

COMMUNITY BENEFITS ADVISORY GROUP (CBAG)

MEETING #2

Date and Time: Thursday, October 26, 2023 / 9:30 – 11:30am

Location: Hybrid (In-person and Zoom Meeting) and YouTube Livestream

Number of concurrent YouTube viewers: 23

OUTCOMES

- CBAG members will learn about and practice the modified consensus decision-making method.
- CBAG members will provide feedback on the CBAG Charter
- CBAG members will learn about, provide feedback to, and discuss exploration of proposed community benefits.

WELCOME

The meeting began with Program Administrator Greg Johnson welcoming advisory group members, staff and viewers. He expressed gratitude for their participation in the Interstate Bridge Replacement (IBR) program, emphasizing the importance of understanding community needs for a successful program. Johnson encouraged attendees to share their ideas on how to align the program with the community's context and needs.

City of Portland Commissioner Mapps expressed his appreciation for everyone attending the CBAG meeting at the Portland Building. He acknowledged that the IBR program is one of the largest infrastructure projects in Oregon's history and emphasized the importance of the discussions and collaboration taking place around the table to ensure the program's success.

The City of Vancouver's City Manager, Eric Holmes, on behalf of Mayor McEnerny-Ogle, expressed gratitude to the City of Portland for hosting the meeting and shared his optimism for the program's potential. He noted that the City of Vancouver's Council had approved the final design of Main Street Promise, which aims to support the downtown small business community and aligns with the program's goals.

Shannon Singleton, co-facilitator and IBR Community Benefits lead, began by explaining to the virtual audience how to access closed captioning options in both English and Spanish, as well as an ASL interpreter. She also announced that there would be an opportunity for public input at 11:15 am. She then shared the group agreements, encouraging virtual participants to activate their cameras, take notes and utilize the "raise hand" feature for active engagement in the meeting.

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Shannon provided an overview of the agenda, which included a program update from Administrator Johnson and an opportunity for advisory group members to provide feedback on the Charter. She clarified that members would employ the "first to five" model as a decision-making mechanism for the Charter. Subsequently, the CBAG members will divide into small groups to delve into brainstorming specific examples of potential community benefits, with each group reporting out the small group discussions to the larger CBAG.

The co-facilitator initiated brief member introductions, with each participant sharing their name, affiliated organization, preferred pronouns and what they were currently excited about during this time of the year.

The co-facilitator introduced the "fist to five" model, illustrating that raising a hand to a "five" signified strong support and a "fist" represented strong opposition, with varying degrees in between. She then posed the question of whether members supported the CBAG Charter and called for a vote. In response, all members used the model to express their unanimous support, voting "yes" for the Charter.

PROGRAM UPDATE

The Program Administrator provided an update on the program, highlighting the various initiatives aimed at moving it forward into construction. One key aspect has been program tours. These tours allow participants to physically experience the program area, including the 106-year-old bridge, providing crucial context for understanding the challenges of integrating new infrastructure into an existing corridor with a century-old history.

Administrator Johnson mentioned engagement with several important groups, including the WA Transportation Commission, WA Joint Transportation Committee, and OR and WA State Public Transportation Conference tours. He also mentioned the Congressional roundtable hosted by Congresswoman Marie Gluesenkamp Perez, featuring Mitch Landrieu from the White House Office of Infrastructure. This event included a productive discussion on infrastructure and garnered significant support from Washington.

In addition to tours and meetings, the program has been providing updates via presentations to various organizations, such as the Western Bridge Engineers Seminar, Hazel Dell / Salmon Creek Business Association, Vancouver Neighborhood Traffic Safety Alliance, Oregon State Building and Construction Trades, Clark County Bicycle and Pedestrian Committee, Oregon State Board of Examiners for Engineering & Land Surveying (OSBEELS), and the Portland Freight Advisory Committee.

Administrator Johnson emphasized the program's strength in community engagement, with over 40,000 engagements with the community, demonstrating a commitment to keeping the public informed and engaged in the program.

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Johnson explained that the current process is referred to as a Draft Supplemental Environmental Impact Statement (Draft SEIS). It is "supplemental" because it builds upon previous work conducted in the past. He acknowledged that there have been changes since the Columbia River Crossing (CRC) project was shelved a decade ago and that these changes are being recognized.

Johnson emphasized that the draft EIS process for the previous CRC project was completed in 2008. He noted that CRC had reached the final step in the federal process, receiving a Record of Decision in 2011. He mentioned that the program's design is still considered conceptual, with approximately 10 to 12% completion, as they are trying to understand the general alignment of what they intend to build along this five-mile corridor.

He explained that the program is assessing the locations of transportation facilities, including light rail and transit stations, interchanges, and how these elements will occupy space. Additionally, the program is evaluating the impacts and benefits through both quantitative and qualitative analyses in collaboration with federal partners. Administrator Johnson highlighted the importance of mitigation of impacts of construction, considering both avoidable and unavoidable impacts. A part of the CBAG's role is to assist in identifying potential mitigations that the community will want and need to address.

Administrator Johnson also shared crucial information about the program schedule, [as highlighted on presentation slide 16](#), emphasizing the importance of staying on schedule. While the program has made progress in the environmental aspect (represented by the "green" status), several other activities are concurrently underway. These include our efforts related to securing funding and submitting grant applications, with one major grant application already submitted. We are currently in the process of submitting another significant grant application, due at the end of November.

The key milestone we are working towards is an in-water work period in the Fall of 2026. To achieve this, we must have a contractor in place, obtain a federal Record of Decision, and ensure that the contractor is ready to commence work on building platforms and other necessary components during this critical in-water work phase. Administrator Johnson emphasized that this in-water work period represents a firm deadline that we must meet.

Administrator Johnson stated that failing to meet certain milestones would result in a year-long delay in construction. He underscored the importance of this by noting that a delay now would translate into significant additional costs, estimating an increase of approximately \$300 million due to escalation and inflationary factors when reaching completion in 2034 or 2035.

City of Vancouver City Manager Holmes shared a recent anecdote about Mayor Anne, highlighting her enthusiasm for the program. He mentioned that the Mayor even baked a Huckleberry Pie with an interstate bridge design, which was presented to Congresswoman Marie Gluesenkamp Perez, and it symbolized their enthusiasm and the community's involvement.

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Administrator Johnson continued to explain that the program is currently studying the Modified Locally Preferred Alternative (LPA) and a No-Build Alternative to assess their effects on the natural and built environment. The results of this study will be published in the draft SEIS in the first quarter of 2024. At that time, a 60-day public comment period will begin; no decisions or changes will be made until all information is disclosed publicly, and the community has provided input and feedback. The program will address every comment received.

He emphasized the importance of community participation and encouraged as many people as possible to provide feedback during the public comment period. The goal is to publish the final SEIS and amended Record of Decision in late 2024 or early 2025, marking the final step in the federal environmental process. Administrator Johnson noted that while it's a complex process, we are the implementers of the federal process, underscoring their role in moving the program forward.

Questions and comments from CBAG members:

- A member inquired about the contents of the draft SEIS and whether it would provide insights into potential issues during bridge construction or primarily focus on the moment when the bridge is completed.
 - Response: Administrator Johnson detailed the draft SEIS, which encompasses numerous chapters covering various program aspects, some of which are endangered species, business impacts, contextual fit, and traffic analysis. He acknowledged the draft SEIS's complexity and suggested environmental leads provide more detailed explanations for these chapters in future meetings. He clarified that while the draft SEIS touches on multiple elements, it won't deeply explore community concerns like dust, noise, and workforce issues. These will be discussed more comprehensively later. The Draft SEIS will detail construction-period noise and air quality mitigations, while the CBAG will closely discuss anticipated impacts over the next 8 to 10 years of construction and explore deeper mitigation strategies. The mitigations recommended by CBAG and approved by the Executive Steering Group (ESG) will be incorporated into the final Record of Decision (ROD) and its supplements.
- A member followed up on the previous question, inquiring about the stage at which contractors interested in the program could gain an understanding of how the design is being right sized to allow for smaller companies' participation in this program.
 - Response: Administrator Johnson explained that the program is planning to involve both the consulting and contracting industries in December or January. We will present a preliminary plan for building the program, showcasing different package sizes and delivery methods, with the intent of receiving feedback and ideas from contractors and design consultants. The program will be divided into more than 20 separate contracts rather than a single large one, promoting competition and engaging local contractors and small businesses. This approach is being guided by a team of experienced former contractors to ensure an efficient and inclusive process.

- Johnell Bell, CBAG co-facilitator and IBR Principal Equity Officer, informed members and the public about the upcoming contractor meet and greet on November 8th from 4-7pm. During this event, one of the key questions they will ask the contractor community is to share their best practices for ensuring robust small business and disadvantaged business participation. The procurement team is eager to gather this valuable information and input.

COMMUNITY BENEFITS EXAMPLES PRESENTATION

Shannon transitioned the group to the next section. She explained that she would briefly present examples of potential community benefits in various categories to stimulate the advisory group's thinking. However, she emphasized the need to understand that not everything deemed valuable as a community benefit will be achievable due to various constraints. The process will involve ground-truthing, cost analysis, and iterative conversations with the advisory group and technical experts to determine feasibility. She then proceeded to present the examples, and handouts were provided for reference during small group discussions. For virtual participants, handouts were distributed via email, and facilitators were available to assist in the online space.

Shannon provided a presentation on examples of potential community benefits associated with the program. She highlighted that these elements are integral to program investments and briefly discussed various categories of benefits. In the realm of mobility and accessibility, she mentioned efforts such as adhering to ADA standards for pedestrian ramps and improving wayfinding signs to enhance mobility and accessibility. Shannon also touched on addressing construction-related concerns, like performing construction noise and air quality analyses, as well as mitigating impacts on private properties, particularly those belonging to historically underserved communities.

Moving on to physical design, she offered examples such as creating a welcome center or port of entry facility that could showcase the region's history and culture. This might involve the use of approved cultural materials, photo documentation of the existing bridge, and even incorporating historical and cultural elements into the design of the modified LPA. Also, Shannon discussed community benefits in active transportation facilities, bicycle amenities, riverfront access points, open spaces, and access for water-based activities on both sides of the river. She emphasized the breadth of possibilities and encouraged further discussion within small groups to explore and refine these ideas. Shannon welcomed questions or comments from the group before proceeding.

Questions and comments from CBAG members included:

- A member asked about the extent to which the presented examples are mandated for the program.
 - Response: Shannon responded by explaining that some of these elements are mandated as part of the program's mitigation efforts, while others are not mandatory. She noted that Administrator Johnson has emphasized the program commitment to going beyond mandatory

mitigation measures and that the draft SEIS would provide further clarity on what is required and the specific details of mitigation measures. Shannon also added that some of these aspects will become clearer as the draft SEIS is released, allowing for more public discussion and transparency regarding these elements.

- A member commented, emphasizing the importance of both mandatory and voluntary efforts in showcasing the program's responsibility to the community. He pointed out that the community may not be aware of the program's required activities like ADA compliance and other obligations. However, he believes it's crucial for the group to demonstrate that the program goes beyond being just a bridge and includes various other aspects, whether they are mitigation measures or separate community benefits. He emphasized the need to effectively convey this comprehensive approach to the community.
 - Response: Administrator Johnson responded to the member's comment by highlighting the importance of a proactive approach. He mentioned that some DOTs tend to wait until harm or damage occurs before addressing issues through mitigation. However, in IBR we are focused on setting up a proactive approach to prevent such problems from happening in the first place. He emphasized that we are considering both proactive and retroactive measures for issues like noise and dust. He acknowledged that it's a "both-and" situation, meaning they need to identify and address various aspects, including those related to ADA and regional connectivity. Some of these concerns may be beyond the program's scope, but they can collaborate with other entities to ensure regional connectivity and proactive problem-solving. Overall, he stressed the importance of a proactive approach to address the community's needs effectively.

SMALL GROUP DISCUSSION

The co-facilitator transitioned the meeting to the small group discussions. She organized the in-person attendees into two groups and the virtual participants into two groups. Each group was assigned a facilitator and a note-taker. The small group discussion question provided to each group was: "Have we captured elements that would be meaningful for your community and the program corridor?"

The highlights from Group 1's discussion include:

- **Job Quality and Minority Contractors:** The group stressed the importance of committing to specific job quality elements within the program and reserving a percentage of contracts for minority contractors. They also highlighted the need for additional training opportunities and workshops to support minority contractors.
- **Improving pedestrian safety:** Pedestrian safety measures, such as speed bumps and signs, were recommended.
- **Environmental Concerns:** Environmental concerns, particularly regarding air quality and mitigation measures, were discussed.

- **Art Integration:** The group emphasized the significance of incorporating art into the bridge design to enhance its aesthetic appeal and connection to the community.
- **Cultural and Historical Significance:** Celebrating the cultural and historical significance of the region, including the Columbia River's history, was a key point. Aligning the program with the diverse cultural backgrounds of the population on both sides of the river was also stressed.
- **Workforce Development and Asset Mapping:** Workforce development, including initiatives like the Climate Investment Plan, was identified as important. Asset mapping was recommended to identify resources that benefit the local community.
- **Defining Success and Long-Term Impact:** The group emphasized the need to define success for the program's community benefits and ensure their long-term significance. Securing funding commitments or identifying funding options for the program's various elements was discussed. Continuous community engagement was seen as essential to maintaining responsiveness to community needs. Addressing limited access to the river, considerations regarding bridge height and design, and enhancing the bridge's appeal were also topics of discussion. Additionally, long-term community benefits like childcare centers and community centers were identified as priorities.
- **Accountability and Long-Term Monitoring of Success:** The creation of a dedicated Community Benefits Office was also recommended. This office would play a vital role in ensuring accountability and long-term monitoring of the program's community benefits.
- **These are the key questions from group 1 members:**
 - How can we set in stone certain job quality elements within the program?
 - What additional training opportunities and workshops can be organized to support minority contractors?
 - How can we incorporate art into the bridge design to enhance its aesthetic appeal and connection to the community?
 - What strategies can improve access to the river and create a blend of art and nature?
 - What defines success for the program's community benefits, and how can we ensure their long-term significance?
 - What funding commitments or options can be identified for implementing various program elements?

The highlights from Group 2's discussion include:

- **Safety and Communication:** Ensuring safety during construction and improving communication with the community were critical. Participants discussed the need for dedicated channels to report issues, potentially drawing inspiration from ODOT's "ask ODOT" system. They also considered using AI and technical tools for real-time support to address community member concerns or questions.
- **Comparative Analysis:** The group emphasized the value of conducting a comparative analysis of program areas to optimize traffic flow, accessibility, and design aesthetics.

- **Connectivity and Design:** Connectivity within the program area and culturally resonant design elements were stressed. The aim is to create seamless connectivity and enhance the historical significance of the region. There was a suggestion to explore the inclusion of viewpoints or designated areas for cyclists and pedestrians on the bridge to enhance their experience and safety.
- **Economic and Workforce Development:** Economic impacts and workforce development were identified as essential aspects. Participants sought to learn from other projects nationwide and underscored the need for training, outreach, and employer support. Additionally, group members suggest that the program consider providing information on commitments related to community workforce development, even if not part of CBAG work, and make this information readily available to the public.
- **Community Benefits and Ongoing Support:** Matters such as tax implications, childcare, welcome center, environmental considerations (e.g., litter control and anti-spray designs), and the concept of land trusts as ongoing community benefits were discussed. Storytelling throughout the project's lifecycle was also seen as a powerful tool.
- **The group members have asked the following key questions:**
 - How can we enhance safety and communication during construction, and what technology or tools could be employed for real-time issue reporting and resolution?
 - What strategies can be implemented to ensure seamless connectivity within the program area and incorporate culturally responsive design elements to enhance historical significance?
 - In what ways can a comparative analysis of program areas optimize traffic flow, accessibility, and design aesthetics to benefit the community?
 - How can we address tax implications, childcare needs, and environmental considerations like litter control and anti-spray paint, while also exploring the concept of land trusts for ongoing community benefits?
 - How can storytelling be integrated throughout the project to engage and inform the community effectively?

The highlights from Group 3's discussion include:

- **Main Benefit and Economic Opportunity:** The group discussed the importance of not diluting the main benefit of replacing the bridge with an extensive list of community benefits. They emphasized economic opportunities as a primary focus.
- **Gentrification and Affordability:** Concerns were raised about policies to address gentrification and displacement, emphasizing the need for affordability clauses, particularly in home ownership opportunities.
- **Riverfront Access and Air Quality:** Participants expressed a strong desire for riverfront access and raised concerns about air quality risks, emphasizing the need for effective mitigation. They stressed the importance of considering natural amenities, such as views, in bridge design.

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- **Iconic Bridge Design and Local History:** The group called for an iconic bridge design that could make the area a destination spot. They discussed incorporating local history and design elements to reflect the community's identity and heritage.
- **Workforce Development:** Workforce development was a significant point of discussion, including the potential to create a pipeline of high school students for training in relevant careers. The group emphasized the importance of training and educational opportunities for underrepresented groups.
- **Materials and Sustainability:** Questions were raised about the materials used to build the bridge, with a focus on sustainability and environmentally friendly options. Innovative ideas for using regional materials were suggested.
- **Bridge Lifecycle and Future/Forward Thinking:** The group highlighted the need to anticipate the bridge's lifecycle over the next 100 years and ensure that it meets the future needs of the community. They emphasized thinking broadly about future requirements.
- **Noise Mitigation and Beautification:** Noise mitigation, particularly for local residents, was discussed. The group also stressed the importance of making the bridge will be aesthetically pleasing to draw visitors and tourists.
- **Local Incorporation:** Incorporating local elements such as ash from Mt. St. Helens and shells from local industry into the program design was suggested. Additionally, the importance of honoring and incorporating local culture and heritage was emphasized.
- **Tourism and Destination:** Creating a bridge that serves as a tourism draw and destination point for the region was discussed, along with the economic benefits it could bring.
- **Natural Features and View Enhancement:** The group highlighted the significance of not overlooking natural features and enhancing views both from, and of, the bridge.
- **Training Center and Affordable Housing:** Suggestions were made to consider a training center and affordable housing as potential community benefits.
- **The group has asked the following key questions:**
 - How can we balance the main benefit of bridge replacement with various community benefits without diluting the program focus?
 - What policies and measures can be implemented to address gentrification and ensure affordability in the community, particularly regarding homeownership opportunities?
 - How can we effectively mitigate air quality risks and provide riverfront access while incorporating natural amenities into the bridge design?
 - What strategies can be employed to create an iconic bridge design that reflects local history and culture, potentially making the area a tourist destination?
 - How can we develop workforce training programs and educational opportunities, particularly for underrepresented groups, to ensure a skilled workforce for the program and beyond?

The highlights from Group 4's discussion include:

- **Bicycle Signage:** Concerns were raised about inadequate bicycle signage, both during construction and after program completion. Participants proposed involving cyclists who use the route to address this issue effectively.
- **Houselessness Relocation:** The group expressed concerns about the relocation of people experiencing unsheltered houselessness in the program corridor. They suggested addressing this issue, including funding for relocation and alternative housing. Organizations like the Council for the Homeless and Columbia River Mental Health were recommended for involvement.
- **Accessibility for the Blind:** Accessibility, particularly for blind individuals, was highlighted as a concern. Participants emphasized the need to ensure that blind people can navigate and enjoy various project amenities.
- **Charging Stations:** Questions were raised about the permanence of charging stations, which were initially categorized as temporary measures. Suggestions included installing electric lines in advance to avoid future disruption.
- **Welcome Center:** Participants inquired about the possibility of establishing a welcome center on the Oregon side of the project, like what was previously present on the Washington side. Consideration was given to whether it should be Oregon-specific or part of the entire program.
- **Future Adaptability:** The group discussed the importance of designing the bridge with future adaptability and flexibility in mind. They cited examples such as Seattle's lane reversals during rush hours and the potential for shoulder use during peak hours on SR-14.
- **Affordable Housing:** Given the displacement concerns, the group recommended making land available for affordable housing, with potential partnerships with organizations like Vancouver Housing Authority (VHA).
- **Tribal Access:** There was a desire for more information on how the program is working with the tribes on a plan to provide access to the river.
- **Separating Bicyclists and Pedestrians:** Participants supported the idea of separating bicyclists and pedestrians as much as possible for safety and efficiency.
- **These are some key questions that were raised in group 4 discussion:**
 - How can bicycle signage during and after construction be enhanced to ensure safety and convenience for cyclists?
 - What comprehensive strategies and funding options can be implemented to address the relocation and housing needs of people experiencing unsheltered houselessness affected by the program?
 - How can the program ensure accessibility for visually impaired individuals to navigate and enjoy the various amenities?
 - What measures should be taken to ensure the permanence of charging stations and minimize future disruptions, such as pre-installation of electric lines?
 - Should a welcome center be established, and if so, which portion of the program area should it serve? What services should it provide?

- How can the bridge design incorporate future adaptability and flexibility to accommodate changing transportation needs and enhance the overall program's long-term impact?

LARGE GROUP REPORT

Johnell Bell, co-facilitator and the program's Principal Equity Officer, took the lead in reporting for his group. He shared that the discussion centered on capturing elements that hold significance for their communities and the program corridor. The group delved into evaluating whether the elements discussed thus far were indeed meaningful, and if not, they considered what additional aspects should be included from their unique perspectives. This approach ensured that the discussions were both constructive and comprehensive, setting a productive tone for the meeting.

City of Portland Commissioner Mapps expressed appreciation for the list of elements discussed during the meeting and sought input from their staff on any missing components. He asked one of his staff members to provide her thoughts. His staff acknowledged the importance of clarity, particularly after the publication of the draft SEIS, which will outline the program's requirements. She mentioned that some items on the list may already be mandatory baseline requirements, and emphasized the need to understand how high-quality those mandated elements can be. Additionally, she highlighted the importance of identifying what additional elements might be necessary beyond the baseline requirements, suggesting that the ongoing conversation was a positive step toward achieving this clarity.

Questions and comments by members:

- A member raised an important point regarding Community Benefits and the potential inclusion of a commitment to certain job quality elements by the program. While recognizing that the community benefits are distinct from a Community Workforce Agreement (CWA), she emphasized the value of establishing a high-level commitment that could become a foundational principle for benefiting the community's workforce. This commitment might encompass essential principles such as self-sufficiency wages, good benefits, career pathways, and ensuring safe and respectful workplaces. The member's question highlighted the potential for such commitments to be further developed and operationalized in future agreements, demonstrating a proactive approach to enhancing job quality and workforce benefits.
 - Response: Johnell acknowledged the member's input and highlighted the complexity of balancing various aspects of the Community Workforce Agreement/Project Labor Agreement (CWA/PLA) negotiation process with labor unions. He emphasized the importance of considering elements such as childcare support, vouchers, or pre-investment into workforce programs within the Community Benefits process. He recognized the need for input and insights from the

group to determine the scope, scale, and specifics of these potential investments and how they could be incorporated into the overall program. This engagement with the group's thoughts and feedback will play a crucial role in shaping these aspects of the program's commitments.

- A member raised a consideration regarding subcontractors in a multi-contractor program setup. They stressed the importance of prioritizing the involvement of minority-owned companies, particularly during the construction phase. He recommended providing support and resources to ensure high standards for disadvantaged business enterprises (DBEs) subcontractor participation. This could include organizing training workshops and preparing subcontractors to submit competitive bids for various program components. Furthermore, he highlighted the value of exploring different contracting models, such as Mini Construction Management/General Contractor (Mini CM/GC), to better accommodate smaller firms.
- A member shared a personal experience related to speed monitoring and traffic control measures in their neighborhood. She emphasized the tangible benefits of measures like speed bumps and speed monitoring signs in addressing speeding issues and improving safety for pedestrians and residents. She highlighted the importance of including quality detour routes as part of the program to alleviate frustrations and promote safer driving behaviors. This example served as a context for the ongoing discussion about whether the community benefits and program corridor elements had been adequately captured and addressed in the program.

NEXT STEPS

The co-facilitator provided a brief overview of the workplan for the next six meetings of the Community Benefits Advisory Group (CBAG):

- November 2023: Visioning and Community Benefits
- December 2023: Potential CBAG Framework Elements
- January 2024: Final recommendations on the first group of framework elements
- February 2024: Framework elements related to Mobility and Accessibility
- March 2024: Framework elements related to Community Benefits
- April 2024: Framework elements related to Avoiding Further Harm

CLOSING REMARKS

The meeting concluded with closing remarks and expressions of gratitude for the participation of members, the Program Administrator, and virtual audiences.

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NEXT PROGRAM MEETINGS:

- Community Advisory Group (CAG) – November 9, 2023 – 4:00-6:00 PM
- Community Benefits Advisory Group (CBAG) - November 16, 2023 – 10:00 AM – 12:00 PM
- Equity Advisory Group (EAG) – November 20, 2023 – 5:30-7:30 PM

PUBLIC COMMENT

There was one public comment that had been shared with CBAG members prior to the meeting.

ATTENDEES

Attendees	Organization
CBAG Members	
Mingus Mapps	City of Portland Commissioner
Eric Holmes	City of Vancouver City Manager
Darcy Hoffman	Workforce SW WA
Kelly Haines	Worksystem, Inc
Scott McCallum	WA School for the Blind
Peter Fels	Alliance for Community Engagement
Holly Williams	Community at large
Michael Strahs	Kimco
Corky Collier	Columbia Corridor Association
Ben Jacobsen	Jane’s Forum
Jasmine Tolbert	YWCA Clark County
Farleigh Winters	LSW Architects
Scott Sharba	Vancouver Housing Authority
Carley Francis	WSDOT
Rian Windsheimer	ODOT

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Attendees	Organization
Nate McCoy	NAMC
Jayne Haygood	Vancouver’s Parks and Recreation Advisory Commission

Attendees	Organization
IBR Staff	
Greg Johnson	Program Administrator
Raymond Mabey	Assistant Program Administrator
Johnell Bell	Principal Equity Officer
Shannon Singleton	Community Benefits Lead
Aidan Gronauer	IBR Civil Rights Manager
Jake Warr	IBR Equity Team
Emilee Thomas	IBR Equity Team
Eric Trinh	IBR Equity Team
Paris Moore	IBR CE Team
Brenda Siragusa	IBR Staff
Zander Arnold	Technical Support
Mara Enciu Garrett	Technical Support

Additional Participants

23 members of the public, partner agency staff, and the IBR team viewed the meeting via the YouTube livestream during the meeting.

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MEETING RECORDING AND MATERIALS

Meeting Recording

https://www.youtube.com/watch?v=6pQX3c-4w0M&list=PLlzHp4MXgDjZkJttjK_MxV3fqQQTvFTHp&index=2

Meeting Materials

The meeting materials are available here: <https://www.interstatebridge.org/get-involved-folder/calendar/cbag-meeting-october-26-2023/>