

COMMUNITY BENEFITS ADVISORY GROUP (CBAG)

MEETING #4

Date and Time: Thursday, December 14, 2023 / 10:00am – 12:00pm

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

Number of concurrent YouTube viewers: 21

OUTCOMES

- CBAG members will learn about the Draft Supplemental Environmental Impact Statement (SEIS) process.
- CBAG members will review and discuss the community benefits recommended in the October CBAG meeting.

WELCOME

Shannon Singleton, co-facilitator and Community Benefits Lead, commenced the IBR Community Benefits Advisory Group (CBAG) meeting, extending a warm welcome to all attendees and acknowledging those joining virtually. She indicated a change in the meeting's structure, with public comments occurring at the beginning of the meeting.

Singleton emphasized the meeting's commitment to accessibility and inclusivity. English and Spanish closed captions were made available on both Zoom and YouTube, and attendees were given guidance on how to access these features. Additionally, an American Sign Language (ASL) interpreter was present to ensure the meeting was accessible to all participants. Instructions were provided on how to spotlight the interpreter's video for continuous visibility.

As for public comments, Singleton informed that the segment was scheduled to start around 10:25 AM. She outlined the guidelines for participation, the necessary links for participation and clarified that screen sharing by commenters was not permitted and that they would be removed from the room at the conclusion of the public comment period. For those wishing to comment by phone, detailed instructions were provided, including phone numbers, a meeting ID, and the process for raising hands and unmuting.

After covering these points, Singleton handed over the meeting to Greg Johnson, IBR Program Administrator for the next section.

Johnson expressed his gratitude to the group for their efforts. He emphasized the significance of the task at hand, highlighting its importance in setting the context for the program and shaping its public-facing aspects.

City of Portland Commissioner Mingus Mapps expressed gratitude to attendees for coming to downtown Portland to engage in the important discussion.

City of Vancouver Mayor Anne McEnerny-Ogle greeted the attendees and looked forward to making progress.

Singleton outlined the group agreements for the meeting, emphasizing the importance of fostering strong relationships and staying focused on shared goals. She highlighted the need to be mindful of power dynamics in the room, creating an inclusive environment that respects multiple truths and norms. Emphasizing kindness and bravery, Singleton encouraged the examination of racially biased systems and processes, reminding everyone that the session is a learning space open to all.

For engagement, Singleton asked members to turn on their cameras when speaking and virtual participants were encouraged to actively participate through written notes and using the raise hand or speak features. Singleton stressed the value of diverse perspectives and the acceptability of disagreement, urging those who typically talk more to listen more and those who listen more to talk more, all while assuming and having good intent. This approach, she noted, was vital for fostering a constructive and inclusive meeting environment.

Singleton then requested each advisory group member to introduce themselves, including their name, organizational affiliation or if they are an at-large member, their preferred pronouns if they wish to share them and something they are looking forward to during the upcoming holiday season. CBAG members introduced themselves.

Singleton provided an overview of the meeting's agenda. The next section was set to begin with public comments, followed by a program update from Administrator Johnson. This will be followed by a presentation on the Draft Supplemental Environmental Impact Statement (SEIS), with allocated time for Q and A, and discussion. While hoping to avoid rushing this segment, she expressed a desire to dedicate some time to small group discussions. These discussions would revolve around the materials provided in the handouts, which included content from the presentation as well as recommendations from small group discussions in the October CBAG meeting.

Singleton guided the group on how to proceed with public comments and explained several options for submitting comments post-meeting. Singleton concluded by noting that no written comments had been received in advance of this particular meeting.

PUBLIC COMMENT

There was no written or verbal public comment for this meeting.

PROGRAM UPDATE

Administrator Johnson provided a detailed update on the program's progress and upcoming initiatives. The team is actively engaged in preparing the Draft SEIS, which is a pivotal phase of the program. To raise awareness and encourage community participation, the program has conducted numerous presentations, including to the Arnada Neighborhood Association, the Bike and Pedestrian Advisory

Committee of the City of Portland, the Metropolitan Mayor's Consortium, and the C-TRAN Citizen Advisory Committee.

Johnson added that the program also held a [virtual public briefing](#) to inform the public about the program and the upcoming release of the Draft SEIS, which is available on the IBR website (linked above) for those seeking to understand more about the program. This is particularly useful for community-based organizations aiming to educate their members. Additionally, he highlighted presentations to the Washington Public Ports Association and the Vancouver City Council, as well as a multilingual community-based organization (CBO) listening session, co-hosted by two of the IBR mini-grant recipients, Slavic Community Center of the NW (SCCNW) and Odyssey World Education International Services (OWEIS) to spread the word about the upcoming Draft SEIS, the public comment period and how to make comments, all aimed at extending public engagement.

Johnson emphasized that as the program looks towards 2024, a primary focus will be on enhancing community engagement and participation in the Draft SEIS public comment period. The objective is to guide the public in making substantive and relevant comments, which are essential for the program's progression. He stressed the importance of the community's input in shaping the program's direction and impact.

He added that the goal for this phase is to reach the Record of Decision (ROD) by early 2025. Achieving this milestone would signal the readiness of the program to transition into critical phases like real estate acquisition and construction. In parallel, a significant challenge that lies ahead is updating the program's financial estimate. This update is crucial to account for the current trends in inflation and program pricing, ensuring that the budget reflects realistic and current economic conditions.

Johnson underscored the ongoing commitment to community engagement as a key component of the program's development. He emphasized the importance of creating a comprehensive document that would address the needs of the community, incorporating inputs and insights from the work being done by the Community Benefits Advisory Group (CBAG), the Equity Advisory Group (EAG) and the Community Advisory Group (CAG). This process of engagement and collaboration is set to make 2024 a particularly active year for the program.

Johnson elaborated on the significant financial efforts being undertaken through substantial grant applications to support the program. He shared that the team has applied for a Mega Grant of \$600 million. The program is expecting an announcement regarding this application at any time between now and January.

Johnson added that an application for the Bridge Investment Program (BIP) grant was submitted, amounting to \$1.5 billion. The decision on this large grant is anticipated around May or June of 2024. The success of these grant applications is crucial, as they represent a significant portion of the funding needed for the program's progression. The team awaits these decisions with high hopes, understanding the transformative impact these funds could have on the program.

Continuing with the updates, Johnson touched upon a notable visit from Governor Inslee of Washington speaking about the importance of the program, the cooperation that is happening between Oregon and Washington, and how it is critical to get this program done. Secretary Millar and Mayor McEnerny-Ogle

joined this visit. He emphasized that the visit has a positive impact on the program and reiterated the commitment between the two States.

Additionally, Johnson highlighted ongoing meetings with the Bi-State Legislative Committee (BSLC). He mentioned the program had BSLC meetings on November 3rd and 28th. He informed participants and the public about an upcoming BSLC meeting scheduled for Friday, December 15th.

PRESENTATION ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS)

Chris Regan, Environmental Manager for the Interstate Bridge Replacement (IBR) program, provided a detailed update focusing on the National Environmental Policy Act (NEPA) and its application to the IBR program. He provided an overview of NEPA, explaining its significance in ensuring decision-makers understand the environmental and community impacts of major federal projects and provide opportunities for public review and comment.

Regan described NEPA as a procedural law that has evolved over 50 years, improving the process of identifying impacts and ensuring meaningful public involvement. He emphasized NEPA as a planning tool, requiring agencies to define the project's purpose and need and the alternatives to address that need. This process involves assessing the impacts of the design on community and environmental elements before significant investments are made, making it possible to change direction if necessary.

Regan explained that the IBR program's current focus is working with technical experts to define assessment methods and have these assessments reviewed by internal and public entities, including Tribes and federal agency subject matter experts.

He noted that the previous purpose and need identified during previous planning work remains valid, and supplemental information was necessary to update the federal NEPA decision. The IBR program worked with the Executive Steering Group (ESG) to identify the Modified Locally Preferred Alternative (LPA) for study in the Draft SEIS. This modified LPA, compared against a no-build alternative, has undergone assessments and will be available for public comment this spring. Following public input, the staff will address comments to refine the modified LPA to avoid, minimize or mitigate impacts.

He explained the SEIS structure, highlighting its various components, including a summary, purpose and need, alternatives, analysis of impacts, and environmental consequences across over 20 disciplines. The Draft SEIS will also include a financial analysis and a discussion of the impacts and benefits, including long-term effects, short-term construction effects, indirect effects and cumulative effects. Mitigation measures to address unavoidable adverse impacts will also be discussed.

Regan called for the group's assistance in spreading the word about the upcoming public comment period for the Draft SEIS. He emphasized the importance of community engagement in this process and asked for the group's help in informing their communities about the Draft SEIS and the significance of providing public comments.

The Draft SEIS is planned for release in Spring 2024, with efforts being made to ensure the document is understandable and accessible. The program will have a 60-day comment period, exceeding the typical

30 to 45-day period for these types of programs. The IBR team will be available to help answer questions and explain the document's contents and the importance of commenting on it. The team's community engagement efforts include advisory group meetings, neighborhood association meetings, public briefings and events with other partners.

Regan concluded by discussing the design options within the Modified LPA, which include bridge configuration, auxiliary lanes, I-5 alignment, C Street ramps and park-and-ride locations. He emphasized the importance of public comments and coordination with agencies and tribes around these design options.

Finally, Regan opened the floor for discussion, asking how the program can help the community prepare for the Draft SEIS and what information is most important for the public to understand about the draft document as the program moves forward.

Questions and comments from CBAG members:

- One member initiated the conversation by focusing on the need for clarity in communications about the program's timeline. She emphasized the public's confusion regarding what is currently funded and what might be planned for future funding.
 - Another member added to this point by emphasizing the importance of understanding the specific impacts associated with the construction timing of the program.
- A member noted the usefulness of visual aids like videos and 3D models in making the project details and impacts more understandable to the public.
- A member raised a point about the confusion for many people regarding the program timeline and near- vs. long-term construction timelines. People also need clarity about which program investments are currently funded and which are slated for future grant or other funding opportunities. A member brought up a question about how the completed program would align with the greenhouse gas reduction goals and emissions targets of both states and local communities.
 - Chris responded by confirming that the climate section of the Draft SEIS would address these issues. He focused on how the program aims to meet the climate goals set by local and state authorities.
- A member raised a question about the scope of topics under consideration, seeking clarification on whether discussions were limited to items on a specific slide or if other aspects like bike lanes and exit ramps were also included.
 - Regan clarified that while larger design options were being discussed, feedback on all elements, including active transportation options, is welcome during the public comment period.
- A member made a request for all maps and decision-making documents to be dated to avoid confusion with outdated materials from previous meetings.
 - Regan thanked the member and said he would share that with the team.

Singleton thanked Chris for his presentation and encouraged CBAG members to reach out after the meeting with any further questions or feedback, emphasizing the importance of making the information accessible to the community. Singleton stressed the need for community input to inform the program effectively.

Shifting the focus of the meeting, Singleton announced the transition into small group discussions. These discussions are focused on the potential community benefits identified in the group's work from the October meeting. She referenced a handout to facilitate these discussions.

Singleton then touched upon the significance of community benefits in the context of the program, highlighting that the staff were identifying the best avenues for incorporating these benefits. These could be included in various aspects of the program, such as construction specifications, procurement requirements, third party agreements or the Final SEIS.

She explained that part of the group's focus for this month is on the types of benefits that could be included in environmental documents, considering certain timeline constraints. This approach was part of a broader effort to ensure that the program's development was informed by community needs and considerations. Singleton then steered the group towards a detailed exploration of how community benefits could be integrated into the program's planning and execution phases.

LARGE GROUP REPORT

The co-facilitator concluded the small group discussion phase and reconvened all members for the large group report segment. She invited one advisory group member from each group to report back on any key takeaways.

The following are the key takeaways from the small group discussions:

- **Mobility and Accessibility:**
 - The group emphasized the need for documentation in multiple languages, online access to a 3D model for better design understanding, the successful use of QR codes for public information, and the importance of safe, well-lit trails that consider ecosystem health.
 - The group discussed the importance of effective wayfinding signs, particularly in downtown Vancouver and along freeways. They suggested the integration of historic site signs to enhance cultural awareness.
- **Physical Design and Community Interaction:**
 - The group mentioned the potential of creating interactive elements in public spaces, like engaging questions and activities etched into sidewalks, to foster community interaction.
 - Discussions included the need to clearly define sustainability and environmentally friendly practices, exploring new concrete technologies and integrating natural elements into the bridge design. They also stressed the importance of creating an iconic and contextually rooted bridge design.
 - The group recommended the installation of shelters for pedestrians to provide protection during heavy rain and emphasized the necessity of including express or rapid transit options in the program's design.
 - The group suggested the development of versatile gathering spaces and the expansion of fishing opportunities, focusing on making open spaces more functional and community centric.

- They discussed the potential for integrating art into the design of the bridge and its adjacent areas to enhance the cultural and aesthetic appeal.
- The group questioned where freight considerations fit into the plan, particularly how it interacts with the physical design and what benefits it brings.
- Bridge envelope, noting the known influence area from SR 500 downwards but seeking clarity on the areas under the bridge.
- The group recommended conducting a preconstruction building analysis to assess the condition of structures within proximity to the construction site. This analysis is crucial to understand the potential impacts of construction on residences and community connectors, both under and over the bridge, on both sides.
- Workforce Inclusion and Commitments: The group discussed setting clear commitments for community investment through internships and apprenticeships, particularly highlighting the inclusion of minority groups and local business owners in the program's workforce.
- Decision Making Process: Key points included valuing the lived experiences of people with disabilities for input, the importance of reporting back on how community feedback is incorporated into the design, and the need to engage with students of all ages, recognizing them as future beneficiaries of the program.
- Setting Tangible Goals and Metrics:
 - The group recommended establishing specific, measurable targets for minority group inclusion, advocating for the definition of concrete percentages or numbers to ensure adequate community representation and participation in the program.
 - Echoing earlier discussions, they talked about the necessity of disaggregating data to clearly understand who the project supports.
- Housing and Transit-Oriented Development:
 - A significant portion of the conversation was dedicated to the need for more transit-oriented development. The group considered the health implications of having low-income individuals and people of color living near freeways and saw this as an opportunity for risk mitigation through thoughtful planning.
 - The discussion moved to the need for workforce housing, with a suggestion to model it after successful examples in California. They proposed a system that blends workforce and transitional housing, providing a pathway from affordable living to homeownership.
- Visioning and Prioritization: The group raised a concern about visioning sessions often resulting in many ideas but limited resources to implement them. They emphasized the importance of prioritizing feasible tasks and focusing on what can realistically be achieved.
- Involving the Next Generation: The group stressed the importance of involving the next generation in these planning discussions, recognizing that the projects being developed will primarily serve them. They suggested engaging students at various educational levels to contribute their perspectives.

Questions and comments from members:

- A member inquired about the timeline for submitting additional thoughts or questions that may arise after the current meeting. They asked how soon these inputs should be provided to ensure they are considered for the next meeting.
 - The cofacilitator responded that the preference for receiving these additional contributions would be by the end of the following week (December 22, 2023).

However, she acknowledged that if this timeline proved challenging, members could reach out to discuss alternative arrangements, ensuring that all input is collected and included in the preparations for the upcoming meeting.

NOTES RECORDED FROM SMALL GROUP DISCUSSIONS

Group 1:

- **Mobility and Accessibility:**
 - The group discussed improving wayfinding signage in Vancouver to better aid navigation, focusing on the needs of two key user groups.
 - Those using paths for leisure and exercise.
 - Those using routes out of necessity, including business travel and people experiencing homelessness.
 - The group considered the needs of different users for shelters, water, and bathrooms, with a focus on those using paths for both recreation and essential travel.
 - Emphasis was placed on the need for efficient public transit from downtown Vancouver to key locations, integrating design elements to improve user experience.
 - Discussion arose about whether brown signage, typically designating cultural and recreational facilities, would be used to mark areas of interest such as Vanport and Tribal sites, which currently do not use this signage.
 - The suggestion was made to use multilingual signs for marking cultural and recreational facilities, including important historical sites like Vanport and Native American locations.
 - The group proposed the idea of creating parks on both sides of the bridge, while acknowledging budget limitations.
 - The group stressed the importance of incorporating a Bus Rapid Transit system into the program plan.
- **Physical Design:**
 - Emphasis was placed on developing active living spaces and learning corridors that could include educational content about the area historically, and culturally.
 - The group recommended the program to include rich landscaping of plants and flowers that will both beautify the space and make it a desirable destination.
- **Community Benefits:**
 - The group discussed the approach of creatively utilizing land adjacent to the bridge for innovative developments, with a preference for projects that support accessible and affordable housing.
 - The group also stressed the need to create additional communal spaces and define the use of "open spaces" was identified, including areas suitable for fishing as part of community needs.
- **Workforce and Economic Opportunities:**
 - The group expressed a desire for more funded, permanent internship opportunities for students of color from high school and college levels.
 - The engagement of minority groups in the workforce was mentioned, with a request that this project achieve a goal of at least 20% participation.
 - Training programs in the construction industry were discussed, particularly the need to focus on internships and workforce development for higher-paid trades and increase BIPOC participation in these areas.

Group 2:

- **Mobility and Accessibility:**
 - The group emphasized the need to improve transportation-related documents by ensuring they are available in multiple languages.
 - The group discussed the importance of accessible trails and networks, highlighting the need for adequate lighting for safety, balanced with considerations for ecosystem health.
- **Physical Design:**
 - A focus was placed on clearly defining sustainability and environmentally friendly practices in the program's physical design.
 - The group talked about exploring new concrete technologies and integrating natural beauty into the bridge design, such as trees and plantings.
 - There was a discussion about creating an iconic bridge design that is recognizable and contextually relevant.
- **Decision-Making Process:**
 - There was a suggestion to utilize QR codes, similar to those used in the Main Street Promise project, for public education about the design.
 - The group stressed the need for clarity on which institution is responsible for long-term monitoring of the program.
 - There was a discussion about the value of reporting back to the community on how their feedback is incorporated into the design.
- **Community Benefits:**
 - A recommendation was made to provide online access to 3D models of the program to aid in visual understanding of the design.
 - The Community Benefits Office, as proposed in the group discussion, would oversee ensuring that community benefits from the program are effectively implemented and monitored. This office would manage interactions with affected residents, facilitate community engagement, and ensure accountability in realizing the program's community benefits.
 - The possibility of creating parks on both sides of the bridge was discussed, with an understanding of budget constraints.
- **Workforce and Economic Opportunities:**
 - The group talked about the need for clear commitments in workforce development, particularly around internships and apprenticeships.
 - Discussions included the necessity of specific metrics and goals for the inclusion of minority groups in the workforce.
- **Avoid Further Harm:**
 - Concerns were raised about ensuring that the project does not exacerbate existing problems, with a focus on how to monitor and avoid further harm effectively.
 - The group discussed the need for accountability mechanisms to ensure that aspirational goals are met.

Group 3:

- **Mobility and Accessibility:**

- The group emphasized the need for information accessibility for blind people, including descriptions for non-visual content in documents and directly engaging those with visual impairments in the planning and design processes.
- They stressed the importance of making documents available in Spanish and other languages.
- The group recommended providing access to a 3D model online.
- They suggested the use of bar codes or QR codes for the latest information and plans.
- The need for access to trails and networks was highlighted, along with considering ecosystem impacts, especially on birds, when installing lighting for pedestrians.
- **Physical Design:**
 - The group indicated the need to define more clearly what "sustainable" and "environmentally friendly" mean, considering factors like energy, embodied carbon, and human health impacts.
 - They discussed using concrete with moss to reduce embodied carbon.
 - The recommendation was made to incorporate natural beauty into the bridge design, including trees and plantings.
 - They wanted the bridge to be both aesthetically pleasing and accessible, drawing inspiration from iconic bridges like St. Johns and Tillicum Crossing.
 - The group emphasized planning for physical needs, including water and bathroom access and considering future factors like earthquake safety and population growth.
- **Decision-Making Process:**
 - The group stressed leaning into people with lived experience for input.
 - They recommended ensuring that neighbors have opportunities for input and feel that their contributions are acknowledged and incorporated.
 - The importance of reporting back on community input and its impact was highlighted.
 - The group suggested using social media for engagement and pushing educational initiatives about the bridge into schools at all levels.
- **Workforce and Economic Opportunities:**
 - The group emphasized the need for higher education to prepare the workforce for the project, including student involvement and training programs.
 - They recommended contract language requiring general contractors to hire local subcontractors, with proof in documentation.
 - The idea of connecting high school students to trades through the IBR program was discussed.
 - They proposed an internship program within the IBR program for skill-building in various areas.
 - The group suggested work opportunities for the special needs population in bridge beautification and maintenance tasks.
- **Avoid Further Harm:**
 - Concerns were raised about the displacement of the unhoused community and the river/ecosystem impacts, including fish, birds, and shoreline habitats, with a focus on exceeding minimum compliance standards.

Group 4:

- **Mobility and Accessibility:**

- The group recommended adding a focus on freight, including different types of freight and freight parking.
- They emphasized the need for local access to the main system and highlighted the goal of increasing transit access.
- There was a suggestion to include viewpoints of the bridge aesthetics from designated areas.
- Physical Design:
 - Interest was shown in establishing a dedicated community benefits office to ensure program objectives are met.
 - The group considered including language specific to height considerations for recreational purposes.
 - They discussed opportunities for recreation on Hayden Island, concerns about support structures' space usage, and how column forests might impact usability.
 - Community connections near Evergreen, defined connectors underneath the bridge at the waterfront, roads and greenspace and east/west enhancements were topics of interest.
 - The group recommended breaking up welcome centers, freight centers, and parking into separate categories due to their distinct purposes.
- Workforce and Economic Opportunities:
 - The group proposed creating workshops to support the bidding process for DBEs and the future workforce.
 - The group recommended integrating housing into job opportunities, including offering financial management classes.
 - The group recommended connecting with trades programs in secondary education.
 - The group stressed the need for local hiring preferences, competitive bids, and assessing the availability of sufficient workforce during the project timeframe was highlighted.

Group 5:

- Mobility and Accessibility:
 - The group stressed the need to solve mobility, accessibility, and equity challenges, particularly on the Vancouver side, for bike and pedestrian traffic accessing the bridge.
- Physical Design:
 - The group recommended the program create connectivity to Fort Vancouver as part of the bridge's design.
- Workforce and Economic Opportunities:
 - In reference to creating jobs for litter removal around the bridge area, the group strongly recommended creating career pathways for individuals in Safe Stay Communities and similar settings. The goal is to provide opportunities for job advancement and higher wages, for instance, continued employment in maintenance positions.
 - The group proposed creating varied and intentional programs in high schools and community colleges. These programs aim to equip students, young adults, and members of disadvantaged communities with the skills and support needed for living wage jobs in construction and trades. What are the strategies to develop intentional programs that create employment pathways to living wage construction and trade jobs for high school and community college students,

young people, and other community members who lack access to opportunities?

- Group members proposed a contract requirement for contractors to participate in training for workplace discrimination, racism, diversity, and cultural sensitivity, suggesting a partnership with the WA Contractor Association to boost participation.
 - How can we include the requirement for contractors/subcontractors to have participation in diversity and cultural sensitivity training? Example programs are [Green Dot](#) and [ANEW's RISE Up](#). For instance, good faith effort will be included in the contracts.

Group 6:

- Physical Design:
 - The group stressed the need for including artistic and enjoyable elements in the bridge design to enhance the experience for users.
 - The group stressed the importance of incorporating green infrastructure and focusing on climate resilience as key aspects of the project's physical design.
- Decision-Making Process:
 - The group recommended expanding community representation in the decision-making process and being specific about the perspectives sought.
 - They suggested preconstruction analysis for residents living near the freeway to prepare them and provide options for relocation.
- Community Benefits:
 - The group emphasized addressing displacement issues related to climate change.
 - The importance of affordable housing near transit areas was highlighted, along with the discussion on land availability and ensuring that housing near freeways doesn't have negative health consequences for residents.
- Workforce and Economic Opportunities:
 - The group emphasized the need for advocacy for navigating bureaucratic processes to foster economic growth and workforce development.
 - The group discussed the need for job opportunities, informed decision-making regarding appropriate housing types, and benefits for labor pools.
- Avoid Further Harm:
 - The group stressed the importance of connecting with nearby businesses in the program corridor to avoid further harm from construction.

NEXT STEPS

The co-facilitator provided a brief overview of the workplan for the next six meetings of the CBAG:

- 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
- May 2024: Framework elements related to Physical Design
- June 2024: Framework elements: Mobility and Accessibility

CLOSING REMARKS

Singleton acknowledged that the meeting was reaching its conclusion and assured everyone that all discussion notes would be recorded and integrated into future conversations. She expressed her gratitude to all members, both in-person and those who joined virtually, for their robust participation in the meeting's discussions. She concluded by informing everyone that the next meeting is scheduled for January 25th, 2024.

NEXT PROGRAM MEETINGS:

- Community Advisory Group (CAG) – December 14, 2023 – 4:00 – 6:00 PM
- Equity Advisory Group (EAG) – December 18, 2023 – 5:30 – 7:00 PM
- Community Benefits Advisory Group (CBAG) – January 25, 2023 – 9:30-11:30 AM

ATTENDEES

Attendees	Organization
CBAG Members	
Mingus Mapps	City of Portland Commissioner
Anne McEnerly-Ogle	City of Vancouver Mayor
Darcy Hoffman	Workforce SW Washington
Scott McCallum	WA School for the Blind
Peter Fels	Alliance for Community Engagement
Vicki Nakashima	Equity Advisory Group Representative
Michael Strahs	Kimco Realty
Corky Collier	Columbia Corridor Association
Holly Williams	Community at large
Marcus Mundy	Coalition for Communities of Color
Carley Francis	WSDOT
Rian Windsheimer	ODOT
Tom Hickey	Community Advisory Group Representative
Walter Valenta	Community at large
Jasmine Tolbert	YWCA Clark County
Farleigh Winters	LSW Architects
Ernesto Fonseca	Hacienda CDC

Attendees	Organization
Jessica Green	Portland Parks Foundation
Javier Navarro	SW Washington Chapter of Lulac
Scott Sharba	Vancouver Housing Authority
Jayne Haygood	Vancouver's Parks and Recreation Advisory Commission

Attendees	Organization
IBR Staff	
Greg Johnson	Program Administrator
Raymond Mabey	Assistant Program Administrator
Frank Green	Assistant Program Administrator
Shannon Singleton	IBR Community Benefits Lead
Chris Regan	Environmental Manager
Bree Nicoletto	IBR Equity Team
Lucy Hamer	IBR Equity Team
Eric Trinh	IBR Equity Team
Yemaya Hall-Ruiz	IBE Equity Team
Salomé Chimuku	IBR CE Lead
Fabiola Casas	IBR Equity Team
Fabián Hidalgo Guerrero	IBR CE Team
Brenda Siragusa	IBR Staff
Zander Arnold	Technical Support

Additional Participants

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

MEETING RECORDING AND MATERIALS

Meeting Recording

December 14, 2023

<https://www.youtube.com/watch?v=H5pCmneLkmY>

Meeting Materials

The meeting materials are available here: <https://www.interstatebridge.org/get-involved-folder/calendar/cbag-meeting-december-14-2023/>