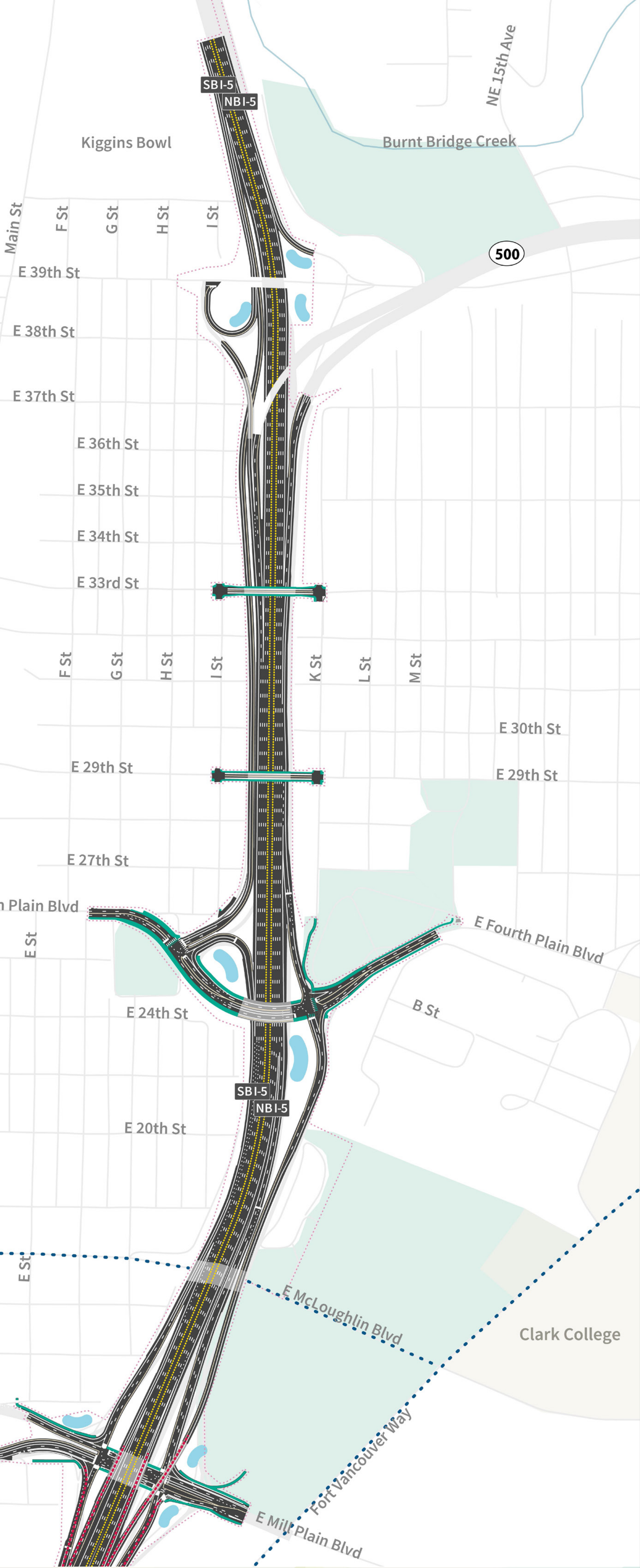
Permanent Impacts Footprint

Existing Park

050010002000

SCALE IN FEET

All graphics are conceptual and subject to change



What we studied

- ▶ Reconstructed interchange at Mill Plain Blvd.
- ▶ Reconstructed interchange at Fourth Plain Blvd.
- ▶ Reconstructed overpasses at 29th and 33rd Streets
- ▶ Improvements to southbound I-5 operations by including a braided southbound SR 500 on-ramp with the Fourth Plain Blvd. southbound off-ramp
- ▶ Active transportation connections and improvements

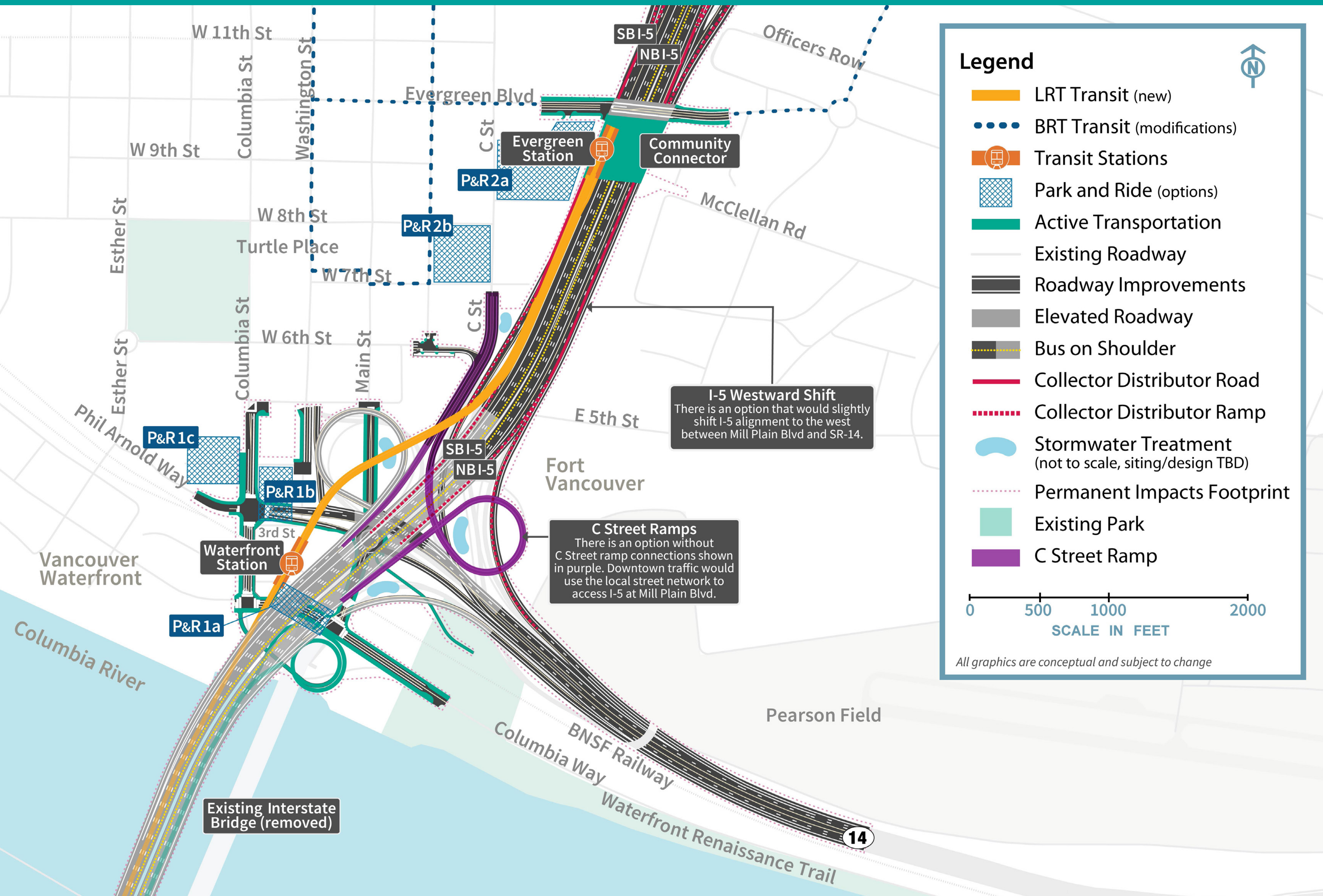


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Downtown Vancouver



What we studied

- ▶ Improvements to SR 14 interchange
- ▶ Light rail transit along I-5 with terminus at Evergreen Blvd.
- ▶ Community connector across I-5 at Evergreen Blvd.
- ▶ Bus on shoulder (left shoulder) throughout the corridor
- ▶ Active transportation connections and improvements

Design options

- ▶ Centered I-5 alignment or shifted west between SR 14 and Mill Plain Blvd.
- ▶ With or without C Street ramps
- ▶ Three sites considered for park & ride facility at waterfront
- ▶ Two sites considered for park & ride facility near Evergreen Blvd.



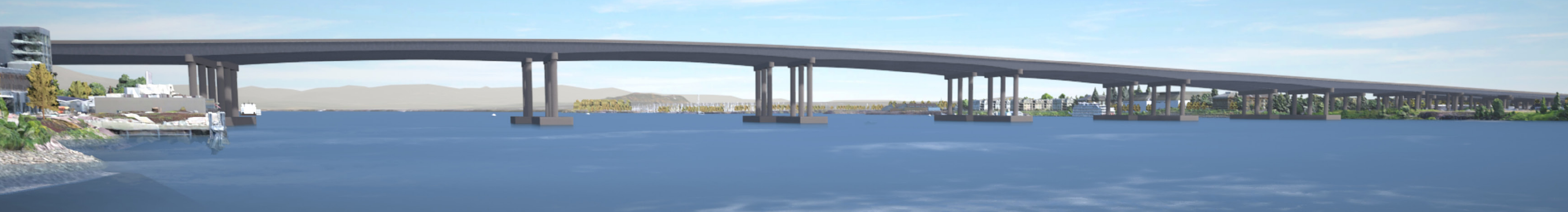
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Columbia River Bridge Configuration

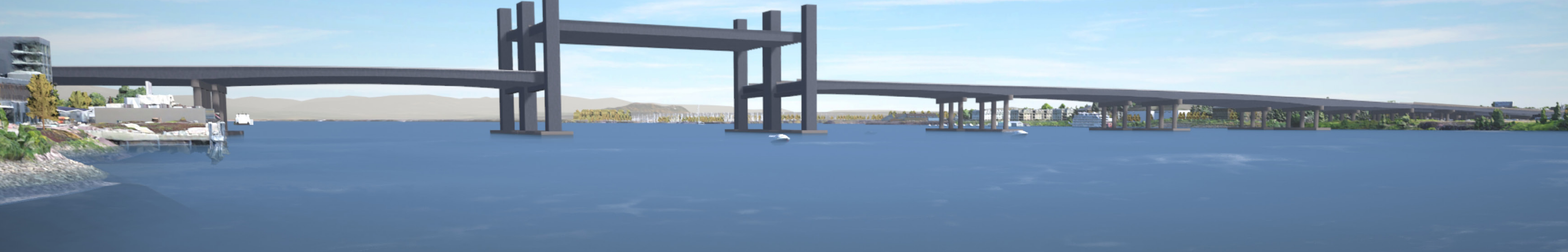
Double-Deck Fixed-Span



Single-Level Fixed-Span



Single-Level Movable-Span



What we studied

The Draft SEIS evaluates three bridge configurations for a pair of new bridges (one each for northbound and southbound traffic) to be built to the west of the existing bridge. Once the replacement structures are completed and all highway, transit and active transportation users have been transferred to the new bridges, the existing Interstate Bridge would be removed.

Each of the new bridges would include three through-lanes, safety shoulders that also support bus on shoulder operations and at least one auxiliary lane.

A shared use path would be included on the northbound bridge. Light rail transit extending from Portland Expo Center to Evergreen Blvd. would be included on the southbound bridge.

Potential bridge types

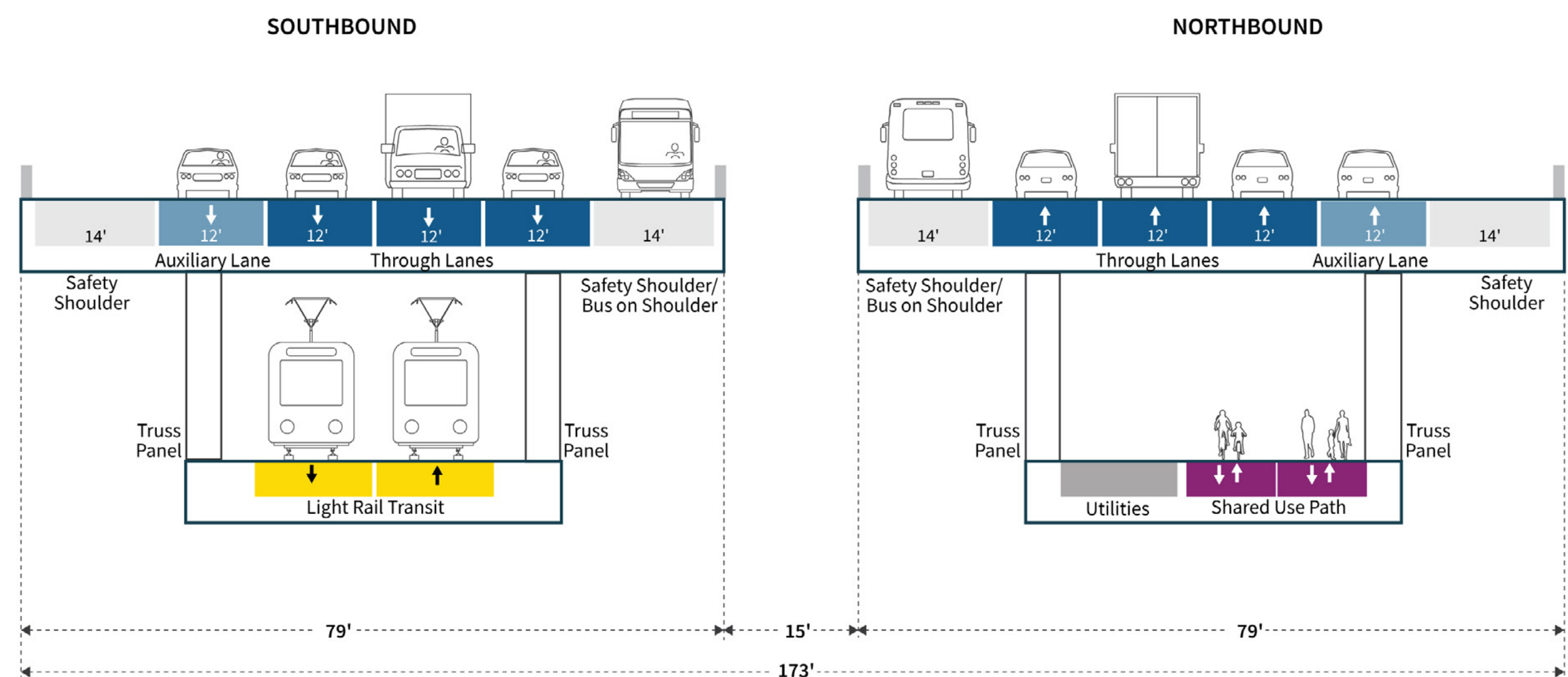
- ▶ Double-Deck Fixed-Span
 - Truss
- ▶ Single-Level Fixed-Span
 - Extradosed
 - Finback
 - Concrete Girder
 - Steel Girder
- ▶ Single-Level Movable-Span
 - Steel Girder



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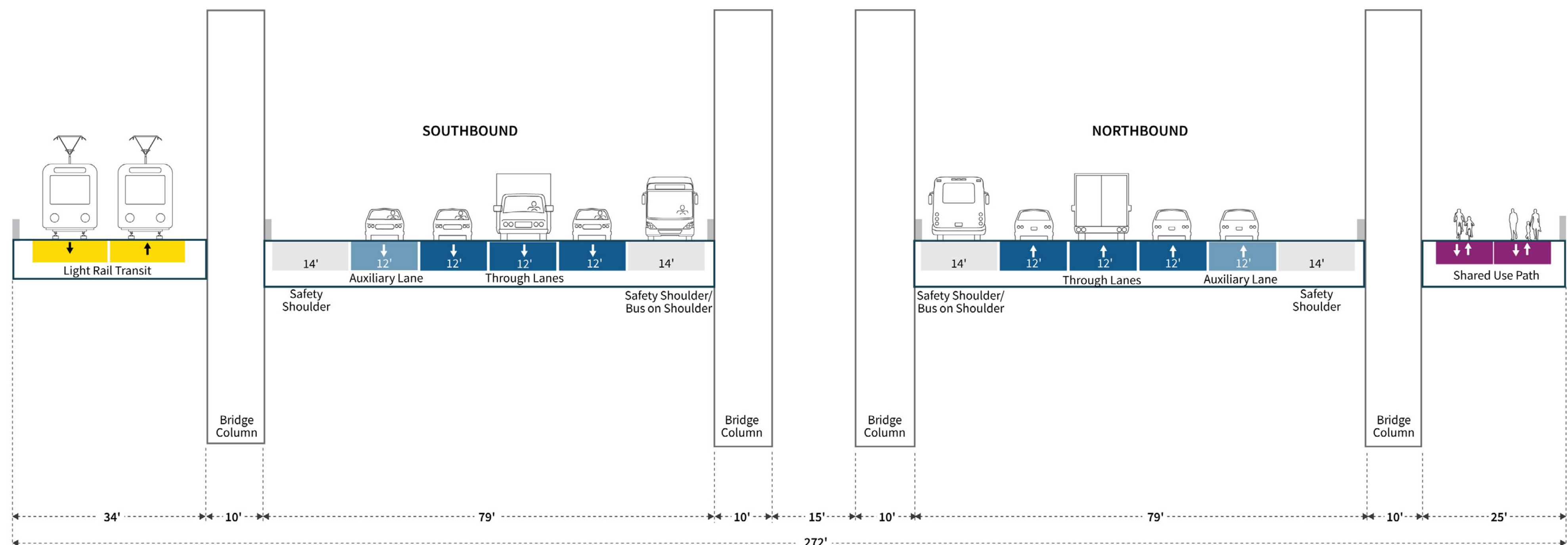
Bridge Configuration Options

Double-Deck Fixed-Span



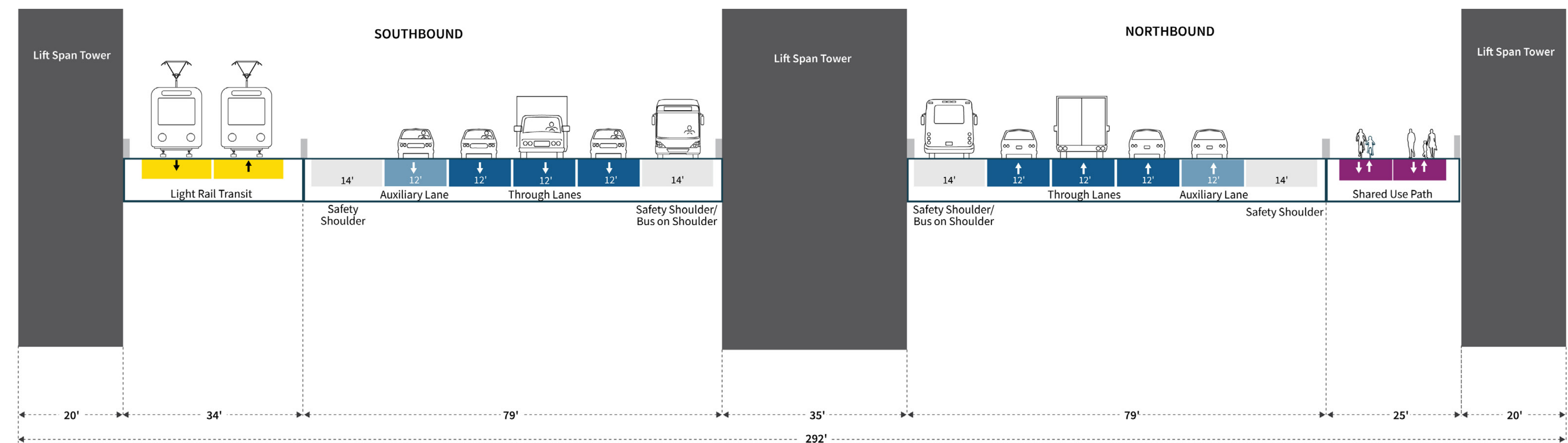
Typical section; dimensions vary

Single-Level Fixed-Span



Typical section; dimensions vary

Single-Level Movable-Span

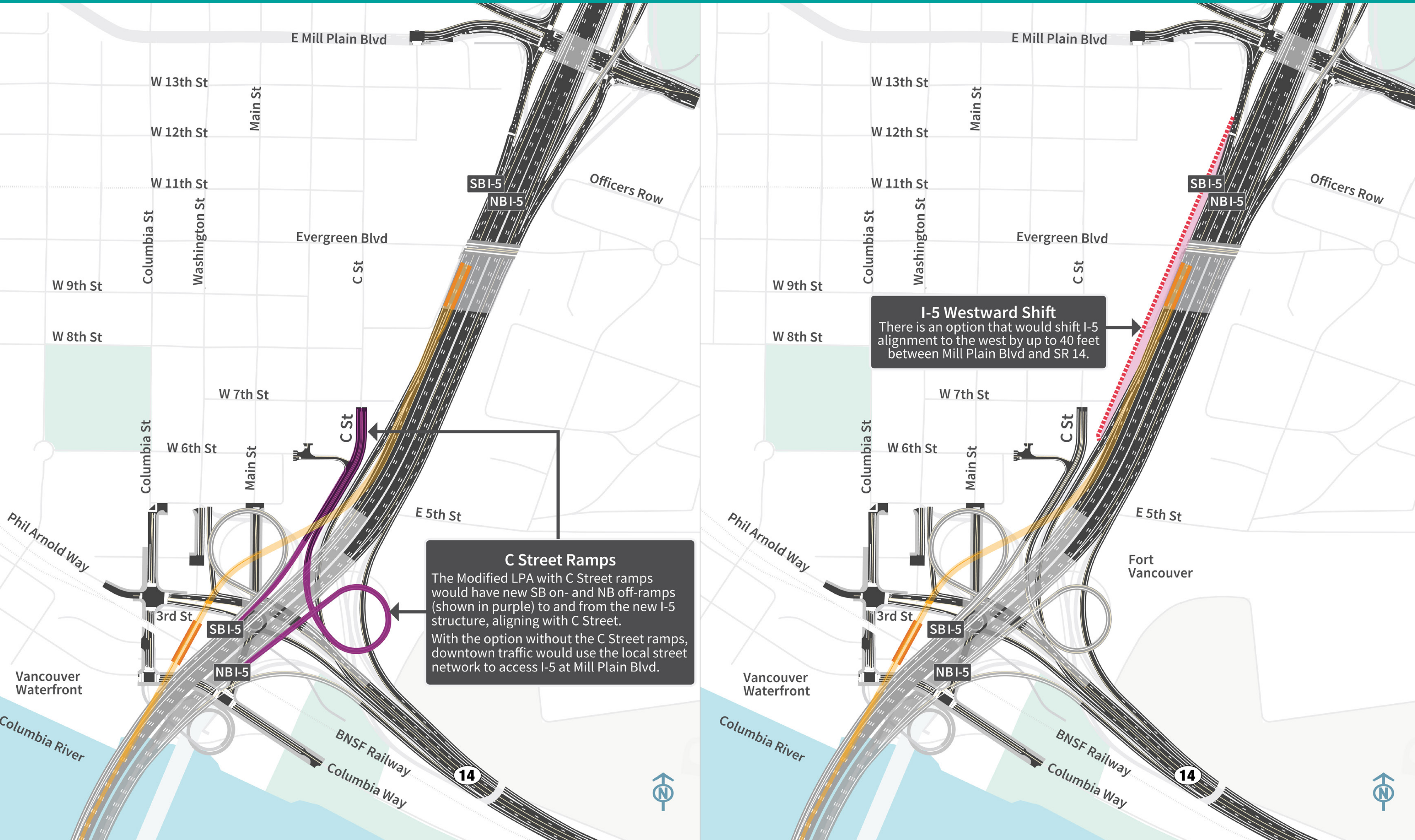


Typical section; dimensions vary

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C Street Ramps & I-5 Alignment



C Street Ramps

With C Street Ramps: Includes a new southbound on-ramp and northbound off-ramp connecting the new I-5 structure, aligning with C Street.

Without C Street Ramps: Eliminates the east-side loop ramp from I-5 northbound to C Street and the directional ramp on the west side of I-5 from C Street. This design option is included due to changes in local planning requiring considerations that reduce the footprint and the associated direct and temporary environmental impacts in Vancouver.

I-5 Alignment

Centered I-5 Alignment: Maintains the existing alignment of I-5 between SR 14 and Mill Plain Blvd.

I-5 Shifted West: Shifts the I-5 mainline and ramps approximately 40 feet to the west between SR 14 and Mill Plain Blvd. This option could also be paired with the design option without C Street ramps. The inclusion of this design option is due to changes in local planning that necessitate considerations that shift the footprint and the associated direct and temporary environmental impacts in Vancouver.



To learn more visit:
interstatebridge.org/DraftSEIS

Park & Rides

Waterfront Station Park & Ride Options (up to 570 spaces)

1a Columbia Way (Below I-5): Above-ground multilevel structure.

1b Columbia Street/SR 14: Above-ground multilevel structure.

1c Columbia Street/Phil Arnold Way (Waterfront Gateway Site): Developed in coordination with the City of Vancouver’s Waterfront Gateway program; could be a joint-use parking facility.

Evergreen Station Park & Ride Options (up to 700 spaces)

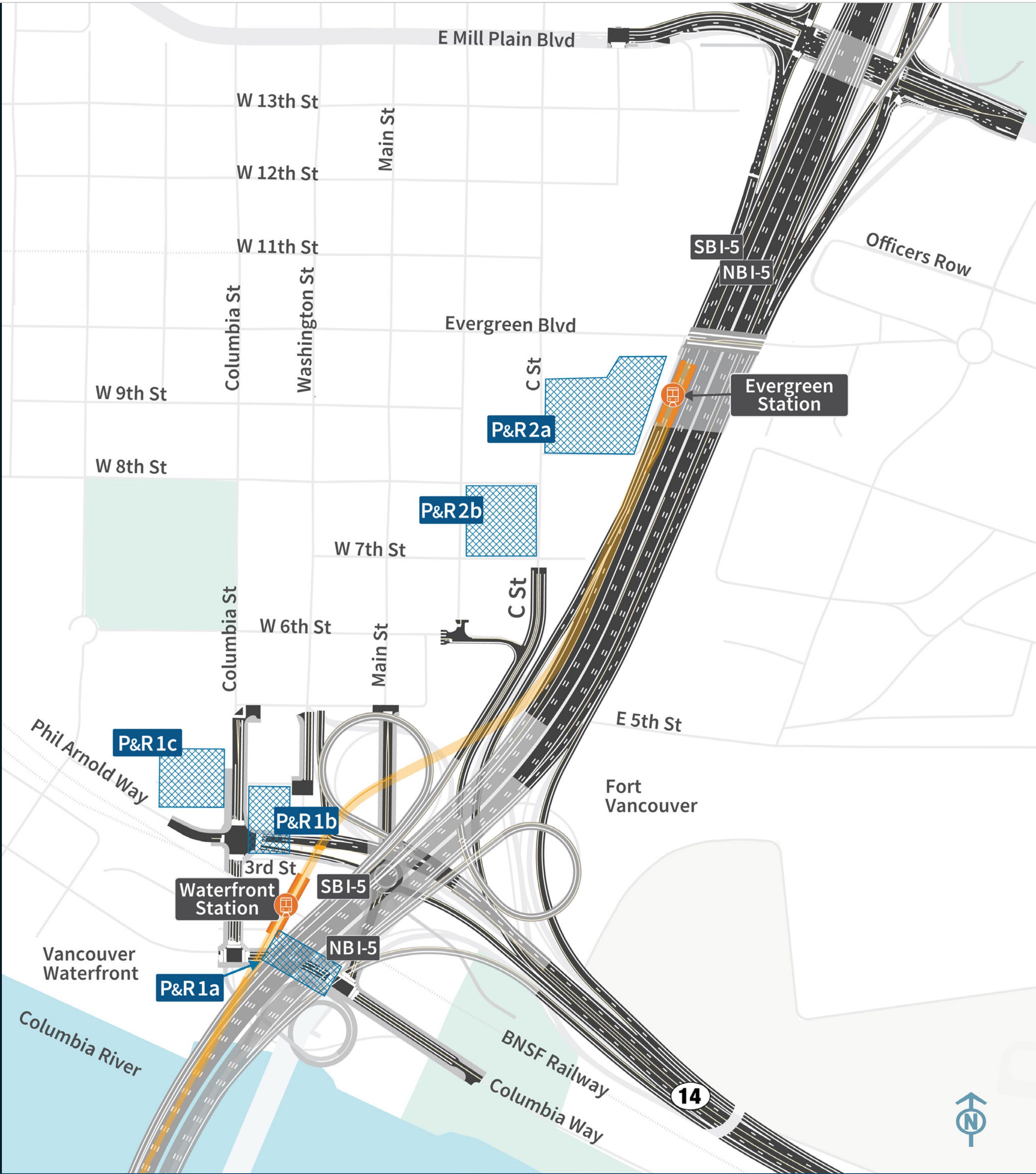
2a Library Square: Below-ground multilevel structure. Joint-use parking facility for Park & Ride users and patrons of other uses on the ground or upper levels.

2b Columbia Credit Union: Existing multilevel garage located below Columbia Credit Union office tower. Joint-use parking facility that could serve as additional or overflow parking.

Up to **two Park & Ride** facilities could be built in Vancouver near the light rail alignment.



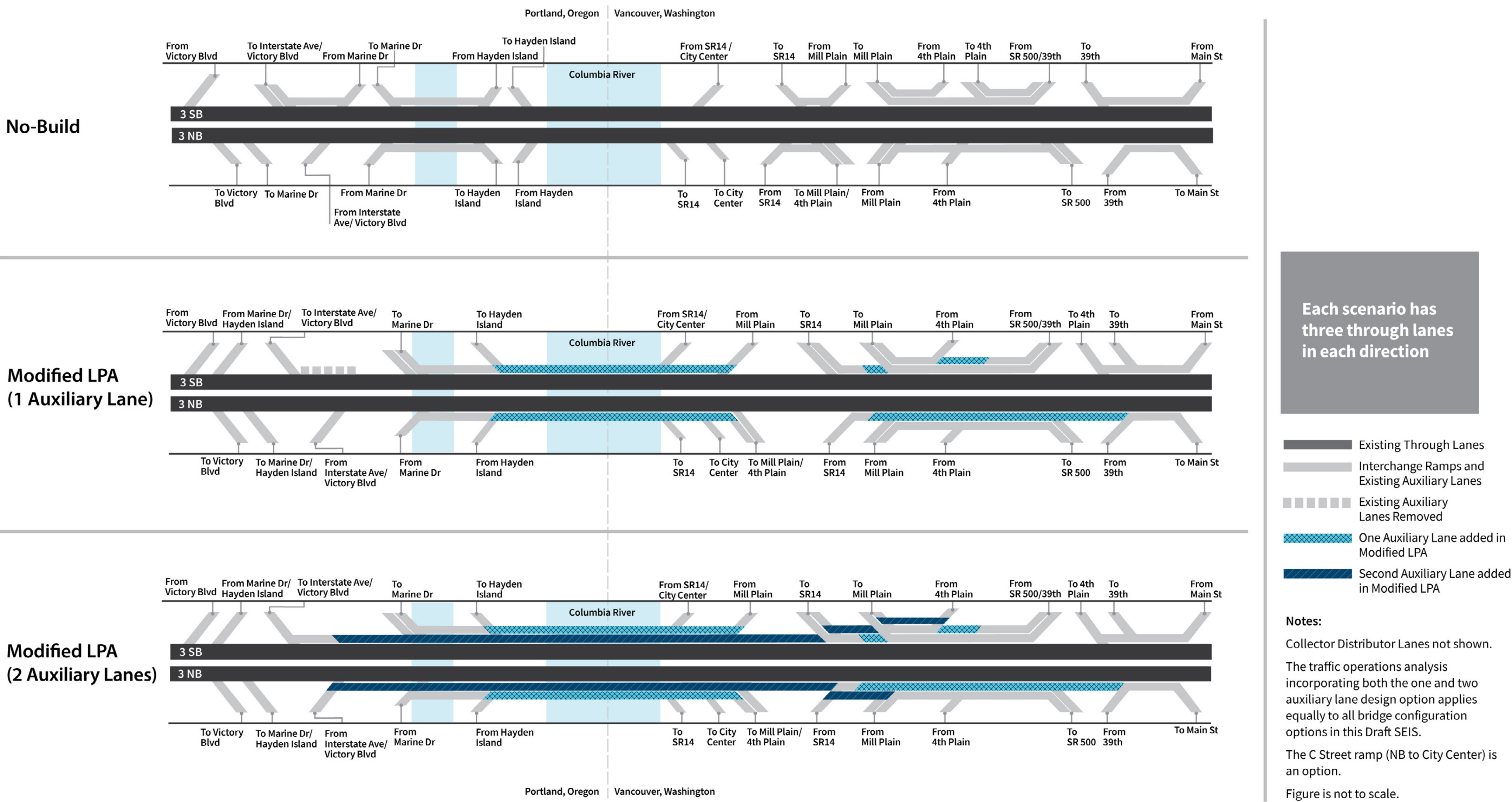
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Auxiliary Lanes



What is an auxiliary lane?

Auxiliary lanes are ramp-to-ramp connections on the highway that reduce congestion and improve safety by giving drivers more space and time to merge.

Existing conditions

Today, within the five-mile program corridor, I-5 has three through lanes in each direction. There are currently intermittent auxiliary lanes between the Victory Blvd. and Hayden Island interchanges in Oregon and between SR 14 and SR 500 in Washington.

What we studied

The Modified LPA includes three through lanes from Interstate Avenue/Victory Blvd. to SR 500/39th Street and an auxiliary lane from the Marine Drive interchange to the Mill Plain Blvd. interchange in each direction.

Two auxiliary lane option

This design option would add a second 12-foot-wide auxiliary lane in each direction of I-5. This second auxiliary lane is proposed from the Interstate Avenue/Victory Blvd. interchange to the SR 500/39th Street interchange.



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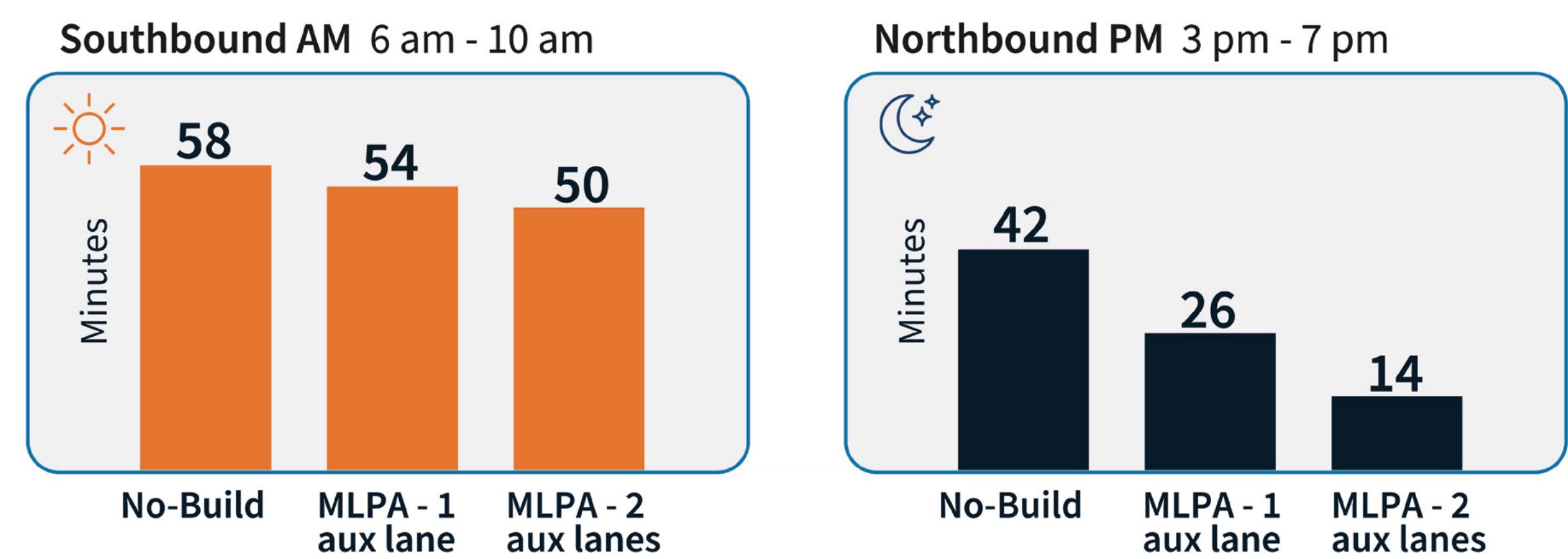
Transportation

Compared to the No-Build Alternative, the Modified LPA is expected to benefit transportation in 2045 by:

- ▶ Reducing crashes
- ▶ Decreasing travel times
- ▶ Improving access to public transit
- ▶ Reducing congestion at the bridge
- ▶ Providing safer and more accessible crossings for people who walk, bike and roll
- ▶ Better accommodating the expected increase in people moving through the corridor while reducing the number of vehicles on the road

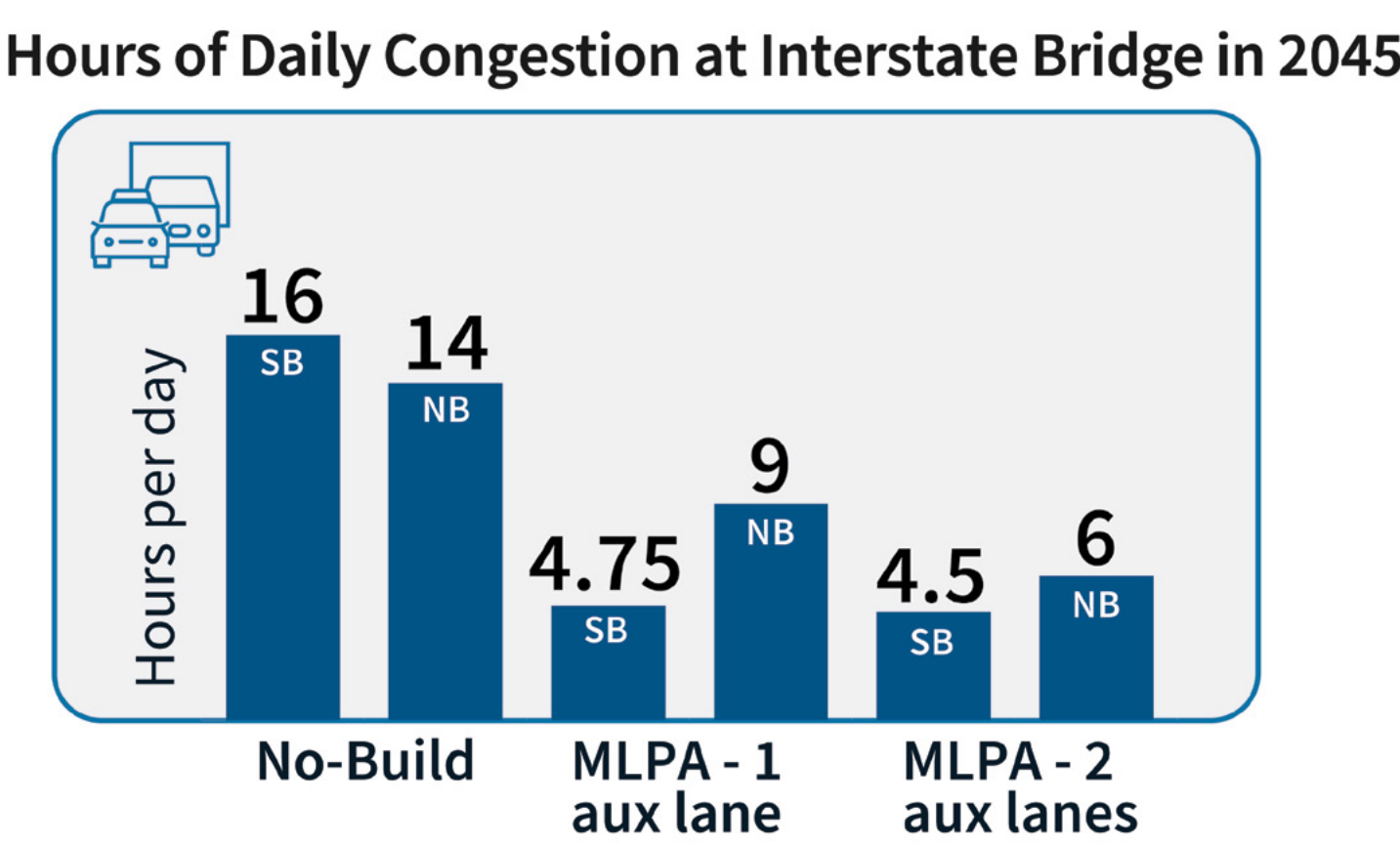
Vehicle travel times

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 auxiliary lane options as compared to the No-Build.



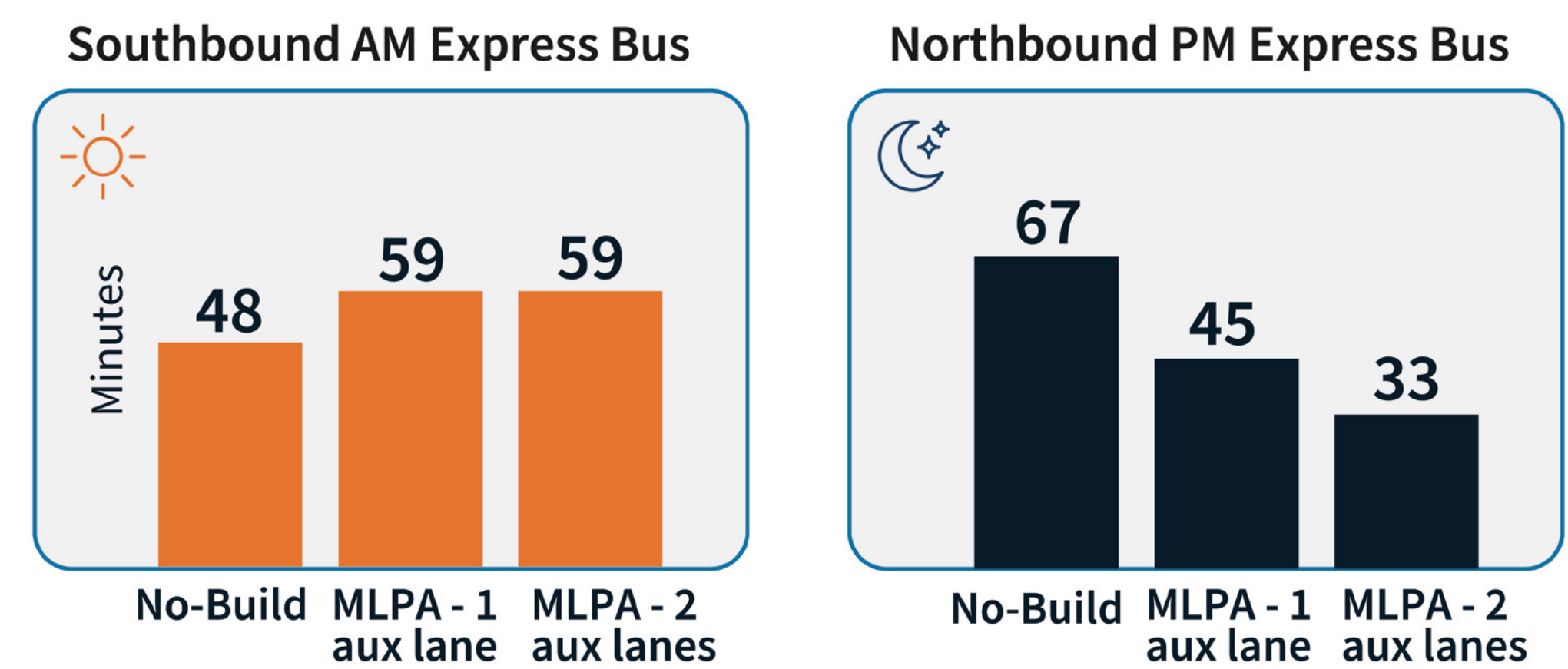
Congestion reduction

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 auxiliary lane options as compared to the No-Build.



Transit travel times

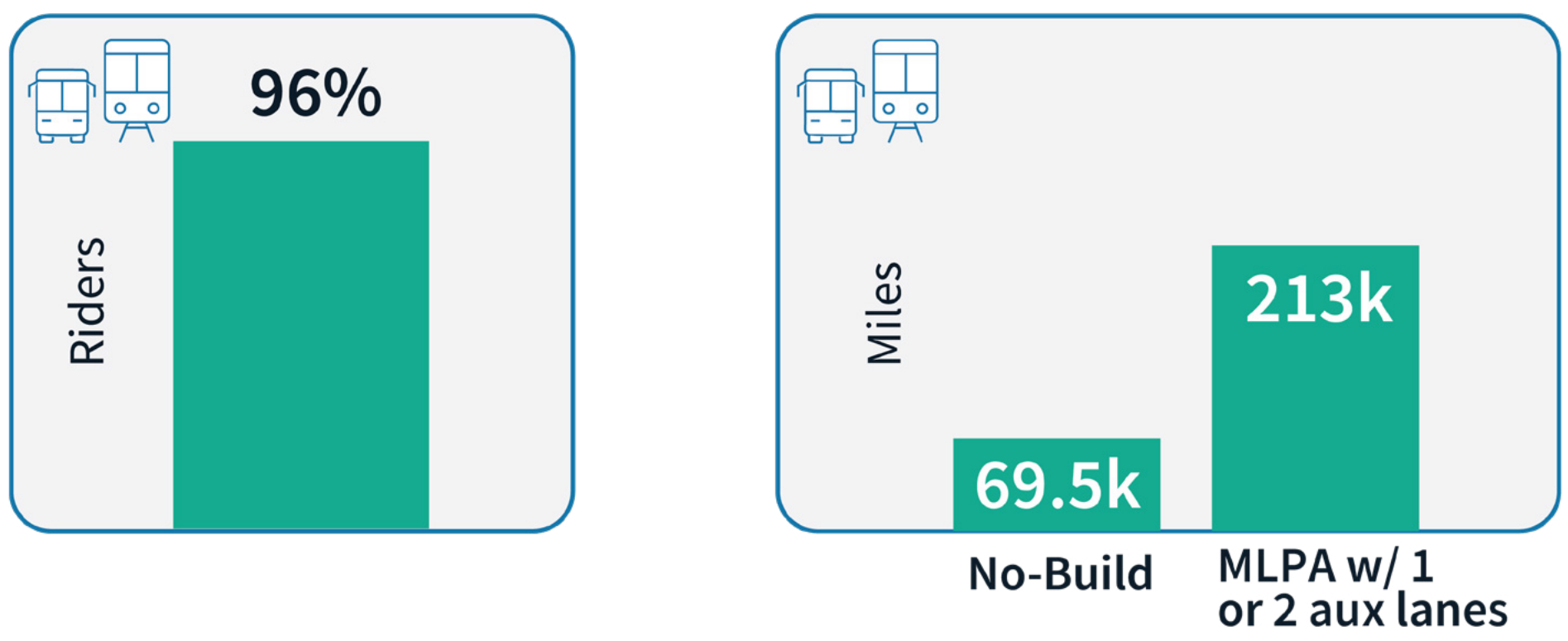
Average travel times (including 10-minute walk access on either end of trip) by transit between downtown Vancouver and Pioneer Courthouse Square in downtown Portland in the year 2045 on weekdays.



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.



Active Transportation



Active transportation components of the Modified LPA support the IBR Program equity objective to improve mobility, accessibility, and connectivity, especially for lower-income travelers, people with disabilities, and historically underserved communities that experience transportation barriers. The facilities would provide new and safe connections for people of all abilities, improve the quality of existing connections and help the Program meet its climate objectives.

Proposed Investments in Active Transportation

- ▶ Approximately 25-foot wide, two-way, shared-use path
 - Design elements would buffer users from vehicle traffic, noise, and exposure to street debris and stormwater to provide a well-lit, attractive, and comfortable environment for all users.
- ▶ Designed to meet Americans with Disabilities Act (ADA) standards
- ▶ Separated spaces for walking and biking to prevent conflicts between varying travel speeds
- ▶ Improvements to existing and proposed network facilities on either end of the bridge

Average Weekday Active Transportation Trips

- ▶ Existing: 400 trips
- ▶ No-Build: 400 trips
- ▶ Modified LPA: 740-1,600 trips

Improved Conditions Under the Modified LPA for Active Transportation Users

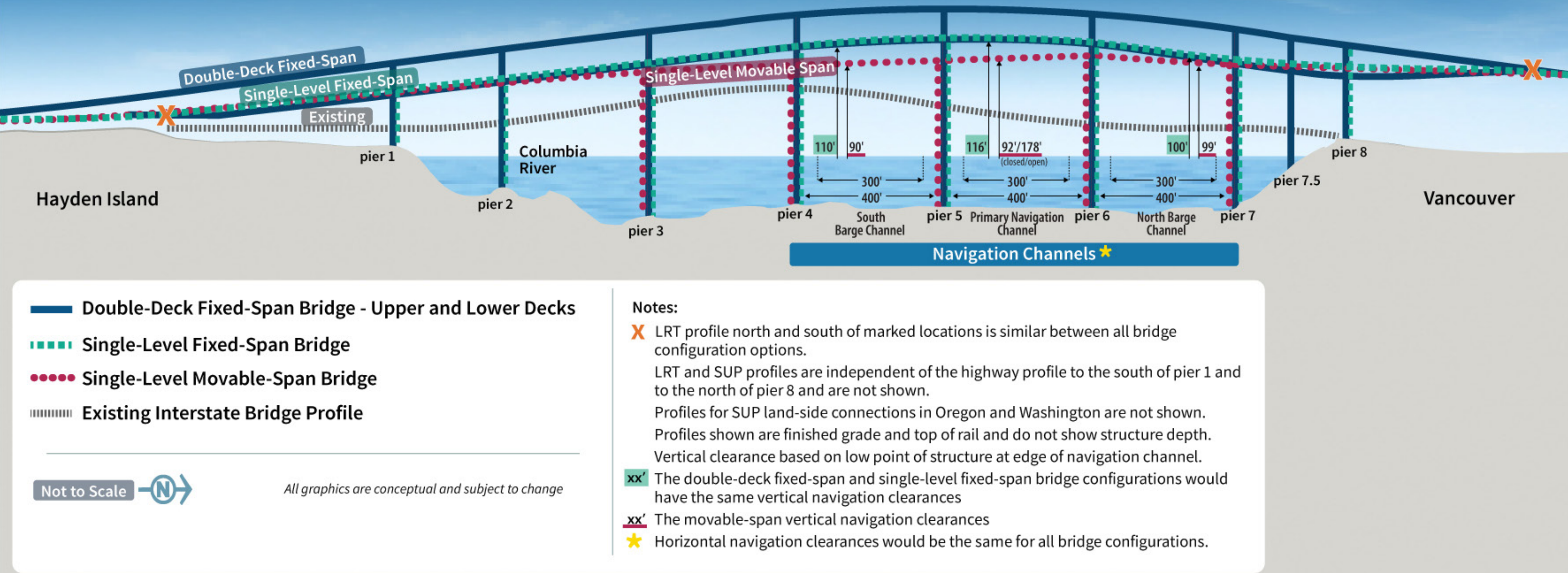
- ▶ Path capacity and safety
- ▶ Access to both the shared use facilities and transit*
- ▶ User experience and perceived stress
- ▶ Regional mobility

**Light rail trains and buses would accommodate bicycles and allow active transportation travelers to use the new stations to reach a wider array of destinations on both sides of the river, compared to the No-Build Alternative.*



To learn more visit:
interstatebridge.org/DraftSEIS

Navigation on the Columbia River



Benefits

- 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 earthquake resiliency by reducing the risk of bridge failure or collapse.

Impacts

- 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

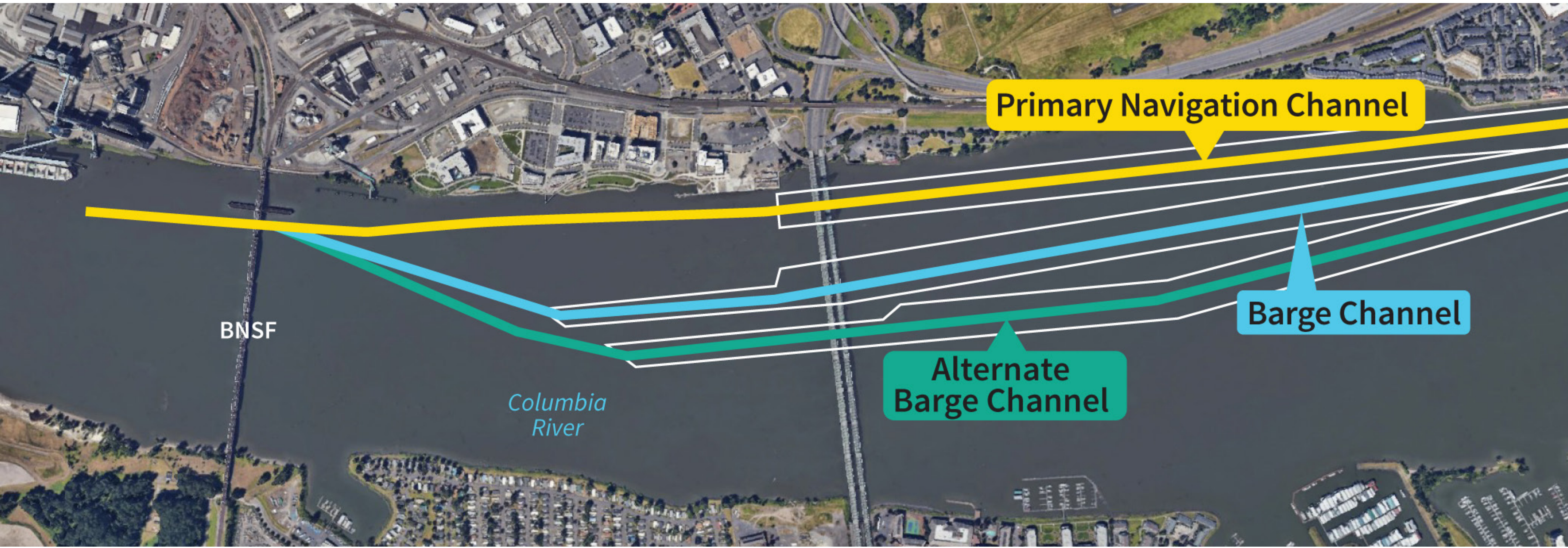
- Shifts the Upper Vancouver Turning Basin to the west by approximately 350 feet.
- Movable-span bridge maintains the vertical navigation clearance at 178 feet.



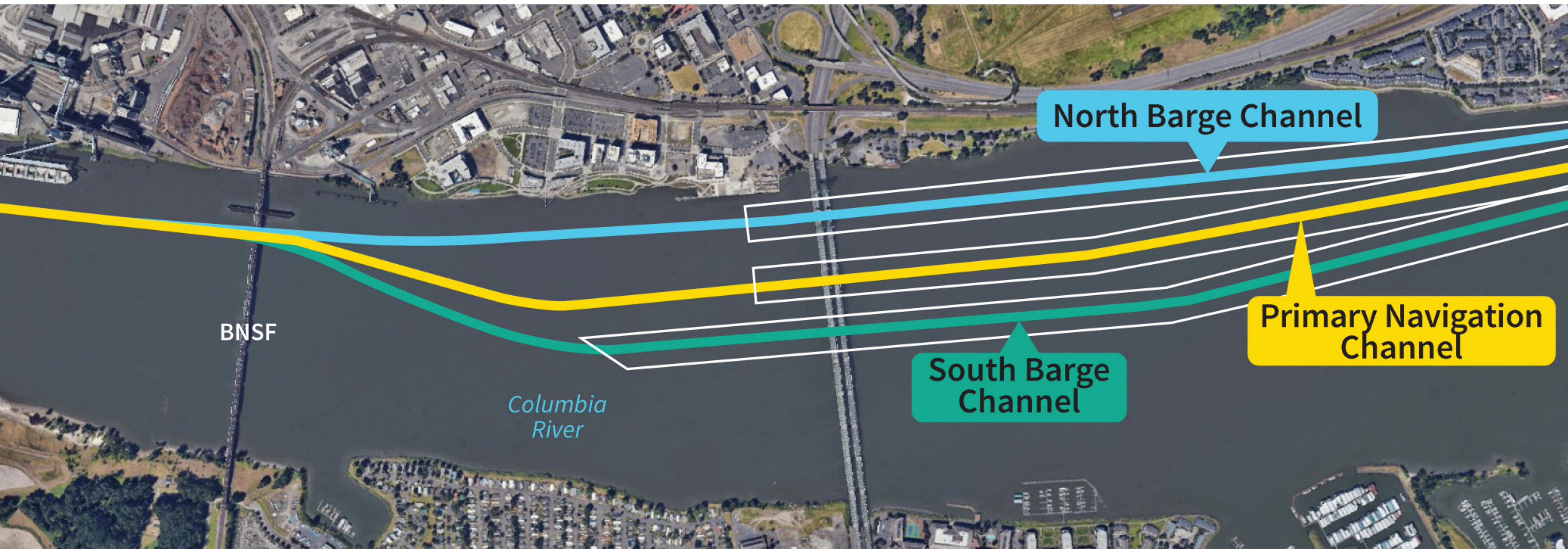
To learn more visit:
interstatebridge.org/DraftSEIS

Navigation

Existing Navigation Channels



Proposed Navigation Channels



To learn more visit:
interstatebridge.org/DraftSEIS

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Environment



Water Quality

The Modified LPA would have a substantial beneficial effect on water quality because it would include stormwater treatment facilities removing pollutants in runoff from roadway surfaces within the program footprint.

This includes inlets, catch basins and gravity pipe drainage systems that would collect and convey runoff from the new bridges, transit guideway and road improvements to stormwater treatment facilities.

The Modified LPA would treat 190 acres of stormwater which currently is untreated.

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 specific mitigation has not 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.

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 Greenhouse Gas (GHG) emissions in 2045 due to reduced vehicle miles traveled and increased mode shift consistent with national, regional, and state goals.
- ▶ Improvements in climate resilience with materials and design.



To learn more visit:
interstatebridge.org/DraftSEIS

Community



Economics

Benefits

- ▶ Improved freight mobility
- ▶ Improved access to economic opportunities for all demographics due to faster travel times
- ▶ Increased employment
- ▶ Increased spending

Every \$1 billion spent on construction =
5,500 direct jobs + 10,900 indirect jobs

Impacts

- ▶ 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 (Columbia Street/ Phil Arnold Way): One additional business displacement; 53 additional employees impacted

- ▶ Option to remove C Street Ramps would impact local businesses near Mill Plain Blvd. and downtown Vancouver due to traffic delay and increased travel time

Parks & Recreation

Benefits

- ▶ Reconstructs or permanently realigns approximately 5,800 linear feet of trails
- ▶ Improved transit access to parks and recreation resources

Impacts

- ▶ Acquires approx. 1.3 acres of parks and recreation resources

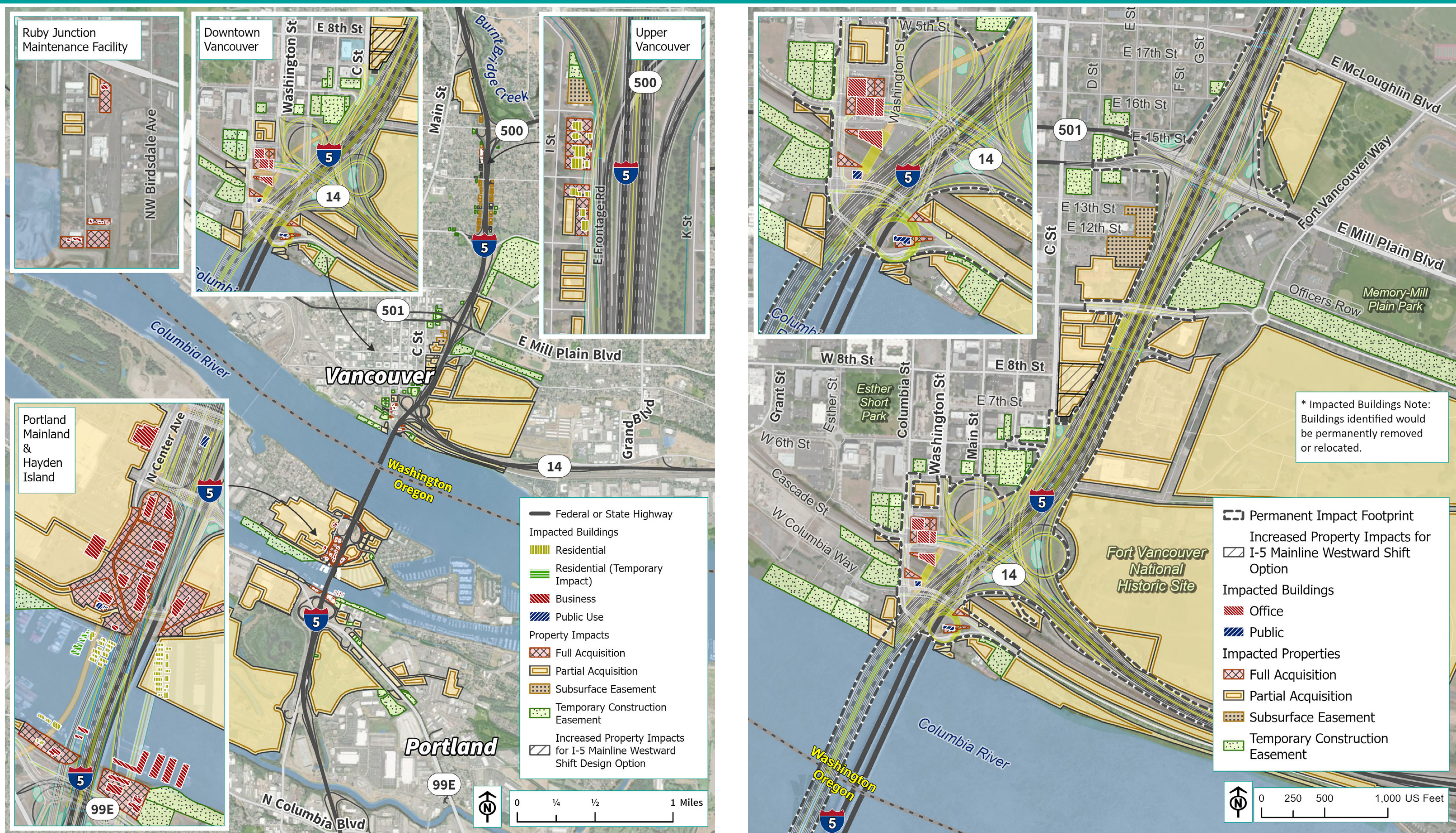


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Acquisitions & Displacements



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/SR 14: 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 Columbia Street/Phil Arnold Way (Waterfront Gateway Site): 1 additional business

Right of Way

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.



To learn more visit:
interstatebridge.org/DraftSEIS

Environmental Justice & Equity



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

- ▶ 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 job access
- ▶ Potential residential displacement and displacement of people experiencing homelessness
- ▶ Tolling transportation costs
- ▶ Construction-related impacts could disproportionately impact equity priority communities (traffic diversion, noise, etc.)



To learn more visit:
interstatebridge.org/DraftSEIS

Noise & Vibration

Highway Noise & Vibration

- ▶ 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

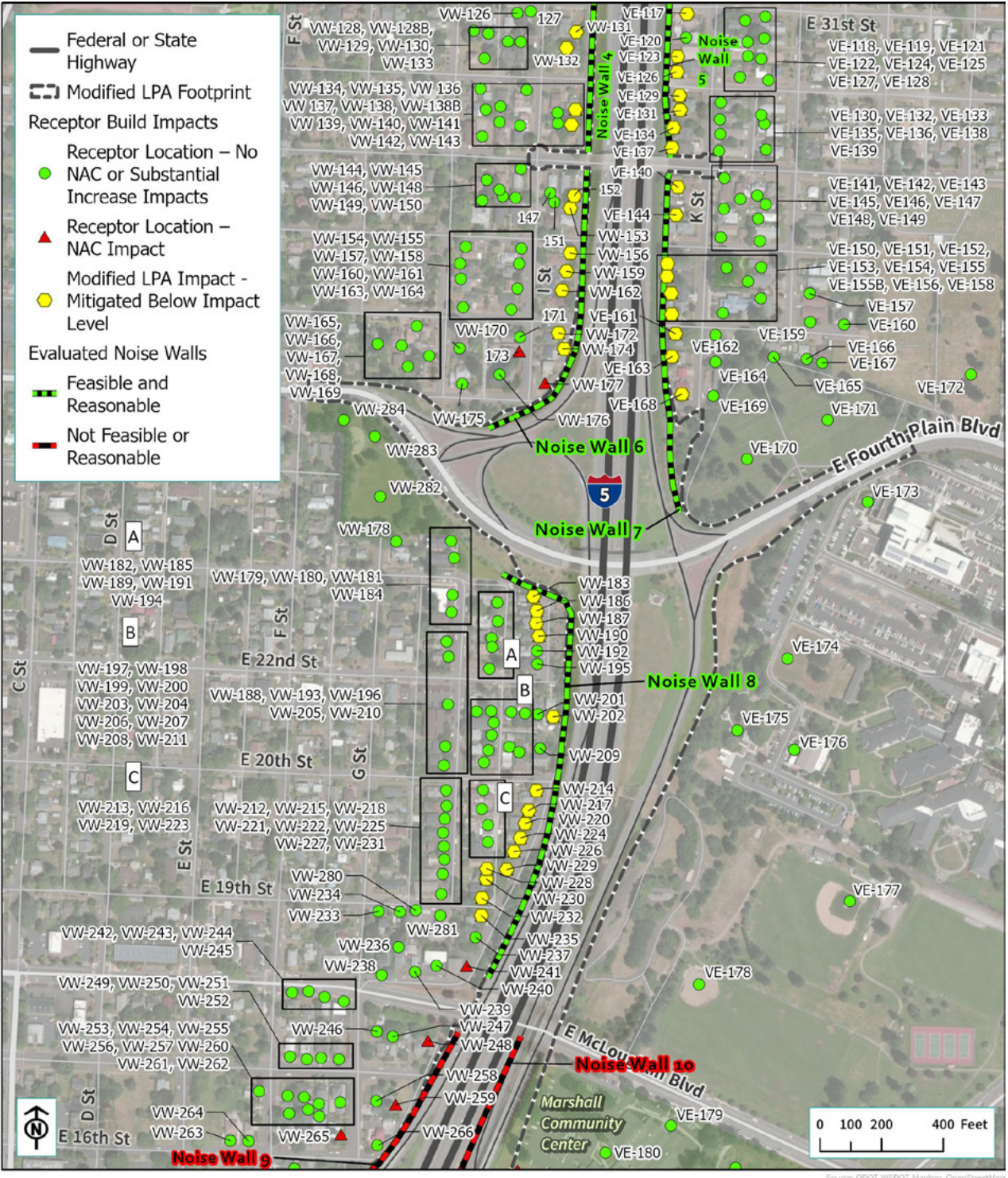
Transit Noise & Vibration

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

SR 500 to 29th St



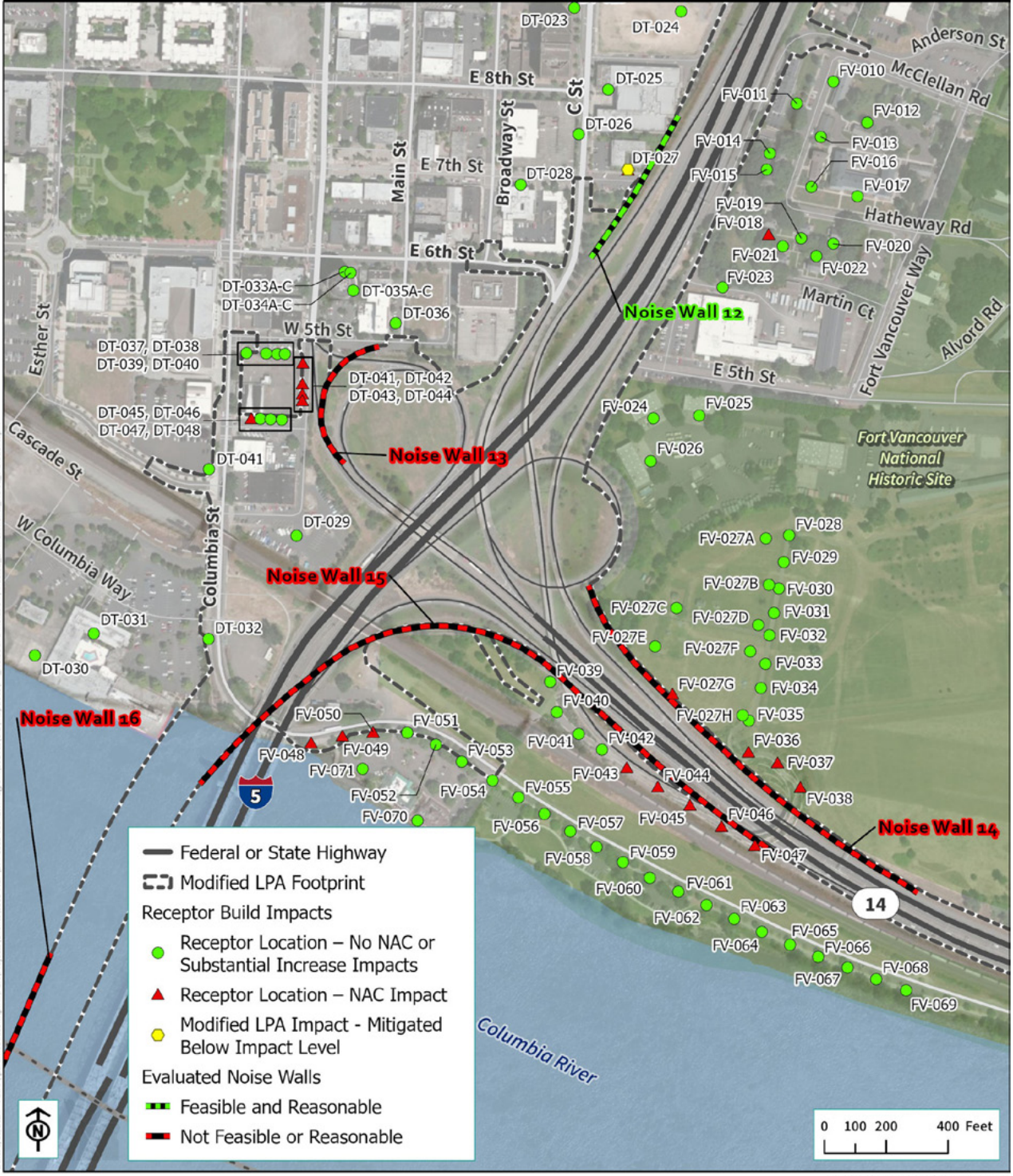
29th St to McLoughlin Blvd.



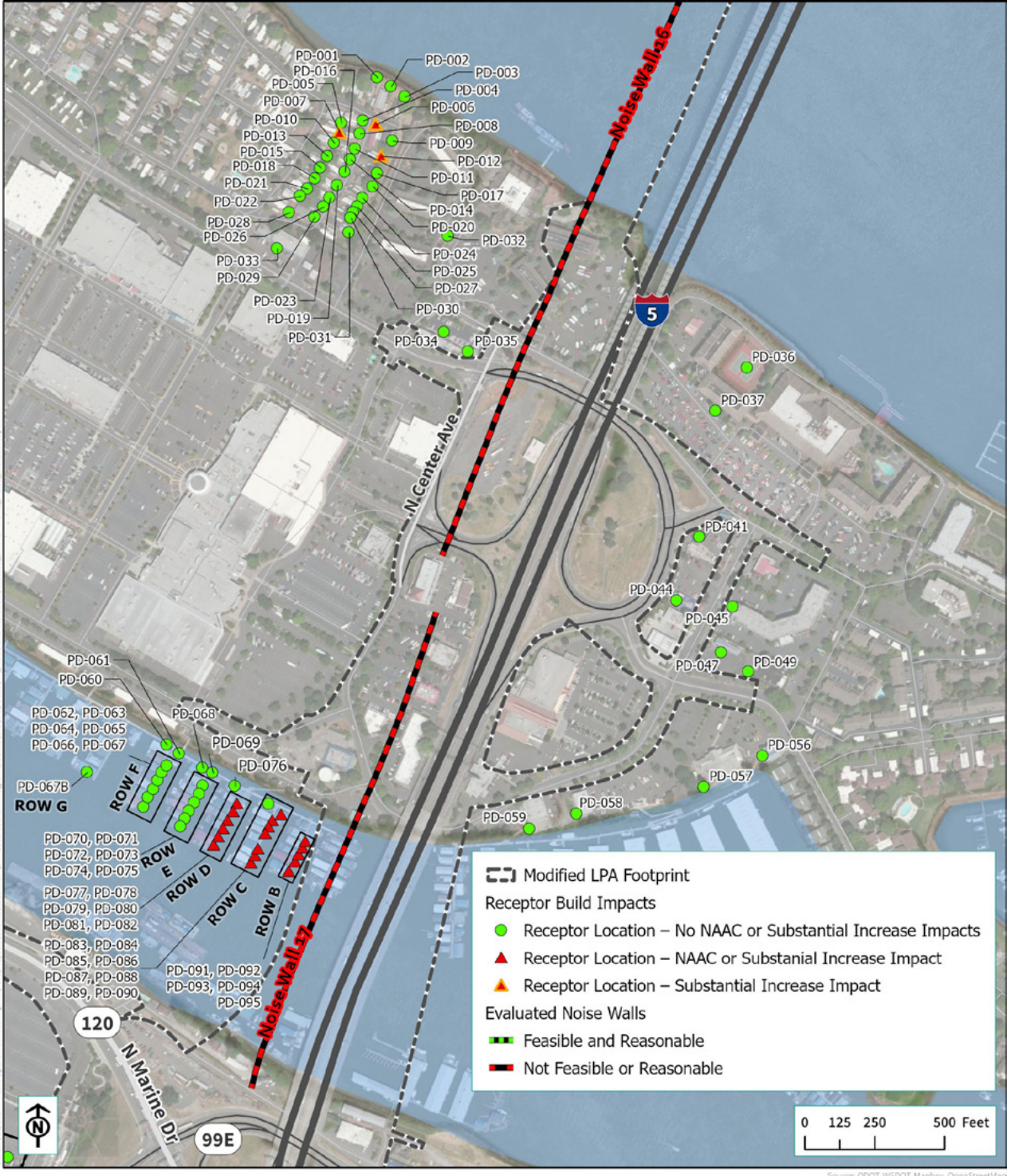
McLoughlin Blvd. to 6th St



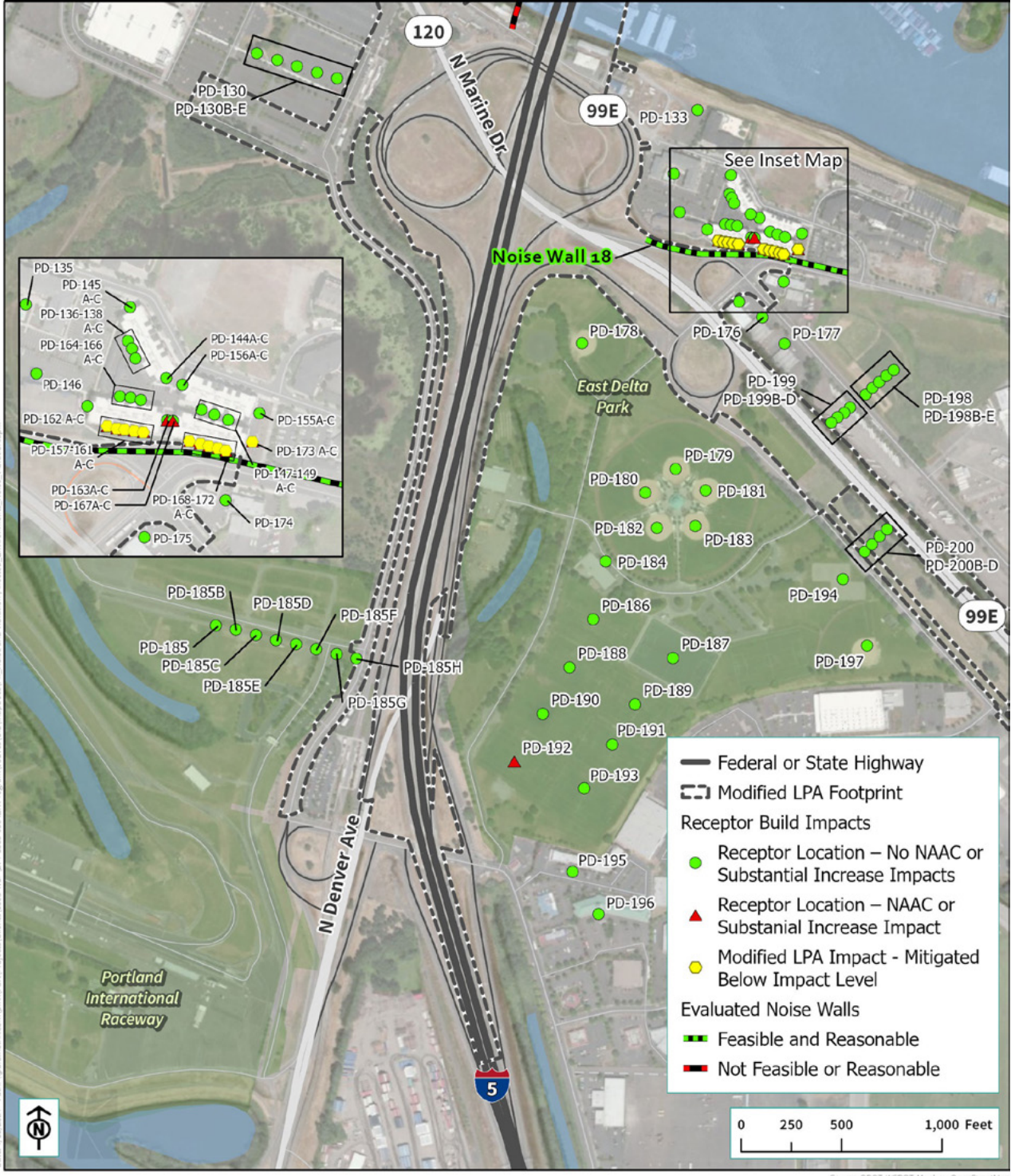
SR 14 Interchange



Hayden Island



Marine Drive to Victory Blvd.



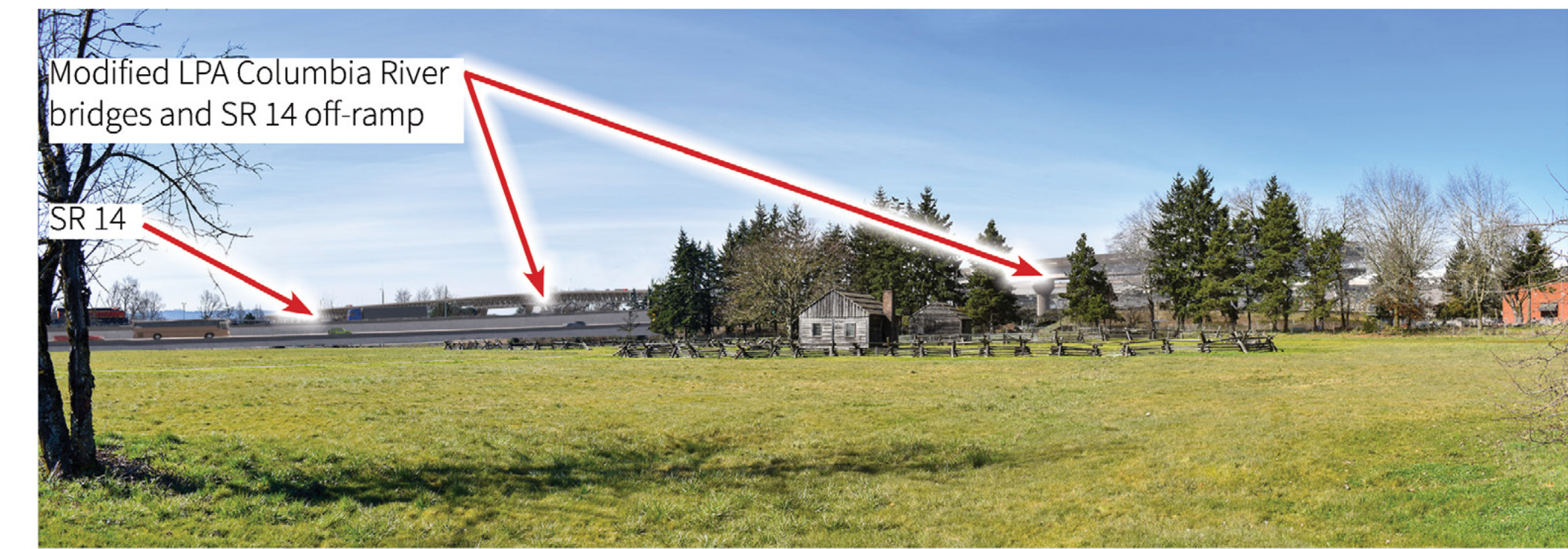
To learn more visit:
interstatebridge.org/DraftSEIS

Visual Quality

Fort Vancouver National Historic Site



Existing Conditions



Photographic simulation of Modified LPA with double-deck fixed-span bridge configuration and SR 14 Interchange with C Street Ramp



Existing Conditions



Photographic simulation of Modified LPA with SR 14 Interchange without C Street Ramp

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



To learn more visit:
interstatebridge.org/DraftSEIS

Cultural Resources

Summary of Potential Effects to Archaeological Sites in the APE

- ▶ 12 of the 15 previously recorded archaeological sites are located within the Area of Potential Effect (APE). 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



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Section 106 Overview

The Section 106 process requires federal agencies to identify historic properties, take into account the effects of their undertakings on those properties and to consult with the State Historic Preservation Officer (SHPO), federal agencies, Tribal Historic Preservation Officer (THPO), federally recognized tribes, Native Hawaiian Organizations (NHOs), other consulting parties and the public. The goal of consultation is to inform the identification of historic properties potentially affected by the undertaking in the Area of Potential Effects (APE), best understand effects of the undertaking on historic properties, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

Historic property means any precontact or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (National Register). There are several criteria that qualify a property to be eligible for the National Register. If a property meets the criteria for inclusion in the National Register, it will be subject to consideration in the Section 106 process whether it is formally listed in the National Register or not.

For the purposes of the IBR Program, historic properties are also referred to as Historic Built Environment (HBE) resources, archaeological sites, Traditional Cultural Properties (TCPs) and Historic Properties of Religious and Cultural Significance to Indian Tribes (HPRCSIT) that are listed in or eligible for listing in the National Register.

Section 106 Process



To learn more visit:
interstatebridge.org/DraftSEIS

Section 106 Overview

What is the Area of Potential Effects (APE)?

The APE is the geographic area in which a project may directly (e.g., physically removing, altering or relocating a property) or indirectly (e.g., effects to historic properties that are later in time or farther removed in distance but are still reasonably foreseeable) cause alterations in the character or use of historic properties.

The APE includes the project footprint (limits of ground disturbance) of the Modified LPA plus a 100-foot buffer. In addition, it includes all areas within the Vancouver National Historic Reserve, as well as non-contiguous transit maintenance facilities. The Section 106 process identifies historic properties within the APE and seeks ways to avoid, minimize or mitigate any adverse effects to these properties. FHWA and FTA will consult with Section 106 consulting parties and the public to develop a Programmatic Agreement that tailors the completion of the Section 106 process to the IBR Program.

NEPA and Section 106 Coordination

While NEPA and Section 106 are separate regulatory processes, Federal guidance encourages coordination of these reviews, such that technical analyses prepared for one can the inform the other where appropriate. Environmental review for the IBR Program is also being jointly led by FHWA and FTA. The IBR Program is coordinating these evaluations with FHWA and FTA and both reviews are being taken into consideration as design progresses on the proposed Program investments.

There will be an upcoming Section 106 public comment period and virtual open house to receive input on the historic property documentation. The comment period will open on October 18th, 2024 and close on November 18th, 2024.

To learn more and comment visit: interstatebridge.org/DraftSEIS



To learn more visit:
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Right of Way Process

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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.

- ▶ The IBR Program published the Draft Supplemental Environmental Impact Statement (Draft SEIS) on September 20, 2024.
- ▶ The Draft SEIS will be available for public review and comment for 60 days, until November 18, 2024.
 - The Draft SEIS is a comprehensive document, in compliance with the National Environmental Policy Act, that presents the Modified Locally Preferred Alternative (LPA) and discloses the potential impacts and benefits of the proposed IBR Program investments, including the identification of potential property impacts.
 - *The Modified LPA is a set of agreed upon components identified for further evaluation through the environmental review process.*
 - *The Modified LPA is NOT the replacement bridge’s final design but rather a key milestone setting the Program’s direction as we start to test and evaluate plans for a replacement multimodal river crossing system.*
 - The Draft SEIS analysis and public comments will also inform refined design options, updated technical analysis, development of mitigation commitments, and advancement of design.
- ▶ Responses to public comments, the anticipated program footprint, identification of the preferred alternative, and mitigations will all be published in the Final SEIS, which is expected to be published in mid to late 2025.
- ▶ This will be followed by federal approval to move to construction, beginning as early as late 2025.
- ▶ Program efforts to avoid, minimize, and mitigate impacts will continue through final design and construction.
 - Because construction of corridor investments is expected to be sequenced beginning with the replacement bridge over the Columbia River and roadway approaches, formal conversations about property acquisitions would also be sequenced in conjunction with the construction timeline.
 - If it is determined that all or a portion of your property is necessary, you will be contacted well in advance of the acquisition process.



To learn more visit:
interstatebridge.org/PropertyNotification