

COMMUNITY BENEFITS ADVISORY GROUP (CBAG) MEETING SUMMARY #18

Date and Time: Thursday, Feb. 27, 2025 / 9:30 – 11:30 a.m.

Location: Hybrid (In-person and Zoom meeting) and [YouTube livestream](#)

Number of concurrent YouTube viewers: 16

OUTCOMES

- CBAG members reviewed and refined potential community benefit recommendations in the second part of Tranche 4.

WELCOME

Johnell Bell, Interstate Bridge Replacement (IBR) Principal Equity Officer and co-facilitator, opened the February 2025 CBAG meeting. He then reviewed instructions to access closed captioning, meeting participation tips, sign language interpretation reminders, and group agreements.

Frank Green, IBR Assistant Program Administrator, welcomed attendees and thanked them for their participation.

Priya Dhanapal, City of Portland Deputy City Administrator and CBAG Co-Convener, and Anne McEnery-Ogle, City of Vancouver Mayor and CBAG Co-Convener, also extended a welcome to all attendees.

Bell and Emilee Thomas-Peralta, IBR Community Benefits Lead and co-facilitator, led a round of introductions by asking members to share their names, organizational affiliation or at-large status and pronouns if they wished. Members also answered a check-in question, “What’s the best thing about where you grew up?” as part of their introductions.

Bell then provided an overview of the meeting agenda.

PUBLIC COMMENT

Bell shared information on the process for submitting CBAG public comments during and after the meeting. Four comments were submitted and included in the meeting package; no members of the public provided comments during the meeting.

PROGRAM UPDATES

Green highlighted an important milestone: the northbound span of the Interstate Bridge turned 108 years old on February 14, 2025.

Green then shared the following update on program presentations: The program has continued to engage interested parties through presentations, including:

- Camas City Council
- Western Federal Lands Winter Conference
- Battle Ground City Council
- SW Washington Contractors Association
- East Multnomah County Youth Summit
- McDaniel High School Infrastructure Fair
- Clark County Council
- Oregon APEX Accelerator
- La Center City Council

Additionally, Green shared that the IBR team is actively processing over 3,000 submissions from the Draft Supplemental Environmental Impact Statement (SEIS), totaling nearly 10,000 comments. The team is organizing and responding to each comment in coordination with federal partners. This effort is critical to progressing toward the Final SEIS and securing the Record of Decision, marking the transition from environmental planning to project delivery.

CBAG members inquired about the status of C-TRAN's potential board action related to light rail and its political implications. In November, C-Tran modified its stance from not participating in light rail operations and maintenance funding to potentially participating, creating more flexibility. The C-TRAN Board plans to discuss the topic again on March 11. CBAG will receive an update on the outcome at the next meeting.

REVIEW/REFINE COMMUNITY BENEFITS IN TRANCHE 4

Before the review session, Thomas-Peralta provided an overview of key updates made to Part 1 of Tranche 4 based on previous feedback:

- Mobility & Accessibility (MA) 17 – Clarified the distinction between experts and community representatives in impact assessments.
- MA-18 – Changed “post-implementation” to “post-construction” for clarity and added language emphasizing re-engagement with individuals with disabilities and underserved communities.
- MA-25 – Consolidated signage recommendations under existing wayfinding and safety metrics discussions.

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- Physical Design (PD) 14 – Expanded language on input from interested parties on design aesthetics beyond elected officials to include the community.
- PD-16 – Enhanced language on native plant signage, adding considerations for ecosystem health, cultural heritage, and long-term maintenance.
- PD-19 – Addressed ecosystem impacts of lighting, incorporating mitigation efforts for migratory birds and wildlife.

With these updates, the group transitioned to reviewing Part 2 of Tranche 4 recommendations, continuing the refinement process.

Physical Design (PD) category:

PD-20: Install well-designed, concealable garbage cans to maintain the bridge's cleanliness and aesthetic appeal.

CBAG members emphasized the need for a clear maintenance strategy for trash collection and pathway cleanliness while considering agency responsibilities, funding mechanisms, and logistical feasibility. The discussion highlighted the importance of keeping active transportation pathways safe and well-maintained while ensuring appropriate agency coordination. Concerns were raised about ODOT's and WSDOT's role in maintaining the bridge roadway, while local jurisdictions such as Vancouver and Portland do not traditionally handle bridge or freeway maintenance. Members also discussed potential funding sources and community partnerships to support upkeep.

CBAG members stressed that cleanliness and safety are critical for encouraging active transportation use and further coordination is needed to define agency roles and sustainable funding mechanisms.

The following outlines the key suggestions for language refinement as well as considerations for implementation:

- Integrate PD-20 into MA-15 to align with the existing recommendation on maintenance, safety, and long-term management of shared-use paths.
- Clarify maintenance responsibilities, distinguishing between ODOT, WSDOT, and potential local agency partnerships.
- Consider strategically placing trash cans in locations where they can be serviced by local jurisdictions or contracted providers.
- Include provisions for sweeping and debris removal to address concerns about broken glass, gravel, and safety hazards for cyclists and pedestrians.
- Explore tolling revenue allocations to fund maintenance of the shared use path and graffiti removal.
- Encourage community involvement through Adopt-a-Highway programs or corporate sponsorships to support ongoing maintenance efforts.

Community Benefits (CB) category:

CB-6: Provide online access to 3D models of the program to aid in visual understanding of the design.

A CBAG member noted that fly-through visuals lacked active transportation pathways, making connections unclear. He suggested future 3D models include bike and pedestrian routes for better public understanding. The comment was acknowledged for consideration.

CB-7: Coordinate with local governments to address zoning code issues that hinder housing development and housing affordability clauses, particularly in homeownership opportunities to address gentrification and displacement

- Explore land and zoning swap strategies for freeway-adjacent land, in collaboration with housing authorities, to develop affordable housing located further from freeways, and dispersed on both sides of the river.

Before the discussion, Thomas-Peralta acknowledged that some housing-related recommendations fall outside of DOT authority and will require partnerships with local governments, housing authorities, and other agencies. While implementation for some of these recommendations will fall outside of the IBR Program, CBAG input remains valuable in shaping priorities and guiding collaboration efforts.

CBAG members engaged in a detailed discussion on zoning and land use strategies to support affordable housing and prevent displacement near the freeway. The conversation focused on how IBR can acknowledge and support these efforts without overstepping its transportation-focused mandate.

Key discussion points:

- Clarification of land swap intent – Members discussed whether existing residential areas near the freeway would be impacted and whether land swap strategies could be used to relocate affordable housing away from the freeway while still maintaining accessibility.
- Environmental and transit considerations – Concerns were raised about the health risks of placing housing near a freeway, but members also emphasized the need to ensure equitable transit access if affordable housing is moved further away.
- IBR's role and responsibilities – Members agreed that while IBR is not a housing agency, it should still act as a partner in regional development efforts. The bridge project will impact surrounding land use, and IBR should work collaboratively with local jurisdictions to align investments with community priorities.
- Historical and equity considerations – The discussion included concerns about the historic displacement of marginalized communities due to freeway projects. Members emphasized the need for intentional coordination with local agencies to prevent further displacement, particularly for unhoused individuals living in the right-of-way.

- Urban renewal and regional coordination – There were interests in leveraging urban renewal tools to support housing and economic development around the bridge, similar to efforts in the Pearl District and South Waterfront.

The following outlines the key suggestions for language refinement as well as considerations for implementation:

- Reframe CB-7, CB-8, CB-12, and CB-13 recommendations under an overarching theme, positioning the IBR program in a supportive rather than directive role in housing development, support for houseless individuals, and other community-identified priorities.
 - The overarching recommendation should state: *To the greatest extent possible IBR program leadership, both during and post-construction, should actively support local government and community efforts to___* followed by a bulleted list that reflect the values CBAG members have shared related to affordable housing and community development
 - Highlight the need for equitable transit-oriented development to ensure that any relocation of affordable housing does not increase transportation barriers.
- Ensure clarity on land disposal and zoning mechanisms so expectations about available parcels remain realistic.
- Encourage IBR to facilitate discussions on a regional master planning process for impacted areas, including Hayden Island.

CB-11: Clean up the contaminated areas at the East Delta Dog Park between MLK and N Union Ct to ensure it can be used year-round.

CBAG members noted that contamination concerns at the East Delta Dog Park stemmed from prior use, environmental factors, and the presence of an encampment. However, the park has recently undergone remediation, including adding several feet of fill to improve site conditions. Some members suggested this issue may already be resolved.

Discussion shifted toward broader concerns regarding the Marine Drive interchange and its impact on the surrounding area, including Delta Park and local businesses. Members emphasized the need for continued coordination with local agencies to address long-term land use and transportation planning challenges, particularly ensuring that interchange design considers local priorities.

The following outlines the key suggestions on considerations for implementation:

- Clarify the extent of contamination and ongoing maintenance needs.
- Ensure coordination with the City of Portland responsible for park management.

CB – 13: Explore opportunities to build a grocery store and a childcare facility during the planning stages of Jantzen Beach.

CBAG members discussed this recommendation in connection with CB-7, recognizing the potential for catalytic development near the project area. Members noted that while IBR is not a land-use planning agency,

the program’s investments could influence development patterns, and there is an opportunity to support local jurisdictions in planning for essential community services such as grocery stores and childcare.

The following outlines the key suggestions on considerations for implementation:

- Recognize the need for coordination with city and regional planning agencies to integrate community services.
- Consider including language on equitable transit access to support accessibility to these amenities.

CLOSING REMARKS

Bell transitioned to the next agenda item, informing members about upcoming CBAG and program meetings. Green commended members for their hard work and dedication to community benefits.

ATTENDEES

Attendees	Organization
CBAG Members	
Frank Green	IBR Assistant Program Administrator
Rian Windsheimer	Oregon Department of Transportation
Carley Francis	Washington Department of Transportation
Anne McEnery-Ogle	City of Vancouver
Priya Dhanapal	City of Portland
Corky Collier	Columbia Corridor Association
Anthony Samperio	Worksystems Inc.
Scott McCallum	Washington State School for the Blind
Peter Fels	Alliance for Community Engagement
Jaynee Haygood	Vancouver Parks and Recreation Advisory Commission
Walter Valenta	At-large Community Member
Farleigh Winters	LSW Architects
Holly Williams	At-large Community Member
Michael Strahs	Kimco Realty
Marcus Mundy	Coalition for Communities of Color
Vicki Nakashima	Equity Advisory Group (EAG) Representative
Tom Hickey	Community Advisory Group (CAG) Representative
Siobhana R. McEwen	Southwest Washington Equity Coalition (SWEC)
Darcy Hoffman	Workforce Southwest Washington

Attendees	Role
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IBR Staff	
Aidan Gronauer	Assistant Director of Civil Rights & Equity
Johnell Bell	Principal Equity Officer
Josh Todd	Equity Team
Emilee Thomas-Peralta	Community Benefits Lead
Eric Trinh	Equity Team
Fabian Hidalgo Guerrero	Community Engagement Team
Steve Katko	Design Team Lead
Steve Witter	Transit Team
Caryn Urata	Transit Team
Prashaant Kulkarni	Transit Team
Brenda Siragusa	Equity Team
Amanda Hart	Technical Support

Other Attendees	Organization/Agency
Serena Stoudamire Wesley	Oregon Department of Transportation
Brenda Martin	City of Portland
Shawnea Posey	City of Portland
Lori Severino	City of Vancouver
Katherine Kelly	City of Vancouver
Michelle Giguere	Kimco Realty

Additional Participants

Online viewing is open to the public, partner agency staff and IBR team members. Sixteen participants viewed the meeting via YouTube livestream during the meeting.

MEETING RECORDING AND MATERIALS

Meeting Recording

[Community Benefits Advisory Group \(CBAG\) Feb. 27, 2025, 9:30AM PST \(youtube.com\)](#)

Meeting Materials

The meeting materials are available here: [CBAG Meeting Feb. 27, 2025 | Interstate Bridge Replacement Program](#)