

COMMUNITY ADVISORY GROUP MEETING #12

HIGH-LEVEL MEETING SUMMARY

Subject: Community Advisory Group Meeting #12 Summary

Date and Time: January 6, 2022, 4:00-6:00pm

Location: Zoom Webinar and YouTube Livestream

WELCOME AND OUTCOMES

Ed Washington, CAG co-chair, welcomed the group and reviewed the agenda and Lisa Keohokalole Schauer, CAG co-facilitator, reviewed the technical instructions for the meeting.

BRIDGE STORIES

Lisa Keohokalole Schauer then introduced the newest [Bridge Story Video](#) before playing it for the group.

PROGRAM UPDATE

John Willis, Deputy Project Manager, provided the program update. The Bi-State Legislative meetings have gotten to a fairly consistent monthly schedule. In the next meeting the program will be sharing the results of the project's economic impacts analysis. Ray Mabey, IBR Assistant Program Administrator, joined and took over the program update. Ray shared how he had just come from the Metro Council meeting where they approved continuation of the IBR project planning and modeling phase by a vote of 5 yes and 1 no.

Ray then circled back to what is going on with the Bi-State Legislative Committee. He reminded folks that the meetings are live, and everyone is welcome to watch. At the last meeting the program shared how they are engaging Equity Priority Communities and how the model they have been using has been very successful and they hope it will be used in other projects. At the Executive Steering Group (ESG) meeting in early December, the group discussed the process to get to the IBR solution which is synonymous with the draft modified locally preferred alternative (LPA). There was also a great leadership freight working group that engaged the two ports in order to better understand their concerns and desires with the program.

Looking forward, Ray expressed his appreciation for the CAG and their continued support and participation as their involvement has been immensely valuable.

Question and Answer

CAG Member: We received public comment for this meeting on the Immersed Tube Tunnel (ITT), we've heard one side of the story so I'd like to know our side of the story so that I can better understand why we are moving forward with the bridge.

Lynn Valenter: I just read a 39-page document on that, was that routed to everyone or just me?

Lisa Keohokalole Schauer: That document is available to everyone, it's on our website but as members of the CAG when we receive comments from the public it's important to talk about them. The program will send links to all the ITT links from the website, so it is clear where they are.

Ray Mabey: As Lisa said, the [website](#) has 3 different documents, a presentation, large report, and two-page summary, all on the ITT. The first reason is history, in CRC tunnels were screened out because they did not meet purpose and need. When IBR resumed, as ITT technology had improved, we took a new look at the concept of ITT, and we determined that the Columbia River is not a favorable site. First because of the shipping channel that needs to be maintained and the Army Corp maintains ownership to depth below that which makes it quite impossible for the tunnel to come back up in program grade and would not include connections to Hayden Island or Marine Drive. Then there are the costs and construction techniques. A lot of these points are explored in more detail in the report, but it was found that it does not meet purpose and need.

Lynn: The full report is quite instructive and signed off on by dozens of engineers, I would recommend reading the first few pages and then the last few pages as well.

CAG Member: a tunnel would create major concerns for the freight industry, as it would restrict a number of products that we ship up and down I-5 every day. I'm not talking about dangerous things, but things like batteries that travel with a hazardous materials warning.

CAG Member: When we talk about something not meeting purpose and need, can we get more specific about that? So that we can have more insight to how much it misses the target.

Ray: For an option to move forward it has to meet every aspect of the purpose and need, if it doesn't meet one then it is screened out.

CAG Member: I skimmed all three documents, and two things stand out for me, the 4.4% and 4.5% grade and \$3.3 billion. Those are pretty compelling reasons as to why ITT is not a viable option, thank you.

CAG Member: what you just said concerns me as it has to reach every one of the criteria as the most important purpose and need item after seismic is transit time. But every time we or the bi-state have asked how those times have improved the answer is I don't know.

Ray: if we look at the problem statements, the problem is congestion which can be solved a number of different ways: increasing walking, biking, rolling, better transit, safer interchanges, and improved information technology.

CAG Member: I am concerned we are not answering the public, the executive steering group, or the CAG in addressing this transit issue.

Lisa: There was a presentation to the ESG on the design options that do not meet purpose and need, perhaps we could have a presentation on that in the future.

Lynn: I think so, and I do see nods and a presentation to refresh on the different elements.

CAG Member: When I think about reliability, a bridge lift and accidents are the two things I can't plan for. And when it comes to reliability and timeliness it becomes a lot less about me getting to work that day and more about me getting to work reliably and at as consistent of a time as possible every day. So as an everyday bridge commuter, those are the things I want fixed.

Ed Washington: Ray do you have any knowledge on how big cities handle wrecks on the bridge?

Ray: Something like bridge lifts, they don't have in California. The short auxiliary lanes, they don't have those either. Having the safety shoulders that allow for disabled vehicles to get out of the travel area as fast as possible. There are also incident programs that are on call to help quickly and get traffic moving again. It's not one silver bullet but a combination of many things.

IBR/CAG GETTING TO SUMMER 2022

John Willis, Deputy Project Manager, shared how the schedule is changing as the program moves into 2022. He then reviewed how IBR design options have progressed in recent weeks. He reviewed the decision-making framework before turning it over to Lisa to discuss how CAG will be participating in 2022.

CAG OPEN DISCUSSION

Lisa Keohokalole Schauer then opened the floor to the CAG for them to share what topics they want to dive into more deeply and how those topics align with the program's goals going forward. Lisa first reviewed the CAG's community values and priorities.

The first question asked: of the CAG's adopted community values, what are your top 3 values relative to design options:

- All Modes of transport- 88%
- Centering Equity- 29%

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- Climate change- 17%
- Informed data driven- 71%
- Cost effective- 46%
- Transportation facilities- 50%

The second question asked the same as question 1:

- Congestion- 83%
- Natural resources- 17%
- Cultural and historical heritage- 25%
- Economic empowerment- 54%
- Bi state cooperation- 67%
- Community engagement- 46%

The figure below shows the results to the final poll question: what design area do you want to spend more time talking about?

Ranked Choice | Design Options

Poll | 1 question | 22 of 36 (61%) participated

1. Design Options (Rank Order)

22/22 (100%) answered

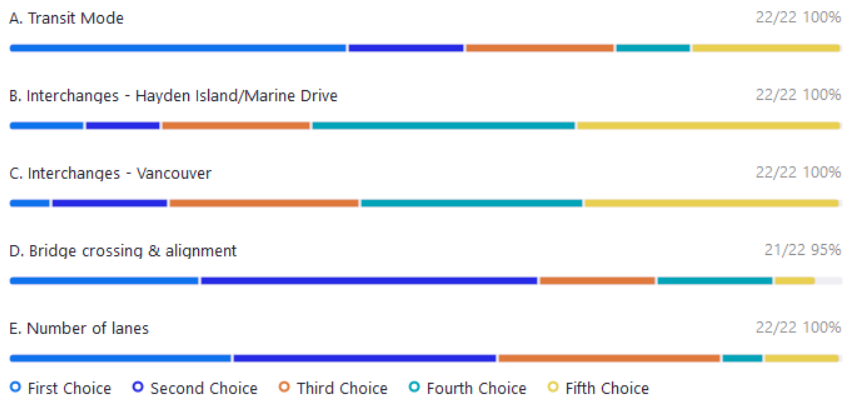


Figure 1: shows the results of the question: what design area you want to spend more time talking about?

EQUITY AND CLIMATE IN SCREENING

Angela Findley, IBR Environmental Team, shared a presentation to refresh the group on how equity and climate are utilized in design option screening.

CAG Member: why is the comparison to the 2013 design and not to the existing conditions?

Angela: They are in some ways the same. The existing conditions would be 0 impacts, the 2013 design has 6.1. Because we're not starting with a new project but starting with a project and addressing changes and trying to find improvements. Most of the no build would be 0 as it would have no impacts which was documented in the original Environmental Impact Analysis.

CAG Member: in the screening matrix, when looking at climate or equity objectives supported, will you be scoring them so that you can see what really hits the mark?

Angela: when there are differences between design options, that's what we really want to understand so that we can talk about tradeoffs. And through discussion what are the preferred options and if we're leading into equity, take added cost because it gives more community benefits instead of just a low-cost solution.

CAG Member: Since the tunnel keeps coming up, not in our group but in the community, I think we should work on getting that info out to the general public. And I don't know what form that would take but it would be a good idea.

Ray: since Angela is still here and if we have time, perhaps Angela could address some of the previous questions on why a tunnel is not suitable.

Angela: sure, I can give it my best. The conversations at the beginning were about the pass/fail of options which is a very normal way for NEPA projects to screen options in the beginning. Once we get through that effort, we can do more of the comparative analysis once we know that all options meet purpose and need.

CAG Member: I want to push back on the idea that purpose and need is pass/fail as many of them are subjective. They are levels of compliance to an ideal and not just yes or no.

Angela: the purpose and need test was completed in the initial work. We looked at a few new ideas but the majority of the purpose and need screening took place earlier and therefore are now moving into the more comparative scoring.

WHAT’S NEXT, PUBLIC COMMENT

There was no public comment.

WRAP UP AND THANK YOU

Lisa Keohokalole Schauer reviewed questions being posed to the CAG on meeting cadence and let CAG members know to look out for an email. Lisa then reviewed upcoming program meetings and upcoming CAG topics.

CAG Co-Chair, Ed Washington, thanked CAG members for their continued engagement and authentic perspectives as the program continues to move forward. The meeting adjourned at 5:59 p.m.

MEETING PARTICIPANTS

CAG Members or Alternatives

Attendees	Organization
Andrew Hoan	Portland Business Alliance
Ashton Simpson	Oregon Walks
Bill Prows	Oregon Association of Minority Entrepreneurs
Dena Horton	Pacific Northwest Waterways Association
Ed Washington	Co-Chair
Irina Phillips	At-Large Community Member
Jana Jarvis	OR Trucking Association
Jasmine Tolbert	Vancouver NAACP
Javier Navarro	League of United Latin American Citizens
Julie Doumbia	At-Large Community Member
Lynn Valenter	Co-Chair
Marcus Mundy	Coalition for Communities of Color
Mark Riker	Washington State Building and Construction Trades Council
Martha Wiley	WA Transit Representative
Michael A. Martin-Tellis	Vancouver Neighborhood Association
Michael Kelly	Human Services Council
Michelle Brewer	Columbia River Economic Development Council
Mikaela Williams	At-Large Community Member
Robert Camarillo	Oregon State Building and Construction Trades Council
Robin Richardson	At-Large Community Member
Ryan Webb	The Confederated Tribes of Grand Ronde
Sam Kim	At-Large Community Member

Sarah Hall	At-Large Community member
Sheri Call	WA Trucking Association
Thomas W. Gentry	At-Large Community member
Tom Hickey	Bridgeton Neighborhood Association
Victor Cesar	Public Transit Representative, Oregon
Whitney Mosback	Cowlitz Indian Tribe
Miriam Halliday	Work Force SW WA

Facilitators and Presenters

Attendees	Organization
Angela Findley	IBR Program Staff, Environmental
Brad Phillips	IBR Design Lead
Greg Johnson	IBR Program Administrator
Jason Hagen	IBR Program Staff
John Willis	IBR Deputy Project Manager
Johnell Bell	IBR CAG Co-Facilitator
Lisa Keohokalole Schauer	IBR CAG Co-Facilitator
Ray Mabey	IBR Assistant Program Administrator

Additional Participants

45 members of the public, partner agency staff, and the IBR Team viewed the meeting via the Zoom webinar and the YouTube livestream during the meeting.

MEETING RECORDING AND MATERIALS

Meeting Recording

A recording of the meeting is available here: <https://www.youtube.com/watch?v=sBw0sh95Ctg>

Meeting Materials

The meeting materials are available here: <https://www.interstatebridge.org/get-involved-folder/calendar/cag-january-6-2022-meeting/>