



Community Advisory Group Meeting

January 6, 2022



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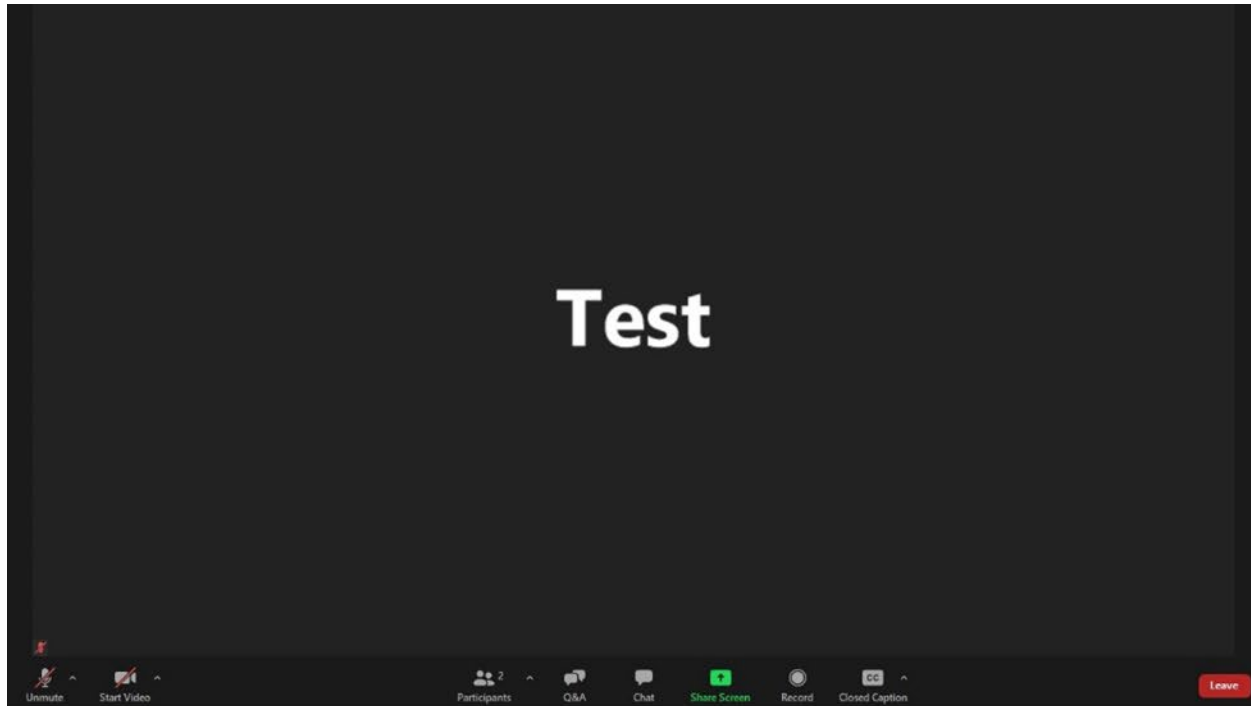
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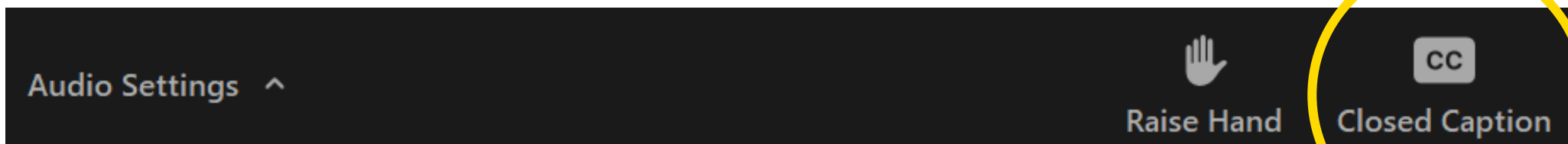
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ASL Interpretation

- ▶ In the effort to continue to center equity there is an ASL interpreter in addition to closed captioning.
- ▶ To make sure the interpreter is always visible please right click their video and select spotlight video.
- ▶ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.

Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ If you experience technical difficulties, please contact program staff at:
(360) 329-6744

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
 - To dial in by phone use the following directions:
 - Dial: 1-669-900-6833
 - Meeting ID: 993 5459 6043 Passcode: 674942
 - Dial *9 to raise your hand; After you are invited to speak, dial *6 to unmute yourself.



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► To submit comment after the meeting:

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CAG member commitments & operating norms

- ▶ Put Relationships First
- ▶ Keep Focused on Our Common Goal
- ▶ Notice Power Dynamics in the Room
- ▶ Create a Space for Multiple Truths & Norms
- ▶ Be Kind and Brave
- ▶ Practice Examining Racially Biased Systems and Processes
- ▶ Look for Learning

Meeting Agenda

1. Welcome
2. Program updates
3. IBR Solution / Modified LPA
4. Equity & climate in screening
5. What's next, public comment, and wrap up

Video: A bridge story

Program Update

Ray Mabey, IBR Assistant Program Administrator

IBR Solution / Modified LPA

John Willis, IBR Deputy Program Manager

Moving towards a Draft Modified LPA

July – Sept 2021

Oct 2021

Nov – Dec 2021

Jan - June 2022

Link Desired Outcomes to Program-Level Performance Measures and Design Option Screening Criteria

Develop Preliminary Design Options that Respond to Changes since Prior Work

Reached ESG Concurrence to move forward on Desired Outcomes, Screening Criteria Process, and Preliminary List of Design Options

Begin to Screen Developed Design Options

Identify/Refine Draft Modified LPA:

- ▶ **Technical recommendations**
- ▶ **Additional modeling/data analysis**
- ▶ **Partner agency alignment**
- ▶ **Community engagement**

IBR Design Options

- ▶ **Transit Mode**

- Reviewing 4 LRT, 3 BRT, 1 BRT to LRT, and Bus on Shoulder options

- ▶ **Hayden Island / Marine Drive Interchange**

- Full, partial and none

- ▶ **Vancouver Interchanges**

- Downtown Vancouver connections

- ▶ **Bridge Crossing and Alignment**

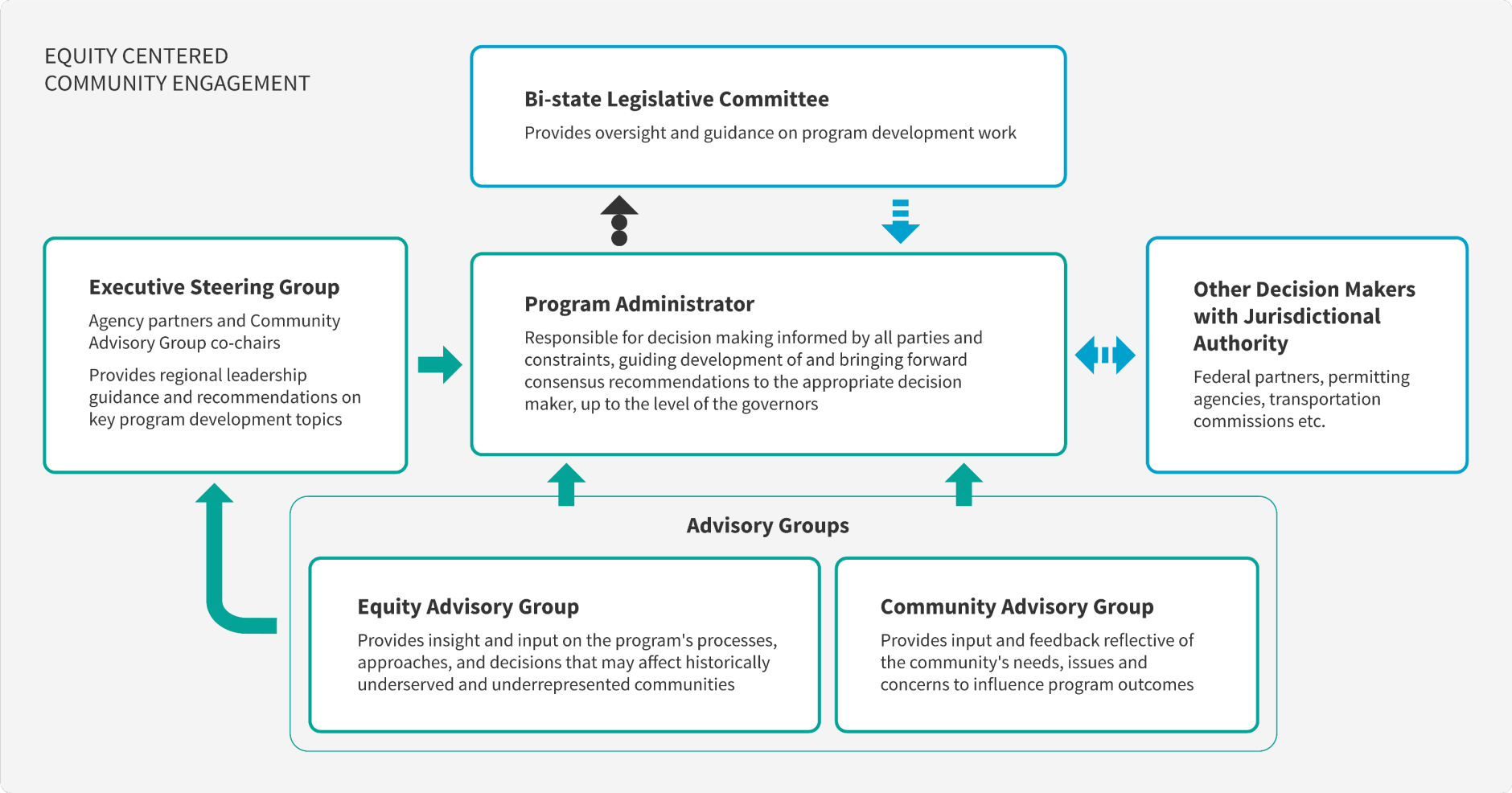
- Curved alignment (2013 LPA), Straight alignment, Stacked alignment
- Downtown Vancouver connections

- ▶ **Number of Auxiliary Lanes**

All options assume replacement of North Portland Harbor Bridge. More work will be done to identify benefits and impacts of replacement.

Active transportation improvements are integrated into design options for all areas, with additional detail to be added as they are further developed

Recommendation and Decision-Making Framework



KEY: Recommendations Oversight/Guidance
 Regular briefings on program work and advisory group recommendations

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points.



CAG open Discussion

Lisa Schauer & Johnell Bell, CAG Facilitators



Community Values & Priorities

Integrating values into the modified LPA

Community Values & Priorities

- ▶ **CAG sub-committee work & process:**
 - 4-person committee, 2 from Washington and 2 from Oregon
 - *Ryan Webb, Dena Horton, Sam Kim, Robert Camarillo*
 - Revised original document using Jamboard notes
 - Reviewed 4.28.21 CAG meeting Jamboard notes
 - Committee reviewed redline changes to document, providing guidance, feedback and editing.
 - Committee provided suggestions on additions
 - Committee agreed on final version
 - Committee recommends CAG adopt document by consensus
 - CAG adopted by consensus on 6.3.21

Community Values & Priorities Poll

- ▶ **CAG members pick your top six values (3 in each question):**
 - **Question #1:**
 - All modes of transportation to increase capacity of river crossing
 - Centering equity
 - Climate Change
 - Informed, data-driven decision-making
 - Cost effectiveness
 - Transportation facilities reflect the needs of all ages and abilities
 - **Question #2:**
 - Congestion
 - Natural resources
 - Cultural & historical heritage & resources protected & honored
 - Economic Empowerment
 - Bi-state cooperation
 - Community Engagement

Design Options poll

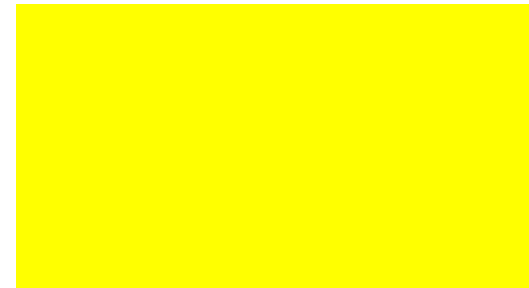
- ▶ **CAG members rank these 5 design options**
 - Transit mode
 - Interchanges – Hayden Island/Marine Drive
 - Interchanges – Vancouver
 - Bridge crossing and alignment
 - Number of auxiliary lanes


Consensus Model

- ▶ Participants develop and decide on proposals with the aim of acceptance by all.
- ▶ Including the input of all committee members results in better proposals that helps to address all potential concerns.
- ▶ Fosters a collegial group resulting in cohesion and interpersonal connection.
- ▶ Requires active participation and working through differences
 - From Latin, “agreement accord”.

Seeking Consensus

- ▶ I agree and support the recommendation
- ▶ I have a question that must be answered before I decide, but can live with the recommendation
- ▶ I oppose the recommendation, but I commit to work with the group to find a solution that works for all

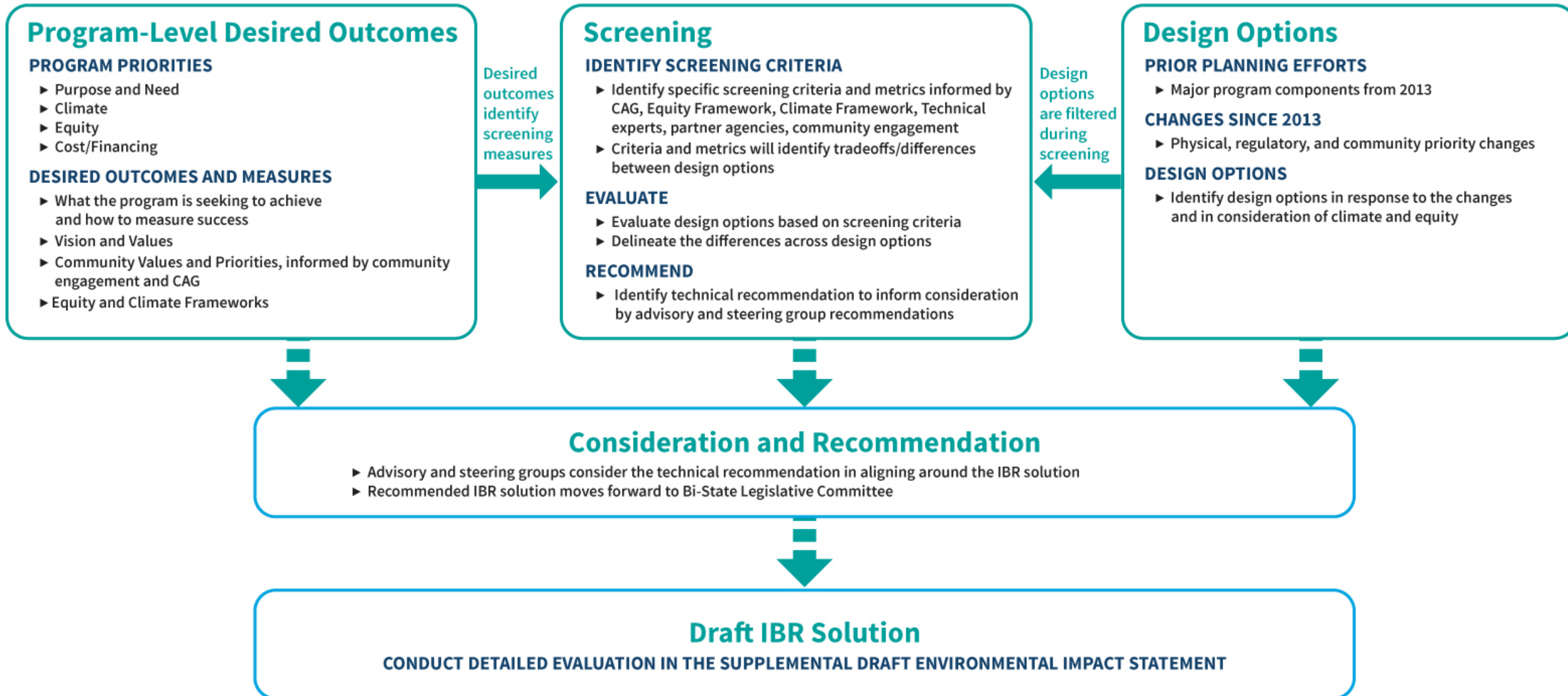














Equity & Climate in Design Option Screening

Angela Findley, IBR Environmental Team

Moving towards an IBR Solution



Screening Criteria Process: Example Matrix

Screening Criteria	Design Option 1	Design Option 2	Design Option 3
Environment and Community Health			
Environmental impacts  			
Efficient Movement of People and Goods			
Diversion  			
Mobility  			
Modal Choice  			
Safety  			
Cost/Financing			
Construction cost			
Recommendation			

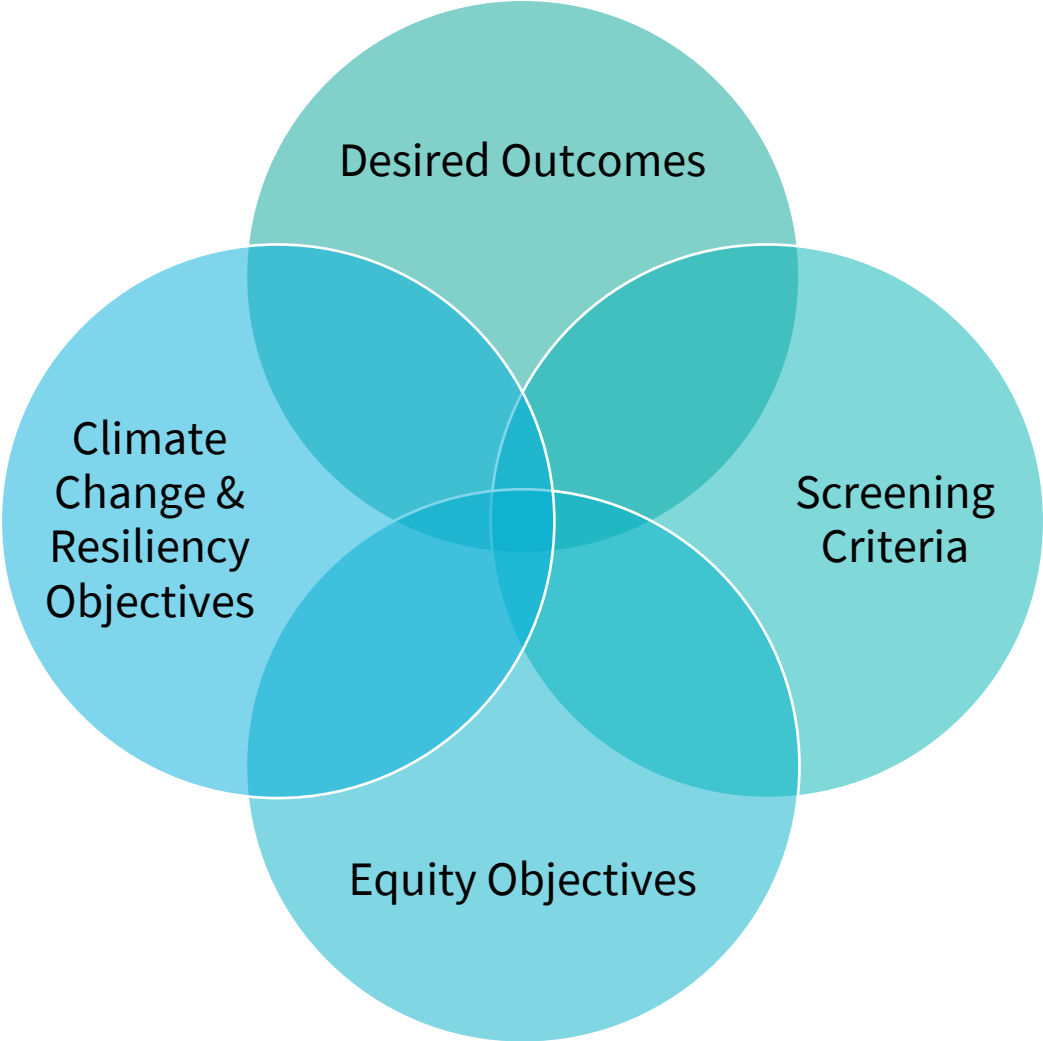


Supports Equity objectives



Supports Climate objectives

Design Option Screening: Infusing Equity and Climate



IBR Desired Outcomes

PURPOSE AND NEED

DESIRED OUTCOMES

1. Travel demand and congestion

- 1.1 More people can move through the program area.
- 1.2 People of all ages, abilities, and incomes have access to move through the program area, regardless of mode.
- 1.3 Regional trips stay on I-5.
- 1.4 Travel times through the program area are faster and more predictable.

2. Freight movement

- 2.1 Freight travel through the program area is more reliable.
- 2.2 Freight travel times through the program area are faster.
- 2.3 Accommodates high, wide, and heavy cargo in existing and future routes.

3. Public transportation

- 3.1 More people have access to high-quality, affordable, and reliable transit.
- 3.2 Transit connects people to their origins and destinations.
- 3.3 Travel by transit is competitive with other modes.
- 3.4 More people use transit.
- 3.5 Travel by transit is predictable, reliable, and consistent.

IBR Desired Outcomes

PURPOSE AND NEED	DESIRED OUTCOMES
4. Safety	<p>4.1 Reduce overall crashes on I-5, including severe injury and fatal crashes.</p> <hr/> <p>4.2 Reduce overall crashes, including severe injury and fatal crashes, on I-5 ramps, local streets, and active transportation networks in the program area.</p> <hr/> <p>4.3 Safety is reflected in designs for all modes.</p> <hr/> <p>4.4 Fewer diverted trips from I-5 to local streets.</p>
5. Bicycle and Pedestrian	<p>5.1 Active transportation is an attractive mode, and more people walk and cycle, both to access transit and instead of travelling by autos.</p> <hr/> <p>5.2 More people have access to high-quality active transportation facilities.</p> <hr/> <p>5.3 Traveling by walking, biking, and rolling feels safe because facilities are separated from moving vehicles and the shared use path environment is visible and connected.</p> <hr/> <p>5.4 The high-quality networks for walking/biking/rolling are convenient and connect destinations that are important for most trips.</p>
6. Seismic	<p>6.1 Bridges will be designed and constructed so that they will not collapse and will remain operable in a Cascadia subduction zone earthquake.</p>

IBR Desired Outcomes

CLIMATE CHANGE & RESILIENCY

CL.1 Reduce GHG emissions in support of state climate goals.

CL.2 Minimize operational and embodied carbon during construction.

CL.3 All structures are resilient to and operable following anticipated climate disruptions (e.g., heat events, flooding, sea level rise).

CL.4 Program limits other environmental impacts that exacerbate effects of climate change (e.g., heat island, runoff).

EQUITY (as excerpted from the Equity Framework and to be refined by EAG)

EQ.1 Improved mobility, accessibility, and connectivity especially for lower income travelers, people with disabilities, and communities who experience transportation barriers.

EQ.2 Fewer identity-based disparities in travel time, access, transportation costs, and exposure to air pollution, road noise, and traffic crashes.

EQ.3 Local community improvements are implemented in addition to required mitigations.

EQ.4 Economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

EQ.5 Equity priority communities have access, influence, and decision-making power throughout the program in establishing objectives, design, implementation, and evaluation of success.

EQ.6 Disproportionate impacts on equity priority communities are avoided rather than simply mitigated.



IBR Desired Outcomes

COST EFFECTIVENESS AND FINANCIAL RESOURCES

CO.1 Pursue and leverage any and all federal, state, and other funding sources that support all modes and address long-term needs.

CO.2 Identify equitable tolling and pricing strategies supporting multimodal construction costs and improved operations and access, in coordination with statewide tolling programs and in support of each state's climate goals.

CO.3 Ensure fiscal responsibility across the program and into the future, including new technology to solve future problems.

Equity Objectives

- ▶ **AH = Avoid further harm:** Avoid rather than simply mitigate disproportionate impacts on equity priority groups.
- ▶ **CB = Community benefits:** Find opportunities for and implement local community improvements in addition to required mitigations
- ▶ **EO = Economic opportunity:** Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.
- ▶ **MA = Mobility and accessibility:** Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and communities who experience transportation barriers.

Climate Change and Resiliency Objectives

- ▶ **ACT** = Supports mode shift to low or no emission travel (i.e., active transportation: walking, rolling, biking)
- ▶ **CC** = Supports complete communities
- ▶ **CONST** = compatible with low carbon construction
- ▶ **ITS** = Supports intelligent transportation systems
- ▶ **O&M** = Supports low emission operations and maintenance
- ▶ **RES** = Improves resilience to uncertain climatic conditions
- ▶ **RID** = Reduces idling of vehicles (freight, single-occupancy vehicles, transit)
- ▶ **TRA** = Supports mode shift to transit (i.e., improves access, travel time, reliability, etc.)

Screening Metrics

Metric	Desired Outcomes Supported	Equity Objectives Supported	Climate Objectives Supported
Environment and Community Health			
Aesthetics. User experience surrounding the structure.	EQ.3, EQ.6	CB, AH	
Neighborhoods and population. Number of east-west local streets on Hayden Island	CL.1, EQ.1, EQ.2	MA	CC, ACT
Parks, Recreation, and Open Space. Area of acquired or converted PROS in equity priority areas or identified through community engagement	CL.3, CL.4, EQ.3	CB	RES
Wildlife and habitat. Total acreage of potential shaded aquatic habitat	CL.3, CL.4		RES

Equity Objectives

- ▶ **AH** = Avoid further harm
- ▶ **CB** = Community benefits
- ▶ **EO** = Economic opportunity
- ▶ **MA** = Mobility and accessibility

Climate Objectives

- ▶ **ACT** = Supports mode shift to low or no emission travel
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- ▶ **TRA** = Supports mode shift to transit

Screening Matrix

Metric	Desired Outcomes Supported	Equity Objectives Supported	Climate Objectives Supported	2013 Design (RD00)	Design Option 1: Full Interchange (RD03)	Design Option 2: Partial Interchange 1 (RD04)	Design Option 3: Partial Interchange 2 (RD16)
Environment and Community Health ● = least impact, high scoring; ○ = few impacts, middle scoring; ○ = more/most impact, low scoring							
Community resources. Number of known community or cultural resources within the design option footprint and in equity priority areas or identified through community engagement (Hayden Island Community Church)	EQ.6	AH		0	0	0	0
Noise. Number of high sensitivity and residential receptors within 500 feet of highway	EQ.2, EQ.6	AH		Category 1: 0 Category 2: 42 (floating homes)	Category 1: 0 Category 2: 52 (+24%) (floating homes)	Category 1: 0 Category 2: 53 (+26%) (floating homes)	Category 1: 0 Category 2: 54 (+21%) (floating homes)
Wildlife and habitat. Total acreage of potential shaded aquatic habitat	CL.3, CL.4		RES	12.4 acres	12.5 acres (+ 0.1 acres, + 0.8%)	8.5 acres (- 4 acres, - 31%)	12.7 acres (+ 0.3 acres, + 2%)
Wildlife and habitat. Total acreage of habitat areas (upland and riparian) crossed by design option	CL.3, CL.4		RES	6.1 acres	5.5 acres (- 0.6 acres, - 10%)	4.7 acres (- 1.5 acres, - 24%)	5.2 acres (- 1.0 acres, - 16%)



CAG Involvement in Screening

- ▶ CAG Community Values and Priorities to be used to assess design options
- ▶ Provide feedback on the screening results that measure performance and benefits/impacts for design options
- ▶ Share input with the Executive Steering Group

What's Next

What's Next?

- ▶ Prioritize CAG values and priorities and design options
- ▶ Develop assessment matrix to evaluate LPA design options
- ▶ CAG meetings
 - Change in regular meeting date
 - Number of meetings
 - Combining advisory groups

Next Program Meetings

- ▶ Equity Advisory Group –
 - January 10, 5:30-7:30 p.m.
- ▶ Executive Steering Group –
 - January 20, 10:00-12:00 p.m.
- ▶ Community Advisory Group –
 - February 3, 4:00-6:00 p.m.? TBD?

Future CAG Topics

- ▶ Fall Community Engagement Feedback + Report
- ▶ Transit Equity Analysis
- ▶ Design Options / Screening Results
- ▶ Introduction to tolling

Public Comment

Comment Instructions

To make a verbal comment:

- ▶ To make a live comment via phone, dial: +1 669 900 6833 or +1 408 638 0968
 - ▶ Meeting ID: 993 5459 6043
 - ▶ Passcode: 674942
- ▶ Dial *9 to raise your hand
- ▶ The facilitator will call on participants to provide comment
- ▶ Dial *6 to unmute yourself
- ▶ Please provide your name and affiliation.
- ▶ 10-minute timeframe will be divided among the number of requested speakers.

If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.



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Wrap up

Final Thoughts



Thank you!

