



Equity Advisory Group

February 21, 2022

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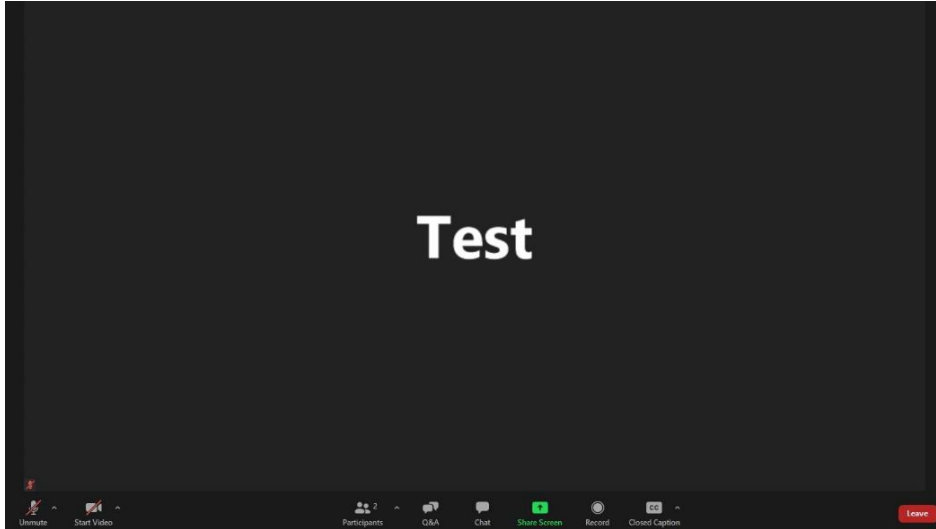
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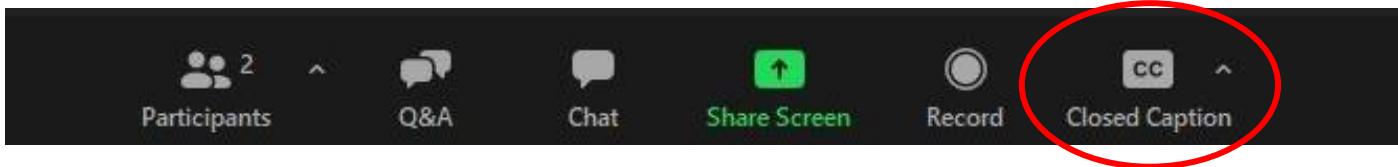
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Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ If you experience technical difficulties, please contact program staff at: **(360) 329-6744**

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org with “EAG Public Comment” in the subject line
 - Call 888-503-6735 and state “EAG Public Comment” in your message



Today's agenda

- ▶ **Program Administrator Update**
- ▶ **“Representative Transit Investments” Overview**
 - Technical analysis
 - Equity benefits analysis, pt. 1
 - Community engagement
- ▶ **Small group discussion**
- ▶ **Public comment**
- ▶ **Close out**



Program Update

Greg Johnson, Program Administrator



Transit technical analysis

Kelly Betteridge, Transit Design Team

IBR Transit Investment

- ▶ **Overview of process to date**
 - Development of representative transit investments
 - Development of transit measures
 - What has changed since 2013 for transit?
- ▶ **Draft findings from transit measures**
- ▶ **Next Steps**

Review of Representative Transit Investments

Development of Representative Transit Investments

- ▶ **Developed 11 representative transit investments so the program could understand more about how possible projects might perform relative to others:**
 - **Relative projects included assumptions about:**
 - *Mode*
 - *Alignment*
 - *Terminus*
 - *General station locations*
 - *General park and ride size and locations*
- ▶ **After a preferred transit solution is selected project components will be optimized and refined as design advances and benefits and impacts are better understood**

Representative Transit Investments

Overview of representative options, used to understand how possible project investments perform relative to each other

- **11 build options and one no build option**
- **1 bus on shoulder**
- **3 BRT**
- **6 LRT**
- **1 hybrid LRT/BRT**

Option B	Option C	Option D	Option E	Option F	Option G	Option H	Option I	Option J	Option L	Option M
2045 LPA	Bus on shoulder	Dedicated BRT - Extend Vine(s) BRT from Turtle Place to Expo	Dedicated BRT Connection - Kiggins Bowl to Expo on an I-5 Adjacent Dedicated Guideway	Dedicated BRT Connection - McLoughlin/I-5 to Expo in a Dedicated Guideway on the 2013 Transit Alignment	Hybrid Option - Extend Vine(s) BRT to Hayden Island, Extend MAX Yellow Line to Hayden Island	LRT Extension from Expo to Hayden Island to a Station with Terminus near Turtle Place	LRT Extension from Expo to a Terminus near McLoughlin/I-5 on an I-5 Adjacent Alignment (Center/West Side of I-5)	LRT Extension from Expo to a Terminus near Kiggins Bowl on an I-5 Adjacent Alignment (Center/West Side of I-5)	LRT Extension from Expo on an I-5 Adjacent Dedicated Guideway to a Terminus Near McLoughlin/I-5 with Waterfront Station	LRT Extension from Expo on an I-5 Adjacent Dedicated Guideway to a Terminus Near Evergreen/I-5 with Waterfront Station


Added Two Representative Transit Investments



Review of Transit Investment Measures

Development of Transit Investment Measures

- ▶ The IBR team developed measures with project partners in order to better understand how the representative transit investments would perform relative to each other
- ▶ **Measures included:**
 - Multiple measures of ridership demand in 2045
 - *Includes river crossings by mode*
 - *Ridership by time of day*
 - *Mode of access*
 - Walk access
 - Transfer from existing transit (bus/rail)
 - Park and ride access
 - Access for equity priority communities
 - Relative costs
 - *Capital cost*
 - *Operations and maintenance cost*
 - Potential impacts



What has changed since 2013
that is important to consider
when reviewing the
representative transit
investments?

What has changed for transit since 2013?

- ▶ **C-TRAN has developed and begun implementation of the Vine BRT network.**
 - One BRT line in operation that will be extended soon, one is construction, and one in planning.
 - The Vine and C-Tran express bus service provide frequent and reliable service within Clark County and to downtown Portland, respectively.
 - Any transit investment should be made with a desire to complement the Vine system, including existing and planned service.
- ▶ **City of Vancouver has worked with C-TRAN to design robust station environments for the Vine system on Broadway and Washington in the Central Business District**
 - With these investments in mind, it is desirable to adjust the alignment to ensure that all modes function efficiently within the full transit network and respective operating environments.

What has changed for transit since 2013?

- ▶ **The City of Vancouver has seen substantial growth in the Waterfront district as planned for in the Waterfront Development Plan**
 - There is a desire to serve this development more directly with a transit investment
- ▶ **The population of the region is growing and diversifying. Since 2010 Clark County's population has grown by nearly 78,000, seventy six percent of whom are people of color.**

Draft findings from transit measures

Transit Measures– Early draft findings

- ▶ All build options substantially improve service over the no build
- ▶ There is a lot of demand for cross river transit service
- ▶ Capacity, both at the transit investment level and at the system level, are important considerations for selecting a preferred alternative
 - LRT – Downtown Vancouver, Interstate Ave., Rose Quarter, Steel Bridge, Portland transit mall
 - BRT – Downtown Vancouver
 - Express bus – Downtown Vancouver and the Portland Transit Mall
- ▶ A transit investment that serves the identified markets and attempts to serve demand, will need to include a combination of Vine BRT, LRT and express bus
- ▶ Transfers from other transit vehicles are the highest mode of access for all representative transit investments. This highlights the importance of conveniently connecting the C-TRAN and TriMet systems
- ▶ When comparing the same representative alignment, LRT options have higher ridership than BRT options

Transit Measures – Early draft findings

- ▶ Park and ride demand is robust in all the representative investment scenarios, with the greatest demand attributed to those that provide the most convenient access from I-5
- ▶ Options that include more stations serve more residents within walking distance, including BIPOC and low income populations
- ▶ All transit investments improve access to jobs, including BIPOC and low-income populations. LRT investments improve access to jobs to a greater degree than BRT investments alone.
- ▶ When comparing the same representative alignment, LRT options have higher capital cost and lower operating cost per rider than BRT options.

Winnowing representative transit investments

GOAL: Moving forward with a focused list of representative transit investments to optimize

- ▶ The representative transit investment development process has taken place over the fall and winter with the goal of better understanding what type of transit investment would best serve the project corridor and the region.
- ▶ The process cast a wide net and included many inputs:
 - Technical analysis (16 measures)
 - A deeper understanding of what has changed both physically and in planning processes since the CRC program ended in 2013.
 - High level conceptual design to better understand how investments might work within the built environment

GOAL: Moving forward with a focused list of representative transit investments to optimize

- ▶ The program is tasked with selecting a preferred transit investment that includes mode and alignment this spring
- ▶ As we move closer to that goal, we need to narrow our focus to fewer representative transit investments that we believe best balance outputs and discussions from the process to date
- ▶ We would like your feedback on the early draft findings to help guide the winnowing process.

Next steps

- ▶ Working to define the preferred transit investment for inclusion in the Locally Preferred Alternative and further study in the SDEIS
- ▶ Feedback on takeaways to inform winnowing
 - Mode
 - *BRT*
 - *LRT*
 - General Alignment
 - Other
- ▶ We will return to this group in March
 - Draft winnowing of transit investments

Q&A



Transit equity benefits analysis

Jake Warr, Equity Lead

IBR Equity Objectives

Mobility & Accessibility

Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.

Physical Design

Integrate equity, area history, and culture into the physical design elements of the program, including bridge aesthetics, artwork, amenities, and impacts on adjacent land uses.

Community Benefits

Find opportunities for and implement local community improvements, in addition to required mitigations.

Economic opportunity

Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

Decision-making processes

Prioritize access, influence, and decision-making power for underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success

Avoiding further harm

Actively seek out options with a harm-reduction priority, rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.

This analysis is primarily in support of the Mobility & Accessibility objective

Analysis Overview: Two Components

1. Population & demographics around stations

- Do certain transit investments serve BIPOC and low-income populations better than others?

2. Improvements in access to jobs

- How much do different investments increase the number of jobs accessible via transit?
 - *Jobs are a proxy for the types of places people go (e.g., shopping, services, education, health care) in addition to employment*
- To what degree would job access improve for BIPOC and low-income populations?

Keep in mind...

▶ What this is:

- An analysis of potential walking access and mobility benefits from high capacity transit investments
- Geared towards Title VI guidelines (BIPOC & low-income populations)
- One component of the IBR equity commitment

▶ What this is NOT:

- An analysis of biking and park-and-ride access to stations (forthcoming)
- Adequate to fully understand all benefits and burdens -- considerations such as mobility and access benefits from other non-transit program elements, property impacts analysis, etc. are forthcoming
- A comprehensive review of all transit investments and equity initiatives in the region
- Inclusive of the actions that need to be taken for communities to realize potential access and mobility benefits

Analysis 1: Populations near stations

Ten Representative Transit Investments*

Light Rail (LRT)	Bus Rapid Transit (BRT)	Hybrid (LRT+BRT)
Expo to Turtle Place	Expo to Turtle Place	Expo to Turtle Place
2013 LPA	2013 LPA alignment	
Expo to Kiggins Bowl	Expo to Kiggins Bowl	
Expo to I-5/McLoughlin		
Expo to I-5/McLoughlin (incl. Vancouver Waterfront)		
Expo to Evergreen		

*Bus On Shoulder is assumed to be included in any investment and is not shown here.

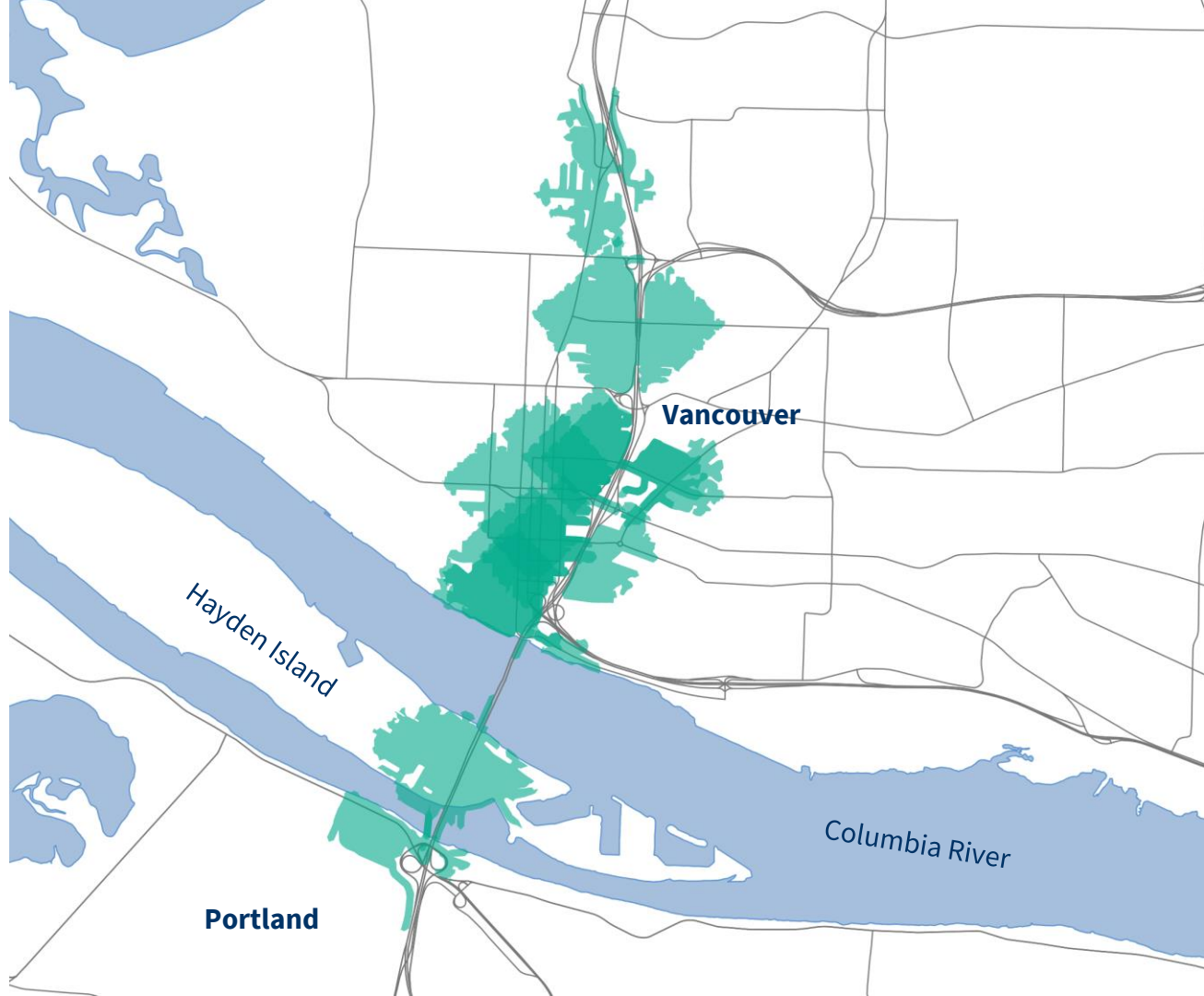


- Planned or Existing C-Tran BRT
- Tri-Met Max Yellow Line (ex)
- Potential Station Location
- Potential Terminus Location

Transit station “walksheds”

The area around a station that someone can reach by walking ½ mile or less

This map shows the “walksheds” around all stations included in the analysis of transit investments.



BIPOC & Low-income residents near stations



Transit investment	# of stations	BIPOC residents w/in half mile walk	Low-income residents w/in half mile walk		
E: BRT Expo to Kiggins Bowl	6	1,512	23%	2,054	34%
J: LRT Expo to Kiggins Bowl	6	1,512	23%	2,054	34%
B: 2013 LPA (LRT)	6	1,351	26%	1,565	37%
F: BRT on 2013 LPA	6	1,351	26%	1,565	37%
L: LRT Expo to McLoughlin (incl. Waterfront)	5	977	26%	1,099	38%
M: LRT Expo to Evergreen	4	817	26%	971	41%
I: LRT Expo to I-5/McLoughlin	4	803	26%	898	31%
D: BRT Expo to Turtle Place	3	625	26%	782	37%
G: Hybrid LRT/BRT Expo to Turtle Place	3	625	26%	782	37%
H: LRT Expo to Turtle Place	3	625	26%	782	37%

Note: BRT and LRT investments along the same alignments are assumed to have the same station locations.

Sources: 2020 US Census, 2015-2019 ACS

Takeaways: Populations near stations

- ▶ Longer transit alignments and more stations = more residents within ½ mile walk, including BIPOC & low-income residents
- ▶ Investments appear to be similar in terms of percentage of populations within ½ mile walk that are BIPOC and low-income, with one exception:
 - Low-income population around investment I stations (Expo to I-5/McLoughlin) is somewhat lower than others in terms of percentage

Analysis 2: Improvements in access to jobs

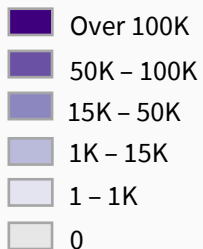
Methodology

- ▶ Combines projected jobs in 2045 with current demographics
- ▶ **Baseline: projected 2045 transit network, without IBR HCT (“No Build”)**
 - Includes all planned service investments, e.g. all 3 C-Tran Vine BRT routes
- ▶ **Travel time includes walking + riding transit**
 - Includes transfers
- ▶ **Analyzes access to jobs for residents of the IBR program area (Washington and Oregon sides)**

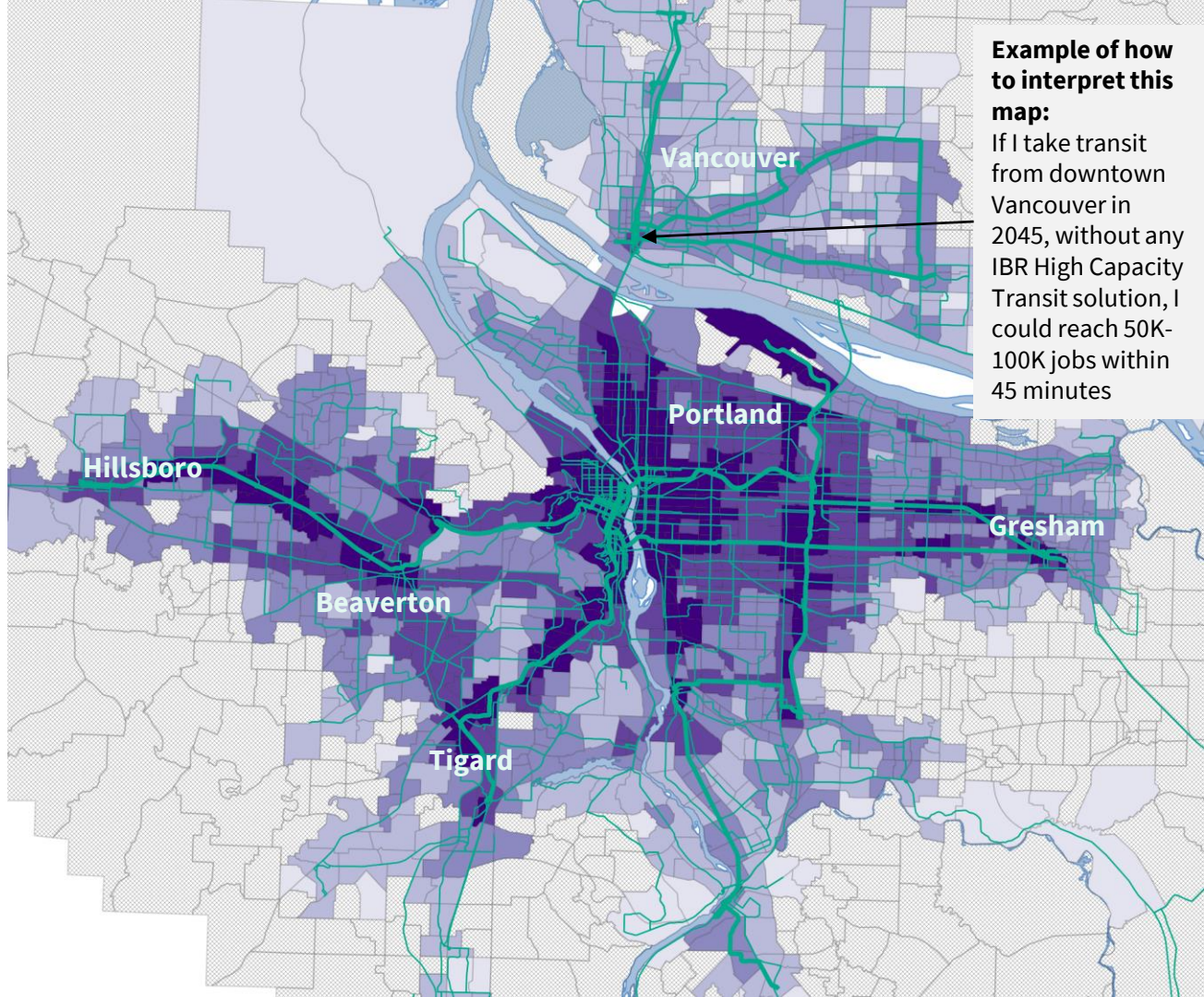
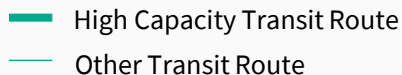
From where can people reach the most jobs via transit?

(No Build Scenario, 2045)

Number of jobs accessible in 45 mins, midday



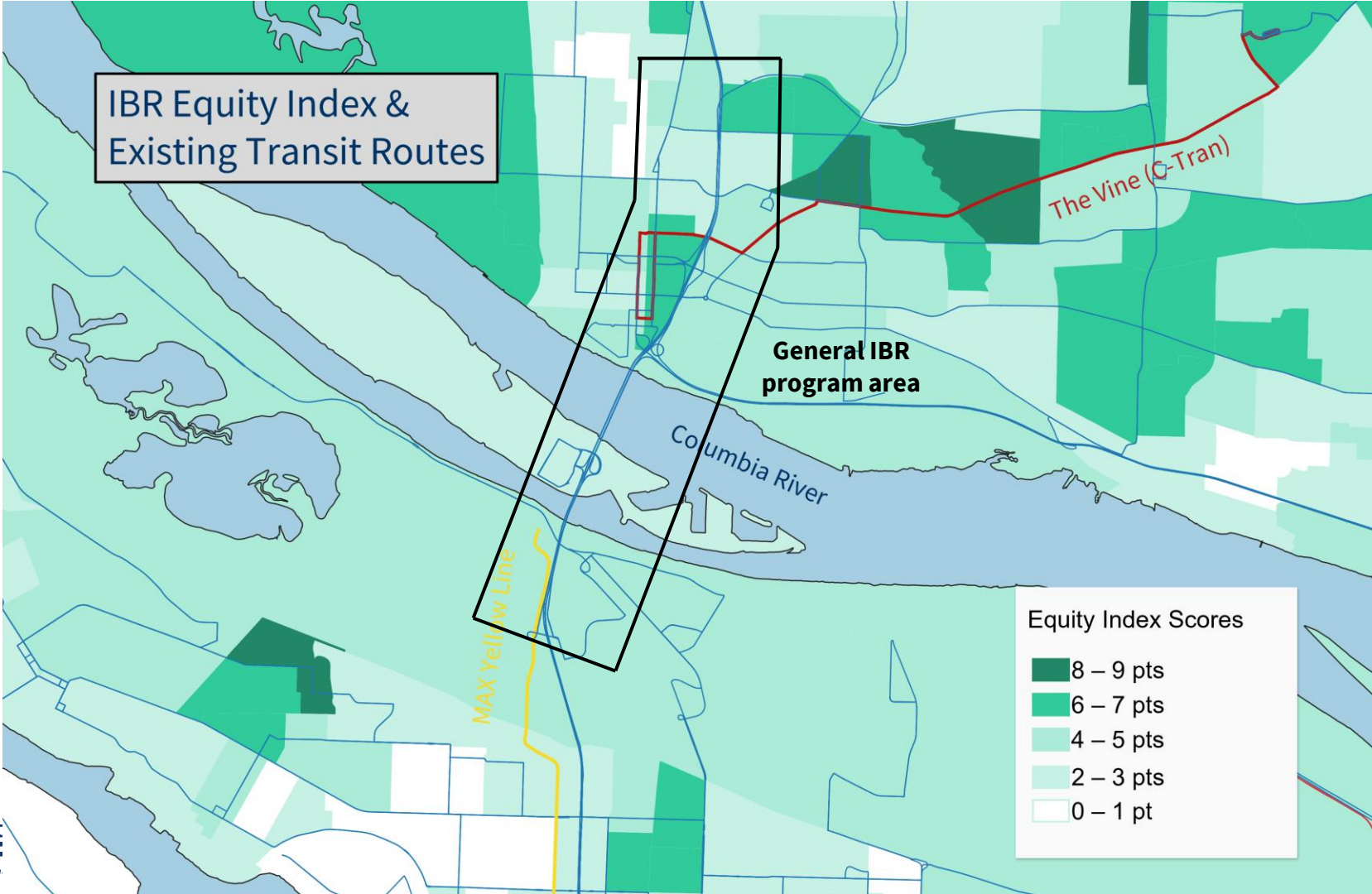
Source: Metro 2045 Model



Example of how to interpret this map:

If I take transit from downtown Vancouver in 2045, without any IBR High Capacity Transit solution, I could reach 50K-100K jobs within 45 minutes

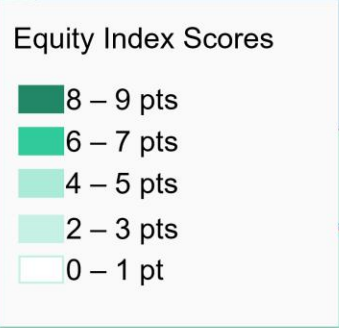
IBR Equity Index & Existing Transit Routes



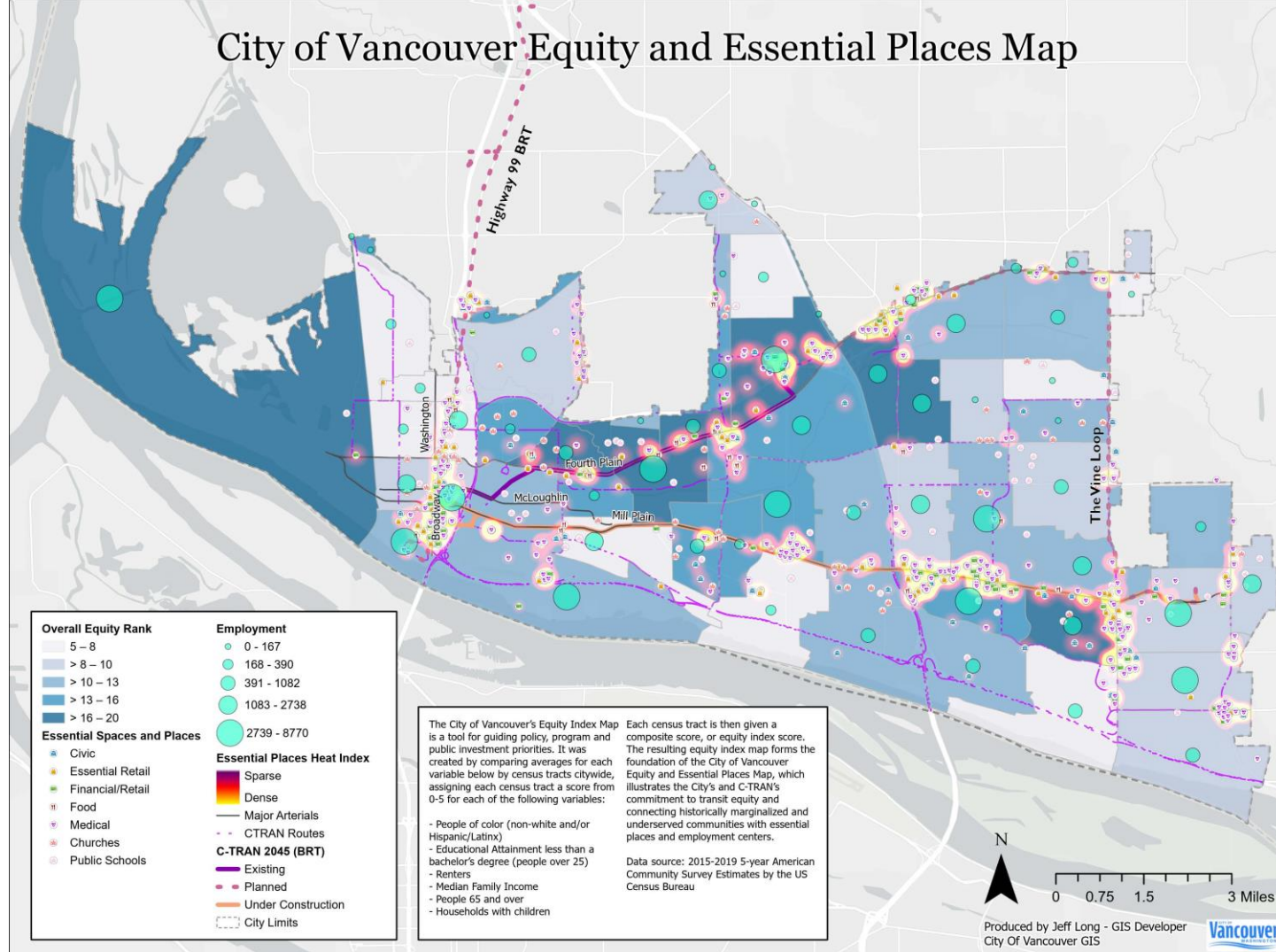
**General IBR
program area**

The Vine (C-Tran)

MAX Yellow Line



City of Vancouver Equity and Essential Places Map



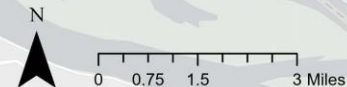
Overall Equity Rank	Employment
5 - 8	0 - 167
> 8 - 10	168 - 390
> 10 - 13	391 - 1082
> 13 - 16	1083 - 2738
> 16 - 20	2739 - 8770
Essential Spaces and Places	Essential Places Heat Index
▲ Civic	■ Sparse
● Essential Retail	■ Dense
■ Financial/Retail	— Major Arterials
■ Food	- - CTRAN Routes
■ Medical	— Existing
■ Churches	— Planned
■ Public Schools	— Under Construction
	--- City Limits

The City of Vancouver's Equity Index Map is a tool for guiding policy, program and public investment priorities. It was created by comparing averages for each variable below by census tracts citywide, assigning each census tract a score from 0-5 for each of the following variables:

- People of color (non-white and/or Hispanic/Latinx)
- Educational Attainment less than a bachelor's degree (people over 25)
- Renters
- Median Family Income
- People 65 and over
- Households with children

Each census tract is then given a composite score, or equity index score. The resulting equity index map forms the foundation of the City of Vancouver Equity and Essential Places Map, which illustrates the City's and C-TRAN's commitment to transit equity and connecting historically marginalized and underserved communities with essential places and employment centers.

Data source: 2015-2019 5-year American Community Survey Estimates by the US Census Bureau



Comparison

BIPOC & White populations

Increase in jobs
reachable within a
45-minute
midday transit
trip

From the IBR program area

Sources: 2020 Census, Metro 2045 Model

Transit investment	BIPOC population		White population	
	Increase (#)	Increase (%)	Increase (#)	Increase (%)
No Build (baseline)	25,894 jobs		24,397 jobs	
B: 2013 LPA	28,178	110%	26,898	109%
F: BRT on 2013 LPA	4,874	19%	5,389	22%
D: BRT Turtle Place to Expo	3,700	14%	4,238	17%
H: LRT Expo to Turtle Place	7,907	31%	9,535	39%
G: Hybrid LRT/BRT	3,301	13%	3,654	15%
E: BRT Kiggins Bowl to Expo	6,613	26%	7,142	29%
J: LRT Expo to Kiggins Bowl	28,188	110%	29,062	118%
I: LRT Expo to I-5/McLoughlin	24,650	96%	21,119	86%
L: LRT Expo to McLoughlin (incl. Vancouver Waterfront)	27,871	108%	26,455	108%
M: LRT Expo to Evergreen	14,598	57%	18,005	73%

Comparison

BIPOC & White populations

Increase in jobs
reachable within a
60-minute
midday transit
trip

From the IBR program area

Sources: 2020 Census, Metro 2045 Model

Transit investment	BIPOC population		White population	
	Increase (#)	Increase (%)	Increase (#)	Increase (%)
No Build (baseline)	77,918 jobs		76,463 jobs	
B: 2013 LPA	73,358	94%	70,326	92%
F: BRT on 2013 LPA	16,987	22%	18,308	24%
D: BRT Turtle Place to Expo	14,331	18%	15,888	21%
H: LRT Expo to Turtle Place	7,752	30%	9,458	39%
G: Hybrid LRT/BRT	11,855	15%	13,145	17%
E: BRT Kiggins Bowl to Expo	22,241	29%	23,439	31%
J: LRT Expo to Kiggins Bowl	76,639	98%	76,948	101%
I: LRT Expo to I-5/McLoughlin	64,159	82%	56,210	74%
L: LRT Expo to McLoughlin (incl. Vancouver Waterfront)	73,219	94%	70,394	92%
M: LRT Expo to Evergreen	44,367	57%	52,037	68%

Comparison

Low-income & Higher income populations

Increase in jobs reachable within a
45-minute
midday transit trip

From the IBR program area

*Low-income defined as at or below 200% of the federal poverty level

Sources: 2015-2019 ACS, Metro 2045 Model

Transit investment	Low-income* population		Higher income population	
	Increase (#)	Increase (%)	Increase (#)	Increase (%)
No Build (baseline)	25,894 jobs		24,397 jobs	
B: 2013 LPA	28,345	109%	23,983	98%
F: BRT on 2013 LPA	4,387	17%	5,520	23%
D: BRT Turtle Place to Expo	3,155	12%	4,365	18%
H: LRT Expo to Turtle Place	7,907	31%	9,535	39%
G: Hybrid LRT/BRT	2,504	10%	3,954	16%
E: BRT Kiggins Bowl to Expo	5,452	21%	7,055	29%
J: LRT Expo to Kiggins Bowl	25,286	98%	29,312	120%
I: LRT Expo to I-5/McLoughlin	22,470	87%	18,173	74%
L: LRT Expo to McLoughlin (incl. Vancouver Waterfront)	27,959	108%	22,796	93%
M: LRT Expo to Evergreen	15,270	59%	15,803	65%

Comparison

Low-income & Higher income populations

Increase in jobs reachable within a
60-minute
midday transit trip

From the IBR program area

*Low-income defined as at or below 200% of the federal poverty level

Sources: 2015-2019 ACS, Metro 2045 Model

Transit investment	Low-income* population		Higher income population	
	Increase (#)	Increase (%)	Increase (#)	Increase (%)
No Build (baseline)	72,748 jobs		77,726 jobs	
B: 2013 LPA	72,282	93%	70,952	98%
F: BRT on 2013 LPA	15,841	20%	23,843	33%
D: BRT Turtle Place to Expo	13,142	17%	21,276	29%
H: LRT Expo to Turtle Place	26,410	34%	35,915	49%
G: Hybrid LRT/BRT	9,682	12%	18,820	26%
E: BRT Kiggins Bowl to Expo	19,128	25%	28,725	39%
J: LRT Expo to Kiggins Bowl	68,482	88%	84,466	116%
I: LRT Expo to I-5/McLoughlin	58,552	75%	56,545	78%
L: LRT Expo to McLoughlin (incl. Vancouver Waterfront)	72,125	93%	69,997	96%
M: LRT Expo to Evergreen	44,724	58%	54,194	74%

Takeaways: Improvements to job access

- ▶ **LRT investments appear to provide greater benefit than BRT** in terms of increased job access
- ▶ **All investments would increase job access** for BIPOC and low-income populations (on average)
 - As much as 2x or more for Investments B, I, J, & L
- ▶ Most investments would increase job access for the BIPOC program area residents **as much or more than White residents** (on average)
 - Exceptions: under investments H, J, and M, BIPOC residents would not see as much of an increase in job access as white residents
- ▶ Investments are mixed in terms of a comparison between increased jobs access for low-income vs. higher income residents of the program area
 - Looking at other geographies (the greater region and the Rose Village/Fourth Plain Village area), jobs access increases for low-income residents as much or more than higher income residents across the board

Q&A



Community engagement overview

Audri Bomar, Communications Lead

Community Engagement By the Numbers

9,600

Total Survey Responses

- Translated in 10 languages
- Targeted outreach to equity-priority communities
- ADA member test group

Engaged with
community members in
10 Languages

6,756

Reached monthly through
the Interstate Bridge
Replacement Newsletter

307 Listening Session
Participants

- 55 BIPOC
- 129 Youth & lower income
- 30 People with disabilities
- 93 Multilingual

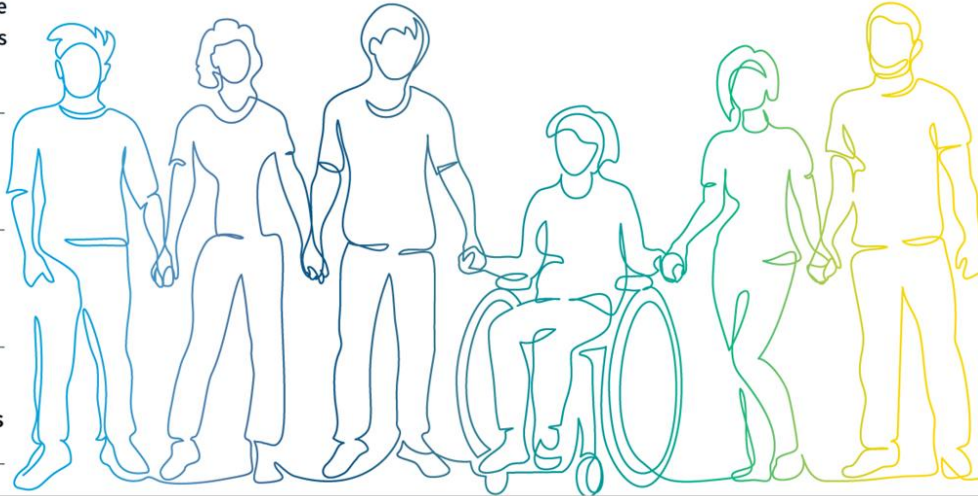
11 Community-based
Organization Partners

- Direct outreach to 300+ organizations
- In-person canvassing to 35 locations

4 Community
Working Groups

4 Community
Briefings

12 Print, online, and
radio advertisements



Advisory Group Participation

- ▶ 44 CAG and EAG members completed the online survey using the specific link created for advisory group members
- ▶ Overall survey results of advisory groups aligned with overall feedback
- ▶ Areas of differentiation:
 - Prioritized improving safety as a top priority for the river crossing configuration
 - Nearly half indicated “no preference” for how to access Hayden Island
 - Travel time was more often ranked as an important priority when consideration any new transit design options

Design Options Feedback - Overall Takeaways

- ▶ Desire to both relieve congestion and reduce greenhouse gas emissions
- ▶ Trip time, ease of trip, and avoiding a toll reported as most influential factors when choosing how to travel across the bridge in the future
- ▶ Number of lanes: Mixed feedback, with some wanting to see the number of lanes increased, others do not due to environmental concerns
- ▶ Most important values and priorities expressed for design option considerations
 - Improve travel times for vehicles and public transit
 - Improve safety for all users
 - Reduce congestion on I-5
 - Improve access and connectivity between North Portland, Vancouver and Hayden Island

Equity-Priority Engagement Feedback

▶ **BIPOC Listening Session**

- Participants reported using transit most frequently (~60%) to travel across the bridge, others carpool, and few use single-occupancy vehicles
- Expressed reduction in trip frequency due to job loss

▶ **People Living with Disabilities Listening Session**

- High interest for accessible and dependable transit options
- Concern about construction signage and notices along with signs on new bridge

▶ **Youth and People Living with Lower Income Listening Session**

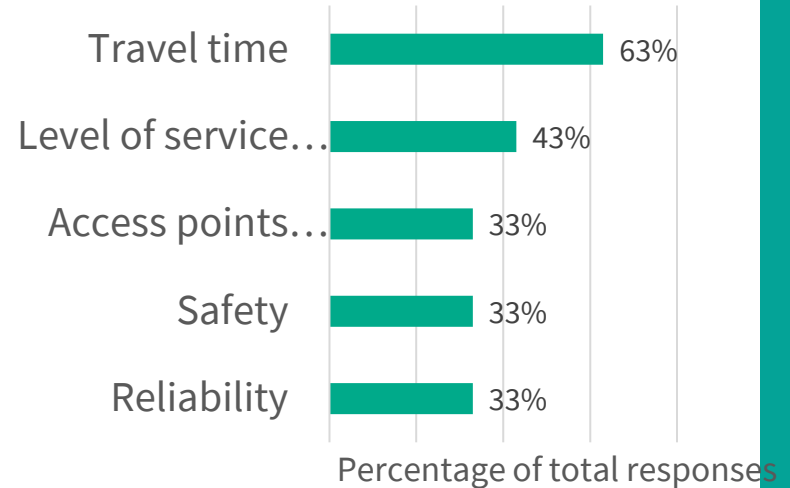
- Strong environmental impact concerns
- Support infrastructure that promotes high-capacity transit and low-stress active transportation options

▶ **Limited English Proficiency (LEP), Immigrants, and Refugees Listening Session**

- Concerns around how tolling will be implemented equitably
- Safety and congestion relief are top priorities
- Desire for dedicated lanes for freight or transit
- Support active transportation and high-capacity transit options
- Several people expressed support of a stacked bridge alignment option

High-Capacity Transit Design Option Feedback: Survey

- ▶ Travel time ranked as most important
- ▶ Majority would access transit by car via a park and ride location
 - Oregon residents would be more likely to access transit via walking/biking or rolling
- ▶ Youth placed a higher priority on cost to user when considering transit use
- ▶ Half of all respondents chose to skip questions related to transit



High-Capacity Transit Design Option Feedback: Survey

▶ Location of transit station:

- Non-white respondents reported they would most often use transit station locations near:
 - Vancouver waterfront (32%)
 - Clark College (26%)
 - Expo Center Transit Station (26%)
 - I-5 on Hayden Island (23%)
- Youth respondents indicated similar preferences with an emphasis on station locations near:
 - Vancouver waterfront (40%)
 - Clark College (32%)
- Advisory group members most frequently indicated preferences for:
 - Near Clark College (35%)
 - Near Kiggins Bowl (30%)

▶ Received 1,700+ open-ended survey comments

- Over 750 comments mention public transit
 - 67% of those expressing support for expanding transit options across the Interstate Bridge
 - 30% unsupportive of transit expansion

High-Capacity Transit Design Option Feedback: Community Working Groups

► Key takeaways

- Overall support for implementation of a high-capacity transit system
- Desire for multiple transportation options that are efficient and reliable
- Need for increased parking availability at park and rides to support transit use
- Desire for greater connectivity from Clark County into Portland and the regional transit system
- Emphasis on the need for a convenient and user-friendly transit system
- Desire for increased access to downtown Vancouver and the waterfront

Next Steps

- ▶ **Feedback will be considered in decision making process for identifying a Modified LPA alongside:**
 - Technical expertise
 - Partner agency feedback
 - Screening results
 - Traffic modeling data
 - Equity analysis
- ▶ **Continued engagement and outreach as the program works towards design solution consensus and into the NEPA process**

Q&A

Small group discussions

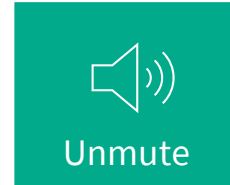
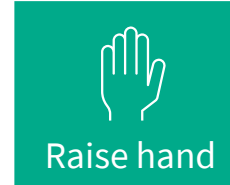
Small group discussions

1. Based on the information presented, what are your takeaways regarding selecting:
 - Transit mode (LRT vs BRT)
 - Transit alignment (route)
2. What other equity considerations should inform these decisions?

Public comment

Comment Instructions

- ▶ To make a live comment via phone, dial: 253-215-8782
- ▶ Meeting ID: 986 0940 5983
 - ▶ Passcode: 701376
- ▶ Dial *9 to raise your hand
- ▶ The facilitator will call on participants to provide comment
- ▶ Dial *6 to unmute yourself
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.



If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.

Comment Instructions

To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to info@interstatebridge.org with “**EAG Public Comment**” in the subject line.



- ▶ Call **888-503-6735** and state “EAG Public Comment” in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members.

Wrap up

- Takeaways
- Meeting evaluation
- Next meeting: Monday March 21, 5:30 – 7:30 p.m.



Thank you!