

EQUITY ADVISORY GROUP (EAG) MEETING #40

Date and Time: Monday, October 21, 2024, 5:30pm to 7:00pm

Location: Zoom Webinar and YouTube Livestream

Number of concurrent YouTube viewers: 8

WELCOME

Dr. Roberta Hunte, EAG Facilitator, welcomed EAG members to the meeting, explained how to view closed captions, gave instructions for public input, and previewed the meeting agenda.

PROGRAM ADMINISTRATOR UPDATE

Ray Mabey, Assistant Program Administrator, provided Interstate Bridge Replacement (IBR) program updates. Ray described it as a busy time for the program, as it is still the public comment period for the Draft Supplemental Environmental Impact Statement (SEIS). Ray shared that there have been multiple public hearings, including one in Vancouver on October 15th and another in Portland on October 17th. Ray explained that community members could submit public comments either in writing or verbally by court reporter at both events, as well as engage with IBR staff to ask their questions.

Ray stated that there was a recent Bi-State Legislative Committee meeting, where the committee was briefed on the findings of the Draft SEIS. Ray shared that there was a Joint Oregon and Washington Transportation Commission meeting recently, where they discussed tolling policy and rates, and which scenarios would be considered in the level three traffic and revenue analysis, which helps the commission make a decision for the rate structure for tolling including potential low-income discounts and tribal exemptions.

Ray also shared that the program has been continuing to engage the community through tabling events, such as the St. John's and Vancouver Farmers Markets, the Bridgeton Neighborhood Association Annual meeting, and Dia de los Muertos festivities. Ray further shared that the program has provided numerous recent presentations to local organizations regarding the program's status, as well as the public comment period. Ray stated that the program will continue to engage in these efforts to get the word out until the public comment period ends on November 18th.

Ray then shared how to access the Draft SEIS and providing public comment. This includes reviewing the document and submitting a comment online, by hard copy at the IBR office, Vancouver City Hall, Vancouver Community Library, the Charles Jordan Community Center in Portland, and the Portland Building, submitting a copy by phone, mail, or attending a virtual public hearing. Ray shared that comments can be provided in

one's native language and the program will translate and respond to it. Ray stated that the next virtual public hearings will be held on October 26th and October 30th.

Ray emphasized that the program wants to receive public comments, explaining that it helps the program understand the impacts to the community and consider whether there are ways to adapt to address those concerns. Ray stated that the comments help guide the team in reviewing, refining, and adjusting designs that will be reflected in the Final SEIS. Ray recommended that public comments specifically cite where in Draft SEIS the comment is referring. Ray also highlighted that formal public comments are not accepted through social media or informal conversations, but only through the official channels he previously shared. Ray also stated that hyperlinks should not be included in a public comment, but instead to provide attachments with specific citations to highlight what is germane. Ray stated that audio or video attachments are accepted, but that they need to be transcribed or submitted through the voicemail line. Ray explained that the voicemail line is automatically transcribed.

EAG member: This is impressive engagement in terms of getting the Draft SEIS out there. Are there any gaps in terms of places where you feel like it would great to know that you're going to hear from a particular sector or any gaps that you see where additional outreach or support from this group could help encourage people and interest groups to attend or give comment?

Ray responded that he did not want to attempt to favor any specific interest group more than another, but that the program is providing as broad of an opportunity as possible for people to comment in a way that feels important to them. Ray emphasized that the program wants to hear from everyone, whether the comment is positive or negative. The program welcomes suggestions and ideas. Ray stated that the program wants to ensure that people are aware of the document, what is contained within it, and how they can comment. Ray stated that if EAG members hear that people are not aware, they can help the program by informing the team so that a presentation or outreach event can be planned to engage that community.

EAG member: It's good to know there are different options for people to get that information. I appreciate the variability so people can participate across comfort levels.

Ray responded saying that EAG members are the program's eyes and ear, so if there are people who don't know how to approach the Draft SEIS, let the program know so outreach can be planned.

EAG member: I also want to appreciate the different ways folks can engage with this. More than the website, but also hard copies, as well as the language access. I appreciate all those efforts to make it as accessible as possible.

Ray credited the program team for their work in outreach and engagement, and stated he would pass along the positive feedback to them.

SECTION 106 PRESENTATION

Hayli Reff, Cultural Resources Program Manager, provided a presentation about the Section 106 process and public comment opportunity. Hayli shared that the Section 106 process is currently in the public comment period as of October 18th, and that the findings include two key steps: the identification of impacted properties and the assessment of effects to those properties. Hayli reviewed that Section 106 is a requirement under the National Historic Preservation Act of 1966 that requires all federal agencies to consider the effects on historic properties from projects like IBR. Hayli explained that the last time the team had last done outreach with the EAG in Spring 2023, and in the time since then, they have conducted extensive efforts to identify historic properties, consult with parties including federal, state, and local agencies, tribes, and other non-governmental organizations. These efforts culminated in the development of Determinations of Eligibility and Findings of Effect, which are now available for public comment.

Hayli explained the four key steps in the Section 106 process. Step one is initiating the process. This means to determine the undertaking, coordinate with other reviews, identify consulting parties, and make a plan to involve the public. Step two is to identify historic properties. This means to determine the Area of Potential Effect, make reasonable and good faith effort to identify historic properties, determine National Register eligibility, consult with the consulting parties, and involve the public. Step three is to assess adverse effects. This means to apply criteria of adverse effects, consult with consulting parties, and involve the public. Step four is to resolve adverse effects. This means to develop and consider alternatives or modifications to avoid, minimize, or mitigate adverse effects, while continuing to consult with consulting parties and involve the public.

Hayli explained that the Area of Potential Effect was determined in 2023 and includes portions of both Washington and Oregon, and that these are the areas that were analyzed in steps two and three. Hayli explained that there is one document, the Determination of Eligibility, for each above-ground historic property identified. Hayli shared that the determination analyzes whether the historic property is eligible for listing in the National Register of Historic Places and why. For each of those properties that were determined to be eligible for listing in the National Register, there is another document filed called the Findings of Effect. The Findings of Effect provides a possible finding of: Adverse Effect, which means the program activity may alter the characteristics of an historic property that make it historic, No Adverse Effect, which means it may alter the property but not the characteristics that make it historically significant, or No Effect, which means no effect whatsoever. Hayli stated that consultation with consulting parties occurred prior to finalizing determinations, and that all documents have been concurred with by the Oregon State Historic Preservation Office or the Washington Department of Archaeology and Historic Preservation.

Hayli shared that the IBR program is seeking feedback from the public on the Determination of Eligibility and Finding of Effect documents, which will inform the program's consideration of mitigation strategies for known adverse effects. This will lead to establishing a project-level Programmatic Agreement that includes measures to resolve adverse effects and process and protocols for involving stakeholders in consultation as effects are identified and resolved. Hayli stated she anticipates that the program will be prepared to consult with the public on the draft Programmatic Agreement in early 2025.

Hayli encouraged the public to participate in the Section 106 public comment period by visiting the cultural resources online open house, which provides an online platform to submit comments. Comments can also be mailed. Hayli explained that comments can be submitted in any language and that the program will accommodate needs for accessibility under the Americans with Disabilities Act. Hayli encouraged the public to learn more about Section 106 by reviewing the Advisory Council on Historic Preservation’s website and the Federal Highway Administration’s Section 106 tutorial.

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS) PRESENTATION

Transportation Findings

Ryan LeProwse, Transportation Planning Lead, presented on the Transportation Findings for the Draft SEIS.

Safety

Ryan started by sharing information about the existing safety conditions of the I-5 Bridge, which was informed by data collected between 2015 and 2019. In that time period, there were 1,780 crashes, 7 of which were fatal and 17 of which involved serious injuries.

Ryan shared projections for the expected safety outcomes in the IBR Program Area roadways in 2045. For the no-build alternative, meaning the bridge is not replaced, crashes are expected to increase 28%. If the Modified Locally Preferred Alternative (LPA) with one auxiliary lane is built, it would result in an estimated 13% reduction in crashes. If the Modified LPA with two auxiliary lanes is built, crashes would be reduced by an estimated 17%.

Commute

Ryan then provided information about daily traffic on the bridge, including vehicle, freight, transit, and active (walk, bike, and roll) transportation. Ryan again provided estimates for the year 2045, with estimated transit traffic almost doubling and active transportation quadrupling with the Modified LPA options over the no-build option. Single vehicle and freight traffic would both have an estimated small reduction with the Modified LPA options over the no-build option. Overall, it is estimated that the Modified LPA options would increase the total traffic over the no-build option by approximately 10,000 trips per day, but with that traffic increase largely being observed in transit and active transportation. Ryan explained that the investment to extend the yellow line, provide bus-on-shoulder lanes, and build new park and ride lots will increase in transit use.

Ryan then provided information regarding the expected travel times for vehicles, both north and southbound. Ryan explained that the travel times are calculated between the I-5/I-205 interchange near Salmon Creek and the I-5/I-405 interchange in North Portland during weekday two-hour peak in the year 2045. For southbound morning traffic, travel times are expected to marginally improve with the Modified LPA, either with one or two auxiliary lanes. The no-build option anticipates 58 minutes of travel time, with the time being reduced to 54

and 50 minutes with the Modified LPA with one or two auxiliary lanes, respectively. Northbound afternoon/evening travel times are expected to greatly improve from 42 minutes with the no-build option to 26 or 14 minutes with Modified LPA with one or two auxiliary lanes, respectively. Ryan explained that the southbound reduction is less pronounced due to bottlenecks outside of the program area.

Ryan presented information about the hours of daily congestion anticipated in the year 2045 across the options. Ryan defined congestion as the number of hours in a weekday that traffic moves at speeds under 45mph. For southbound traffic, the timeframe used is 5:00am to 9:00pm, while northbound traffic is within the timeframe of 7:00am to 9:00pm. Ryan stated that for the no-build option, house of daily congestion would be 16 for southbound traffic, and 14 for northbound traffic. For the Modified LPA with one auxiliary lane, southbound traffic is expected to experience 4.75 hours of congestion per day and 9 hours for northbound traffic. Finally, for the Modified LPA with two auxiliary lanes, southbound and northbound traffic would experience 4.5 and 6 hours of daily congestion, respectively.

Ryan showed information about the estimated weekday transit travel times in 2045 between downtown Vancouver and Pioneer Courthouse Square in downtown Portland. Ryan provided this information for both south and northbound traffic on Express Bus and on Light Rail. For southbound morning commute traffic, the Express Bus is estimated to take 48 minutes with the no-build option but would be expected to increase to 59 minutes with either Modified LPA. The northbound afternoon/evening travel time would decrease from 67 minutes with the no-build option to 45 and 33 minutes with the Modified LPA with one or two auxiliary lanes, respectively. Ryan explained that, when combined, the reduction in travel time would be about 10 to 20% with one of the Modified LPA options. For Light Rail, the no-build option would result in this option being entirely unavailable but would result in a 47-minute trip in both directions if built. Ryan explained that the 47 minutes includes a combined 10-minute walk and wait time allowance.

Ryan then provided information about estimated transit ridership and passenger miles, with ridership increasing an estimated 96% and transit miles being travelled increasing from 69,500 miles with the no-build option to 213,000 miles with either Modified LPA. Ryan again explained that the extension of light rail and the investment of exclusive right-of-way to transit for bus would lead to this increase.

EAG member: Thank you for walking through that. Can you expand on the congestion issues that are impacting the southbound lanes? Are there investments planned for those areas too?

Ryan responded that there are three bottlenecks southbound, one in the program area, but two south of the program area. One is at the I-5/I-405 split and the other is in the Rose Quarter. The Rose Quarter Program is trying to improve that bottleneck, but that is a separate program. The I-5/I-405 split is outside of these program areas, but the Oregon Department of Transportation (ODOT) is aware of the issue and has been investigating potential solutions, but there are no concrete future plans for addressing it that can be used in estimates. Ryan explained that the only northbound bottleneck is within the program area, which is why the estimated travel improvements are expected to be much better.

Community Findings

Rebecca Steiner, Environmental Team, presented the Community Findings for the Draft SEIS. Rebecca explained that the Draft SEIS includes both long-term and temporary impacts to each resource. She encouraged members to review the Draft SEIS to learn more about each portion she covers in her presentation and provided section numbers throughout to help guide members to the relevant area of the document.

Environmental Justice

Rebecca started with Environmental Justice (EJ), explaining that Executive Order 12898 of 1994 requires federal agencies to analyze disproportionately high and adverse environmental effects of federal actions to minority and low-income populations.

Rebecca stated that the analysis found that EJ populations would experience similar impacts and benefits to the general population in areas of:

- Increased access to high-capacity transit and active transportation and reduction in vehicle travel time
- Increased job access due to faster travel times
- Improved air quality
- Increased traffic and noise impacts from construction

Rebecca stated that there would be disproportionately high and adverse impacts on EJ populations in regard to:

- Costs associated with tolling
- Residential and business displacement in high-priority and meaningfully greater EJ area
- Potential impacts to cultural resources

Cultural Resources

Rebecca explained that federal guidance encourages coordination of reviews between Section 106, as described by Hayli, and the National Environmental Policy Act (NEPA). Rebecca explained that the IBR program is coordinating both reviews with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and that both reviews are being taken into consideration as the design progresses. Rebecca shared that 12 of the 15 previously recorded archaeological sites in the area of potential effect are located within the Modified LPA, and that the sites have the potential to be impacted by

construction-related ground disturbance. Rebecca shared that the Modified LPA would result in adverse effects to 12 historic built environment resources, including 7 properties in Washington, 3 properties in Oregon, and 2 interstate properties.

EAG member: Are there specific neighborhoods you anticipate being impacted in the short-term due to the traffic impacts or congestion during construction?

Angela Findley, Environmental Lead, explained that construction will happen throughout the corridor at different times so neighborhoods proximate to construction would be impacted. Angela shared that the Bridgeton neighborhood would be close to the Marine Drive work and Hayden Island is situated close to the replacement bridge, so noise and potential dust pollution, as well as detours, would be expected. Angela shared that on the Washington side, the Esther Short neighborhood and the area around SR-14 would experience noise, dust, and detours. Additional impacts beyond those immediate neighborhoods would be associated with the phasing of construction. Angela stated that the neighborhoods abutting the I-5 corridor are the main focus of identifying the impacts.

EAG member: Do you anticipate that folks will take I-205 instead and will there be impacts there? Also, can you explain how EJ populations are looked at? Is it looking at the larger study area and then identifying the EJ populations within it. Is that part of the study? You called out Esther Park, but I noticed mention of the Rockwood neighborhood, which is a bit further out.

Angela replied that the Rockwood neighborhood is in the Gresham area where the current Ruby Junction operations maintenance facility is for TriMet's light rail. Angela explained that the project includes expansion of that facility, which is why the neighborhood was specifically analyzed and addressed for potential impacts. Ryan responded to the I-205 question, stating there is a diversion analysis included in the Draft SEIS, which showed that the expected diversion to avoid the toll would be greatest during non-peak hours, but that overall, the expected diversion is minimal.

EAG member: Thank you all so much. You're all so knowledgeable.

Environment Findings

Emma Johnson, Environmental Team, presented on the Environment Findings.

Climate Change

Emma started with discussing the Climate Change impacts of the project. She explained that the Modified LPA would have several benefits concerning climate change compared to the no-build option. This includes:

- An increased share of low- and zero-emission modes of transportation (active and transit)

- Lower energy consumption and greenhouse gas emissions in 2045 due to reduced vehicle miles traveled and increased mode shift to other forms of transportation. The reduction of exhaust emissions is estimated to be 31 metric tons of carbon dioxide exhaust per day.
- Improvements in climate resilience with materials and design of the new bridge

Ecosystems

Emma explained that the Draft SEIS examines impacts to species and habitats in general, but also examines a list of species of interest. Species of interest are a list of native species identify through tribal and agency coordination as locally important and it's inclusive of threatened and endangered species. Emma shared that the Modified LPA's bridge removal and replacement would result in direct permanent impacts to sensitive aquatic habitats in the Columbia River and North Portland Harbor. She explained that a specific mitigation plan has not yet been developed, but that two mitigation sites are being evaluated for habitat restoration to offset natural resource impacts and that the sites would be approved by federal, state, and local regulatory agencies.

EAG member: Can you help contextualize the greenhouse gas emission reduction? How do we understand the scale of that impact?

Angela responded that they examined greenhouse gas emissions from both construction and operation, which includes tailpipe emissions, vehicle miles traveled, and air quality analysis. Angela explained they are estimating impacts in the year 2045 and trying to estimate what people may be driving in 20 years, which includes trying to account for electric vehicles. These expected changes in vehicle population, or fleet, is contributing to the smaller improvements in greenhouse gas emissions between the no-build and build options. Additionally, the no build option does not have the associated emissions from the materials and equipment operation for construction, while there is a greenhouse gas expenditure calculated for the Modified LPAs options. Angela recommended reviewing the Draft SEIS and Climate Technical Report for even greater detail.

INFORM/CONSULT SESSION ON IBR COMMUNITY BENEFITS: AVOID FURTHER HARM

Shannon Singleton and Emilee Thomas-Peralta, Equity Team, led the discussion. Shannon shared an overview of the IBR community benefits approval process, explaining that the Community Benefits Advisory Group (CBAG) recently completed brainstorming benefits and moved into the review and refine phase of their work last month. Shannon explained that it is an iterative process between CBAG and IBR leadership, EAG, and Community Advisory Group (CAG). Feedback from EAG and CAG will be returned to CBAG as they continue refining their recommendations, which will then be presented to the Executive Steering Group (ESG), who will then forward final recommendations to IBR and DOT leadership who will give final approval. Those approved recommendations will be developed into a Community Benefits Plan.

Emilee explained that Avoid Further Harm is from the Equity Framework and is defined as “actively seek out options with a harm-reduction priority rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.” Emilee then provided the potential benefits as developed by the CBAG as:

- Have collaborative conversations with landowners and consulting tribes to maintain access to the river for Native communities throughout construction.
- Require contractors to perform foundation inspections/videos on specific properties (as defined by each specific work activity) prior to construction to establish baseline conditions for determining whether any subsequent impacts are caused by IBR construction.
- Increase public transit services and explore alternative routes to mitigate transportation impacts to transit riders, walkers, bikers, rollers, and people using mobility scooters during construction, including the implementation of shuttle buses and additional bus routes along the impacted routes in the cities of Vancouver and Portland.
- Develop a proactive communication plan for before and during construction to keep the public informed of potential impacts such as noise, route closures, other mobility impacts, etc. To include communication for transit/mobility impacts as soon as possible, as well as messaging to homeless service providers.
- Establish a comprehensive process for community members to voice concerns and report negative impacts, potentially including an online platform and/or hotline where community members can report issues and receive timely responses, ensuring a commitment to responsiveness and due diligence to reach resolution. Consider exploring the use of Artificial Intelligence.
- The real estate process, including eminent domain (which is a last resort) and outreach must include considerations for language access and culturally specific and relevant services.
- Identify funds for direct impact mitigations resulting from construction.
- Develop comprehensive strategies and funding options with the program and other partners that can be implemented to address the relocation and housing needs of people experiencing unsheltered homelessness affected by the program. Explore partnerships and funding options with agencies providing culturally specific services focused on equity priority communities and those who conduct street outreach and engagement for housing placement.
- Minimize impact on small businesses during construction, particularly those on Hayden Island, to avoid extended closures.
- Explore opportunities for replacing removed trees early in the process in consideration of timing for planting and maturation.

- In line with existing procurement policies, ensure there are opportunities for representation of equity priority communities in the RFP review process to avoid and address potential biases.

Emilee then shared additional context for the conversations with the CBAG, explaining that many of the recommendations are aligned with standard practices observed by DOTs in contract specifications. Emilee then opened the space up for discussion, with the prompt of: “Are these recommendations in line with the EAG Equity Framework Principles from your perspective?”

EAG member: I think we could be more explicit around the piece about the identification of funds for direct impact mitigations resulting from construction to ensure that those benefits are actually getting to who they should be getting to and that it's equitably distributed. Also, where it says collaborative conversations with landowners and tribes; conversations don't always mean outcome. Is it possible to just say collaboration with landowners. I feel collaboration implies something being done, whereas conversation is just talking about it.

Shannon stated these points will be brought back to CBAG.

EAG member: Will there be a language access component as part of the proactive communication plan.

Shannon responded that there could be, but that it will be brought back to the CBAG as the aim is for CBAG to be owners of these recommendations.

EAG member: The City of Vancouver just completed the Language Access Plan that is being presented to city leaders tomorrow, with the hope of going into effect in 2025.

EAG member: Thank you for walking through all of this. This is the part that I'm really excited about to be able to see the Equity Framework centered in the conversation. To an earlier point, I'm thinking about these concepts of conversations and engaging and trying to think about what the impact is. For example, the proactive communication plan about what's happening with construction, what are we hoping the impact of that is? Because I think that's when we will start to get a measurable benefit. I think there seems to be an opportunity to speak more directly to displacement, and supports around that, along with minimizing impacts on small business. We had a lot of conversations about displacement in the framework around avoiding harm. I think it also calls out opportunities for collaboration around unsheltered and homelessness, so I'm glad to see that in there.

Shannon confirmed those notes will be brought back for conversation with CBAG. Emilee added that the Draft SEIS includes some language for mitigation for impacted businesses, and encouraged members to think about what specific forms of support could be offered to impacted businesses.

EAG member: I'm excited about this part of the project. I agree with some of the sentiments around specificity and needing more. I think there's a lot of planning and communication stipulated, but not necessarily any direct impact. So, I guess for each one of them, I'd like to see what success looks like and how we measure it to demonstrate success or impact. Increasing specificity of actual action is what I would ask for. Will this be coming back to us again?

Shannon stated that they won't come back for additional input, but the final recommendations will be presented so that EAG can see the final product from CBAG.

EAG member: I would add to the communication plan more signs visible along the corridor noting project information for all individuals in transit, car, bus, bike, or pedestrian.

Shannon responded that CBAG often recommends signage across benefits categories and that she will bring that recommendation into their next conversation. Shannon also shared that an EAG member, Vicki Nakashima, also sits on CBAG to form that deliberate link in the work of the two groups.

EAG member: Are the community benefits also related to the potential tolling fees that would be collected?

Shannon responded that they are not directly related to tolling and explained that the CBAG is primarily focused on what the IBR program controls, and that the tolling decision is not up to IBR.

EAG member: On the process for community members to voice their concerns, I'm curious if the CBAG has recommendations on the structures needed to respond to that. It makes me think about the construction industry needs for setting up structures for harassment reports, like an ombudsman.

Shannon responded that there has been work around that conversation but emphasized that workplace harassment and potential future labor agreements are distinct issues that are still being defined with care.

EAG member: What is the program already committed to doing as part of the project as mitigation with respect to some of these outreach and engagement measures? What are we going to do overall other than signs?

Shannon responded that the CBAG has been getting into some of those details, such as flyers in deliberate areas to target unsheltered and unhoused populations. Shannon then invited other experts to share their insights from their areas. Ray stated that the final communication plans are still not finalized because construction is still about a year away, but that potential plans are in development with the partners in both transit agencies and cities. The partners' feedback and input on those plans will help the program develop the plans in accordance with best practices. Angela added that the Draft SEIS includes proposed mitigation measures in each subsection in Chapter 3, including measures that affect neighborhoods and businesses. She explained they are broad now but will become more specific after the public comment period and as the final document is prepared.

EAG member: Has art been part of the conversation as a component of signage and/or mitigation as a benefit to community in the area? Also wondering if areas without trees will lose shade and if that needs to be mitigated for extreme heat.

Shannon replied that art has been part of the conversation during the brainstorm phase, but not part of the avoid further harm section, but it's going to come up in another area of recommendations. The trees portion is a good question, and the group has talked about the desire for the most mature trees possible be planted as a replanting, but comments will be brought back to CBAG to consider additions beyond trees.

Angela added that replacing vegetation in impacted areas is part of standard mitigation measures to do in-kind as much as possible. She explained it's hard to establish mature vegetation, but there's synergy in the work on CBAG and the standard mitigation in the environmental team. Angela also added that grants from FTA usually require a certain percentage to go towards art.

[Correction: Angela Findley misspoke on this point and corrected that art is not a required percentage of fund expenditures from FTA grants.]

EAG member: How are we going to acknowledge previous harm done before this work. How are we going to share that with the community, taking accountability before we even start? For example, "We know we've cause harm before doing projects like this, and we've done anything and everything possible to prevent that this time, and if we cause harm along with way, we are ready for that accountability." Is that going to be discussed or established?

Shannon replied that this question seems larger than community benefits, although that has come up in CBAG discussions. She stated that CBAG has discussed the IBR program following Metro's lead in acknowledging the previous harm and history of a site. Shannon stated that there's also been conversation about Vanport and the repeated displacement of the Black community, as well as the harm to indigenous communities and taking of land. Shannon explained that the conversations are shaping into more concrete benefits in the broader community benefits category. Ray added that it seems to be embedded into the program by the EAG and Equity Team to bring equity into the approach throughout different parts of the program. Ray stated that it's important to stay vigilant and identify opportunities to keep living IBR's values. Emilee also added that some benefits, like Native access to water, is trying to tie that cultural significance to the benefit. She stated that IBR is working with the tribes to define what access means to them, instead of the program defining that on their behalf. Emilee highlighted the close collaboration with the IBR Tribal Liaison and tribal communities to provide touchpoints throughout the project. Shannon added that the Equity Team is part of the public outreach efforts to keep that connection to equity.

EAG member: It sounds like this work will come to us under each category of the Equity Framework. What's the next category?

Shannon replied that there are a few more Avoid Further Harm recommendations that CBAG is still working on, then Mobility and Accessibility, so recommendations from both topics will be coming to EAG in November.

PUBLIC COMMENT

Chris Smith with the Just Crossing Alliance: The Just Crossing Alliance is 36 environmental, transportation, land use, and environmental justice organizations seeking the most sustainable and equitable outcomes possible from this project. I want to call out an equity issue that's evolving in a different form and that is the Bi-State Subcommittees of the Transportation Commissions that are considering tolling. Some of you from the Oregon side may remember that Oregon chartered a committee called EMAC to look at the equitability and pricing as part of the Oregon toll efforts. That committee met for several years and produced a very

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strong recommendation to have a 50% low-income toll discount that was carried into this process. But I was somewhat dismayed to see that when the joint subcommittee forwarded toll scenarios to evaluate in the level three analysis that will be used to set tolling, they treated that discount two ways. The first is they have a scenario that says we don't give the discount until the bridge opens, so for six years there would be pre-completion tolling with no discount available to low-income households. The other scenario that they advanced was to implement as soon as practical. But the practical problem is that Washington doesn't have a comparable policy. That leaves open the possibility that we could start tolling without that discount and we believe that the low-income discount must be available on the first day that tolling begins. We hope that your group, with our focus on equity, will pay attention to that and make appropriate recommendations.

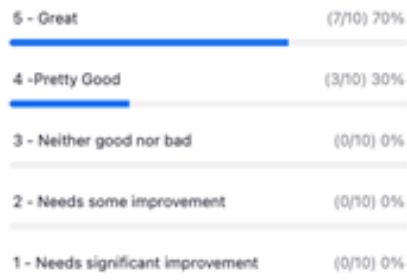
MEETING EVALUATION POLL

EAG Survey

Poll ended | 1 question | 10 of 15 (66%) participated

1. How would you rate tonight's meeting, on a scale of 1-5 (Single choice) *

10/10 (100%) answered



... [Share results](#)

ADJOURN

- Next EAG meeting: November 18, 2024, 5:30pm-7:30pm
- Following EAG meeting: December 16, 2024, 5:30pm-7:30pm

ATTENDEES

Attendees	Organization/Affiliation
EAG Members	
Aidan Gronauer	WSDOT
Jennifer Campos	SW Washington Regional Transportation Council
John Gardner	TriMet
Nicole Chen	City of Vancouver
Sebrina Owens-Wilson	Metro DEI Team
Shawnea Posey	PBOT
Chandra Washington	C-TRAN
June Reyes	Port of Portland
Miriam Halliday	Workforce Southwest Washington
IBR Staff	
Ray Mabey	Assistant Program Administrator
Hayli Reff	Cultural Resources Program Manager
Ryan LeProwse	Transportation Planning
Emma Johnson	Environmental Team
Rebecca Steiner	Environmental Team
Angela Findley	Environmental Lead
Emilee Thomas-Peralta	Equity Team
Shannon Singleton	Equity Team
Lucy Hamer	Equity Team

Attendees	Organization/Affiliation
Fabiola Casas	Equity Team
Tanya Adams	WSP Inclusion and Diversity
Dr. Roberta Suzette Hunte	Facilitator
Amanda and Andrea	ASL Interpreters
Tracy Ukura	Captioner
Amanda Hart	Tech Support

MEETING RECORDING AND MATERIALS

Meeting Recording

A recording of the meeting is available here: [Equity Advisory Group \(EAG\) October 21, 2024 5:30PM PST \(youtube.com\)](#)

Meeting Materials

The meeting materials are available here: [EAG October 21, 2024 Meeting | Interstate Bridge Replacement Program](#)