



Community Advisory Group Meeting

September 2, 2021



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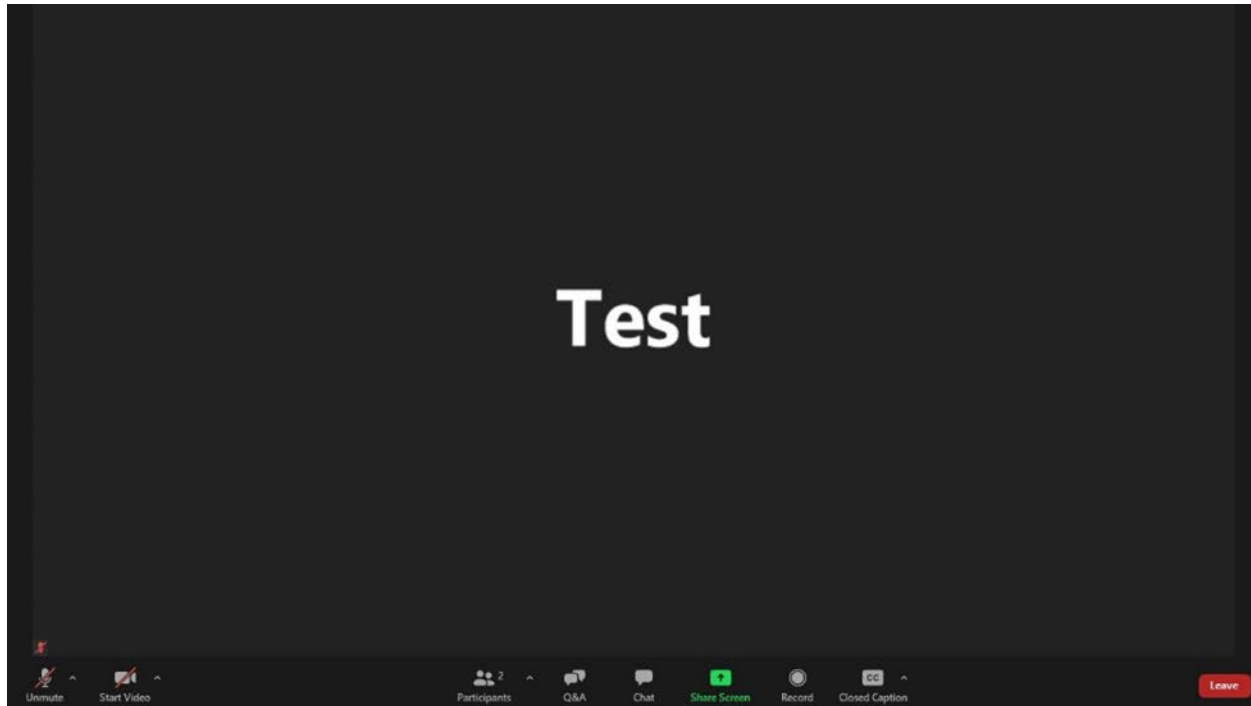
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How to access closed captions



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2. Then click on the "CC" icon and a separate window with captions will appear.



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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- All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.



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. Equity Framework
4. Transit options
5. Community Working Groups
6. What's Next, Public Comment, and Wrap Up



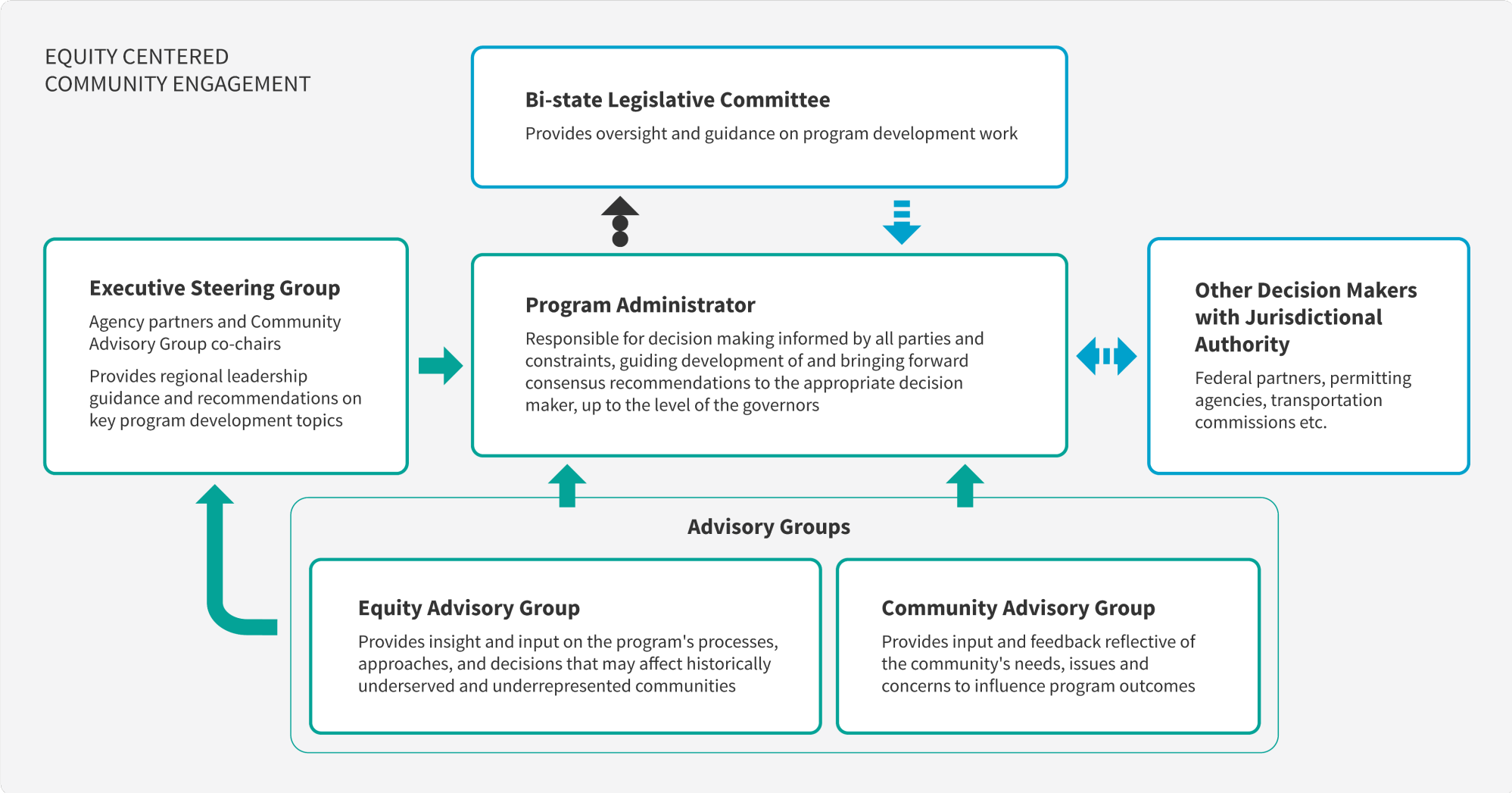
Video: A bridge story

CAG member Irina Phillips

Program Update

Greg Johnson, Program Administrator

Decision Making Process



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.

Consensus Building

▶ Executive Steering Group

- Technical staff embedded within the IBR program working side-by-side
- Policy Management Group coordinates partner policies and practices with IBR program and staff

▶ Advisory Groups

- Active participation of the Equity Advisory Group and the Community Advisory Group

▶ Community Engagement

- Extensive listening sessions and outreach to Communities of Concern
- Community Working Groups meeting on specific topics: Active Transportation, Multimodal Commuter, Hayden Island / Marine Drive, Downtown Vancouver
- Public engagement scheduled for November 2021 to solicit feedback on design options that form the draft IBR solution



IBR Equity Framework

Johnell Bell, Principal Equity Officer

Equity Framework Development: Purpose

- ▶ **What does it mean to achieve equity through the Interstate Bridge Replacement Program, & how will we achieve it?**
 - An essential step of the IBR equity advancement strategy is to develop an Equity Framework to provide a shared understanding of what the Program seeks to achieve and how it will be achieved. The Framework identifies the steps the Program will take to advance equity, through both processes and outcomes.

Program Equity Definition
(What does 'equity' mean in the context of IBR?)

Equity Objectives
(What do we want to achieve?)

Equity Framework

Measures of Success
(What do we want to measure, how will we measure it?)

Put into action
(Community engagement, design, construction specifications, etc.)

Draft Equity Framework Outline - Key Elements (Overview)

1. Context/background
2. Equity Definition
3. Operationalizing Equity
 - a. Equity Objectives
 - b. Measures of success
 - c. Activities
4. Glossary
5. Authors and Contributors

1. Context/background

- ▶ Introduction/Purpose of the Framework
- ▶ Historic context
- ▶ IBR program equity commitment
- ▶ Demographic overview

2. Definition of Equity

The Interstate Bridge Replacement program defines equity in terms of both process and outcomes.

Process Equity means that the program prioritizes access, influence, and decision-making power for marginalized and underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

Outcome Equity is the result of successful Process Equity and is demonstrated by tangible transportation and economic benefits for marginalized and underserved communities.

Process Equity & Outcome Equity contribute to addressing the impacts of and removing long standing injustices experienced by these communities.

3. Operationalizing Equity

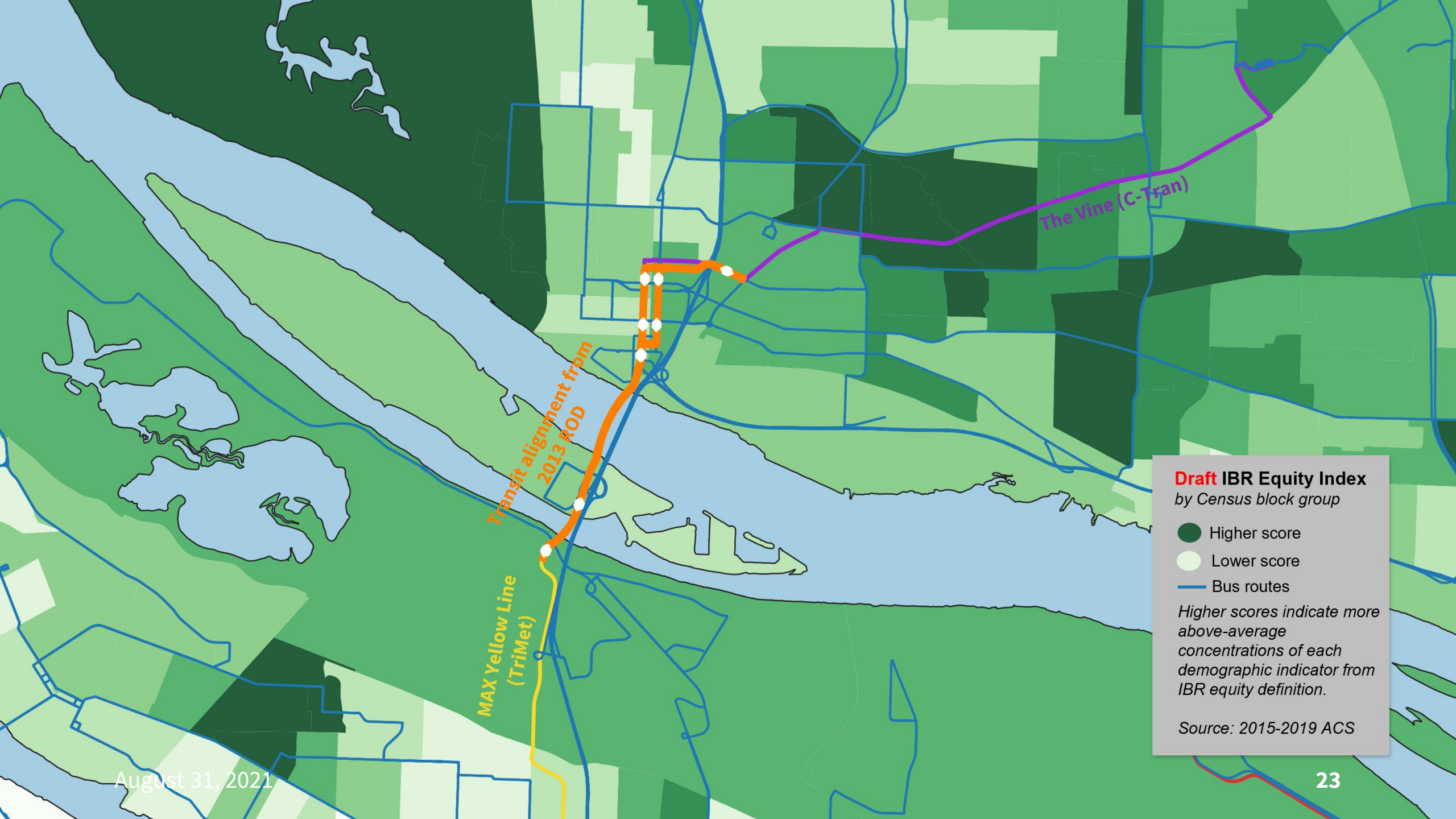
- ▶ Equity Results/Objectives
- ▶ Indicators & Performance Measures
 - How will we know we are achieving/making progress towards our equity objectives?
 - Includes NEPA Performance Measures
- ▶ Strategies
 - How will we meet the desired indicators?
 - Includes NEPA Screening Criteria
- ▶ Activities & Accountability
 - What is the timeline & who is responsible to implement each strategy?
 - Products & tools

IBR Equity Objectives

Mobility & Accessibility	Physical Design	Community Benefits	Economic opportunity	Decision-making processes	Avoiding further harm
Improve mobility, accessibility, and connectivity in the program area, with a particular focus on the needs of lower income travelers, people with disabilities, and communities who experience transportation barriers related to the location of affordable housing options.	Integrate equity into the physical design elements of the program.	Find opportunities for and implement local community improvements, in addition to required mitigations.	Ensure that economic opportunities generated by the program, including contracting and workforce development, substantially benefit minority and women owned firms, workers of color, workers with disabilities, and young people.	Meaningfully share access, participation, influence, and decision-making power with historically marginalized communities throughout the course of the program.	<u>Avoid</u> disproportionate impacts on communities of concern while implementing substantial mitigations for any unavoidable, but proportional, impacts.

4. Framework Products/Tools

- ▶ Equity Index
- ▶ Equity Lens
- ▶ Screening Criteria
- ▶ Performance Measures
- ▶ Mitigation & Equity Enhancement Commitments
- ▶ Other TBD



Draft IBR Equity Index
by Census block group

- Higher score
- Lower score
- Bus routes

Higher scores indicate more above-average concentrations of each demographic indicator from IBR equity definition.

Source: 2015-2019 ACS

“Big picture” Equity Lens questions

- What **decision** is being made?
- **Who** is at the table?
- **How** are decisions being made?
- What **assumptions** are at the foundation of the issue?
- What is the likely **impact**?

Source: United Way of Santa Cruz County

Applying an “equity lens”



Formal

“A transformative quality improvement tool used to improve planning, decision-making, and resource allocation leading to more racially equitable policies and programs.”

–Multnomah County Equity & Empowerment Lens



Informal

A general mindset: Are we considering how communities of concern might be impacted? How so?



Questions?

Transit Integration + Background

Kelly Betteridge, IBR Transit Team

Transit Integration

- ▶ The transit mode will be part of the overall multimodal design solution. Selecting a transit mode will not be separated from the overall design options.
- ▶ CAG members have asked for more information regarding the transit mode process and selection from previous planning efforts.
- ▶ This presentation is:
 - A historical review of the process and decision for the selection of one component of the multimodal design alternative
 - A presentation from 2008
- ▶ This presentation is not:
 - A recommendation for one specific transit alternative
 - A conclusion that the transit mode decision has been made
 - A foreshadowing of the process we will use for selecting the multimodal design alternative for IBR

IBR Process + Next Steps

- ▶ **Working towards one multimodal design solution - Early 2022**
 - We are updating information and analyzing what has changed since the previous planning effort
 - We are working with our Executive Steering Group partners to develop numerous transit options (e.g. mode and alignment)
- ▶ **CAG / EAG - Fall 2021**
 - We will begin bringing to the CAG and EAG key design elements for review and input this fall
 - We will provide a review of the previous planning efforts for historical context
 - We will share our current status of the information review and analysis
 - We anticipate bringing a draft multimodal design solution to the CAG / EAG in early 2022

IBR Process + Next Steps

► Community involvement - Fall 2021

- Launch an information campaign in October 2021 to ensure the public understands the status of the program, how they can provide input and when we will seek additional input
- Seek engagement and input from the public on specific design elements in November 2021
- Seek input from the CAG and EAG on the questions we should ask the public in order to influence the draft design solution

Previous Planning Effort - Project Purpose

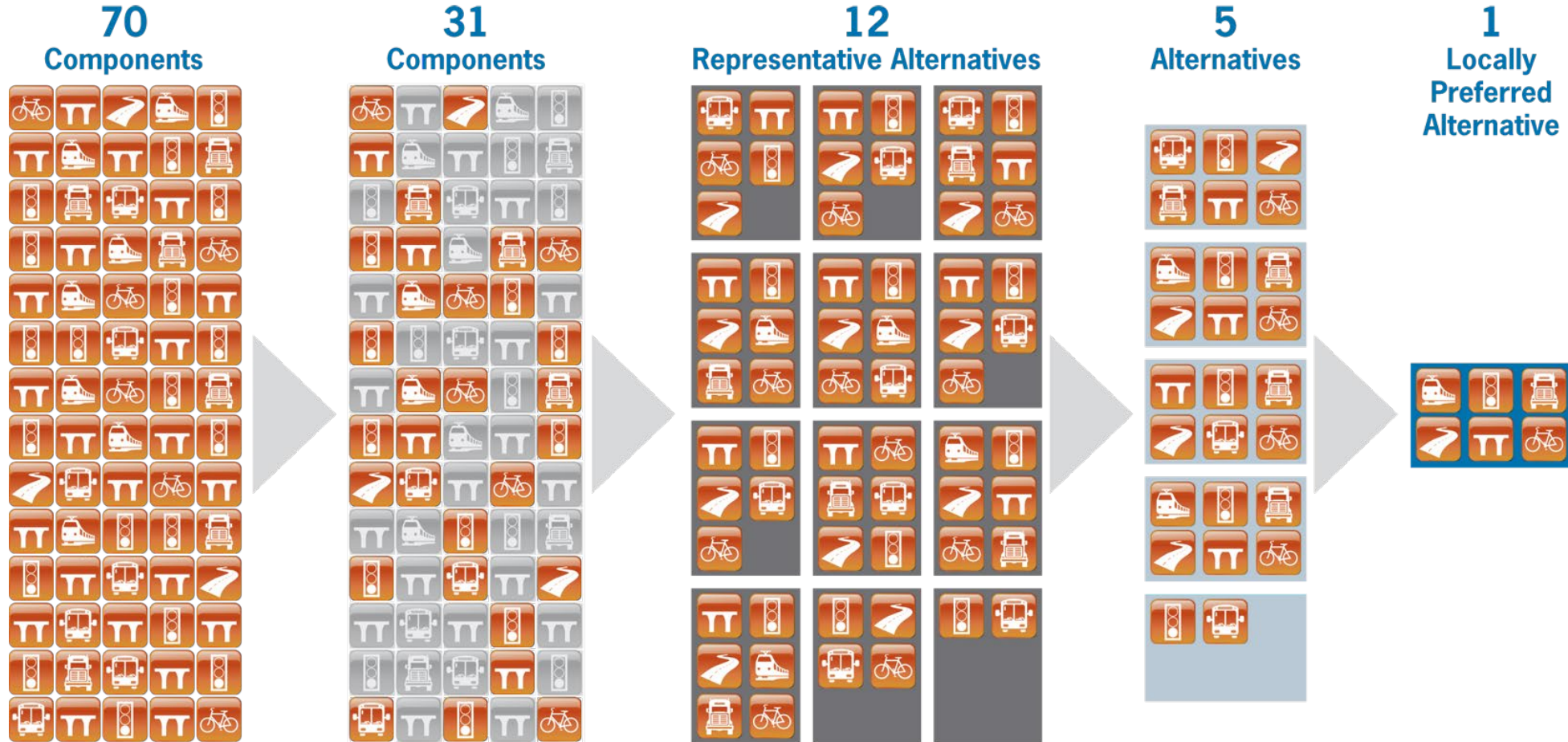
- ▶ The purpose of the proposed action is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River Crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-Build Alternative, the proposed action is intended to achieve the following objectives:
 - a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges;
 - **b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA;**
 - c) improve highway freight mobility and address interstate travel and commerce needs in the BIA; and
 - d) improve the Interstate 5 river crossing's structural integrity.

Project Need

The specific needs to be addressed by the proposed action include:

- ▶ **Limited public transportation operation, connectivity, and reliability:** Due to limited public transportation options, a number of transportation markets are not well served. The key transit markets include trips between the Portland Central City and the City of Vancouver and Clark County, trips between N/NE Portland and the City of Vancouver and Clark County, and trips connecting the City of Vancouver and Clark County with the regional transit system in Oregon. Current congestion in the corridor adversely impacts public transportation service reliability and travel speed. Southbound bus travel times across the bridge are currently up to three times longer during parts of the am peak compared to off peak. Travel times for public transit using general purpose lanes on I-5 in the bridge influence area are expected to increase substantially by 2030.

Previous Planning Effort – Screening Criteria



Previous Planning Effort – Alternatives for the DEIS

- 1. No build**
- 2. Replacement bridge with bus rapid transit**
- 3. Replacement bridge with light rail**
- 4. Supplemental bridge with bus rapid transit**
- 5. Supplemental bridge with light rail**

All “build” alternatives include interchange, freight, and pedestrian/bicycle improvements between SR-500 and Delta Park.

Previous Planning Effort – Summary of Transit Findings

- ▶ High Capacity Transit (HCT) alternatives increased transit use significantly over the 2030 no-build
- ▶ HCT **and** Express Buses are needed to serve forecasted transit markets
- ▶ Strong 2030 transit market for reliable, fast, frequent and more accessible transit service
- ▶ Delays associated with lift spans degrade transit reliability
- ▶ HCT modes in exclusive guideways increase reliability and decrease delay
- ▶ Substantial cost differences between the modes
- ▶ Remaining transit modes can be optimized for better performance

Previous Planning Effort - Recommendations

- ▶ **Bus Rapid Transit with complementary express bus service**
 - *Pros*
 - Significantly increases transit use compared to 2030 no build
 - Any bus can use the exclusive guideway
 - Lower capital cost HCT alternative
 - Support Local and regional Transportation plans in OR and WA
 - *Cons*
 - Highest HCT operating cost
 - Bus access in downtown is constrained
 - Decreased reliability due to operations in I-5 lanes south of the bridge influence area

Previous Planning Effort - Recommendations

▶ Light Rail Transit with complementary express bus service

– *Pros*

- Significantly increases transit use compared to 2030 no build
- Highest passenger capacity
- Highest travel time reliability
- Takes advantage of existing LRT infrastructure
- One seat ride from Vancouver to Portland
- Lowest HCT operating cost
- Best supports local and regional plans

– *Cons*

- Highest HCT capital cost
- Less flexibility than bus modes

Previous Planning Effort - Preferred Alternative

- ▶ Replacement I-5 Bridge
- ▶ Improvements to closely spaced highway interchanges
- ▶ Light rail extension to Clark College
- ▶ Pedestrian and bicycle facility improvements

June 24, 2008 - Task Force voted 37-2 to adopt the preferred alternative resolution

- Public and written testimony provided; summary of 700 DEIS comments also provided

Previous Planning Effort – Endorsement and Adoption

- ▶ **July 2008 – All local sponsor agencies vote in favor of LPA resolutions**
 - Some held public hearings in advance of vote
- ▶ **Represents regional agreement**
- ▶ **Some sponsor agency leaders conditioned their endorsement of LPA, including:**
 - Need independent review of travel demand analysis
 - Need independent review of GHG Analysis
 - Can tolling or other TDM strategies further reduce demand?
 - Can increasing transit service further reduce demand?
 - Raised concern over induced growth and costs
- ▶ **July 2008 - Adopted into Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP)**

Previous Planning Effort – Major Transit Project Elements



- ▶ **3-mile light rail extension EXPO to Clark College**
- ▶ **5 new light rail Stations**
 - 1-Hayden Island Station
 - 3-Vancouver Central Business District (CBD) Stations
 - 1-Clark College terminus
- ▶ **3 Park and Rides - Vancouver**
 - SR-14 – 570 spaces
 - Mill District – 420 spaces
 - Clark College – 1,910 spaces

Breakout Session

- When considering a future transit investment what are the most important factors to consider?
- What are the most important factors to you when deciding whether you walk, bike, access transit or drive across the river? What would make a different choice more attractive? How do we reduce barriers to access different transit choices?
- How could the existing connections be improved?
- What questions should we ask the public to solicit their feedback on transit options?



Overview: Community Working Groups

Lisa Keohokalole Schauer, Strategic Communications

IBR Community Working Groups

- Community Working Groups provide feedback and recommendations on specific transportation issues for the program's consideration. Participants include both at-large community participants and organizations/stakeholders that can provide insight on specific Community Working Group topics. Current established Community Working Groups include: Active Transportation, Downtown Vancouver, Hayden Island/Marine Drive, and Multimodal Commuter.
- Community Working Group participants were selected based on their previously expressed interest in serving on the program's advisory groups and/or their unique, informed organizational perspective relevant to the group's topic.

Downtown Vancouver Community Working Group

➤ Organizations represented:

- Carmen Caraballo, Esther Short Park Neighborhood Association
- Michael Walker, Vancouver's Downtown Association
- Stacey Graham, The Historic Trust
- Benton Strong, Vigor Industrial
- Saeed Hajarizadeh, Vancouver Housing Authority
- Michiko Murao Slick, Killian Pacific
- Tom Hagley Jr., Vancouver Public Schools
- Sunrise O'Mahoney, League of United Latin American Citizens
- Deanna Kay Gaines, Wild Fern Boutique
- Christine Whitney, Visit Vancouver USA
- Shona Carter, Community Foundation for SW Washington
- Galina Burley, Clark College
- Jeremy White, Murdock Charitable Trust

➤ Community at-large participants:

- Claire Williams
- Mary Cronin
- Jordan Boldt
- Tamara J Fuller
- David Poland
- Elizabeth Mathilda Harris
- Marjorie A. Ledell

➤ CAG members:

- Michelle Brewer, ZoomInfo
- Jasmine Tolbert, NAACP Vancouver
- Whitney Mosback, Cowlitz Indian Tribe

Active Transportation Community Working Group

➤ Organizations represented:

- Charlene McGee, Multnomah County Health Department
REACH (Racial and Ethnic Approaches to Community Health) Program
- Mark Raggett, Portland Pedestrian Advisory Committee
- Rachel Cameron, Killer Queen Cyclery
- Aylin Nahomi Diaz Romero, Bike Clark County
- Guthrie Straw, Oregon Environmental Council
- Michael France, West End Bikes
- Billy Henry, Northwest Association for Blind Athletes
- Jan Campbell, TriMet Committee on Accessible Transportation
- Marlin D. Brinkley, Clark County Bicycle and Pedestrian Committee

➤ Community at-large participants:

- Gordon Matthews
- Michael J Newton
- Alyson Day
- Marian Rhys
- Barbara Fields
- Thomas R. Baltes
- Kenneth R. Williams

➤ CAG Members:

- Ashton Simpson, Oregon Walks
- Robin Jay Richardson

Multimodal Commuter Community Working Group

➤ Community at-large participants:

- Cecelia Antonio
- Peter Bryant
- Christine Petty
- Soren Roth
- Shane Nehls
- Jaymison Haeussler
- Jim Bennett
- Andrew Geisler
- Steven B. Goff
- Dane Hobbs
- Aaron Hainline
- Susan Pitchford
- Roger Haslett
- Steven Koch
- Alejandro Arellano

➤ Organizations represented:

- Kevin Campbell, AAA Oregon
- André Lightsey-Walker, The Street Trust

➤ CAG Members:

- Victor Caesar
- Mikaela Williams

Hayden Island/ Marine Drive Community Working Group

➤ Organizations represented:

- Kurt Redd, Diversified Marine
- Michael Strahs, Kimco Realty Corporation
- Corky Collier, Columbia Corridor Association
- Tom Dana, Hayden Island Manufactured Home Community HOA
- Kyle Anderson, Wilson Logistics
- Amy Cooney, East Columbia Neighborhood Association
- Fredrick Jubitz, Jubitz
- Kathryn Wheeler, Jantzen Beach Moorage
- Terry Glenn, Columbia Way West Marina
- Ellen Churchill, Hayden Island Neighborhood Network
- Sarah Doney, League of Minority Voters
- Erik Molander, Bridgeton Neighborhood Association

➤ Community at-large participants

- Joseph D (Dave) Jannuzzi
- Robin Smith
- Tom O'Conner
- Joey Smith
- Ernest Sandre Fernando

➤ CAG Member

- Tom Hickey
- Ryan Webb, Confederated Tribes of Grand Ronde

Working Group Demographics

Participant Demographics	Number of Participants	Percentage of Total Participants
BIPOC (Black, Indigenous, and People of Color)	19	24%
People with disabilities	10	13%
Young people (16-24 years old)	3	4%
Older adults (65+ years old)	15	19%
Male	45	56%
Female	31	39%
Prefer not to identify gender	4	5%
Washington residents	46	58%
Oregon residents	33	41%
Homeowner	56	70%
Renter	21	26%
Neither homeowner nor renter, or prefer not to answer	3	4%

What's Next

Next Program Meetings

- ▶ Executive Steering Group –
 - September 15, 11:00 - 1:00 p.m.
- ▶ Bi-State Legislative Committee–
 - September 17, 9:00 – 12:00 p.m.
- ▶ Equity Advisory Group –
 - September 20, 5:30 – 7:30 p.m.



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!

