



Community Advisory Group Meeting



Closed Captions in English and Spanish

English closed captions are available within Zoom and YouTube.

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<https://ibr.news/captions>

Subtítulos disponible en Inglés y Español

Los subtítulos en Inglés están disponibles en Zoom y YouTube.

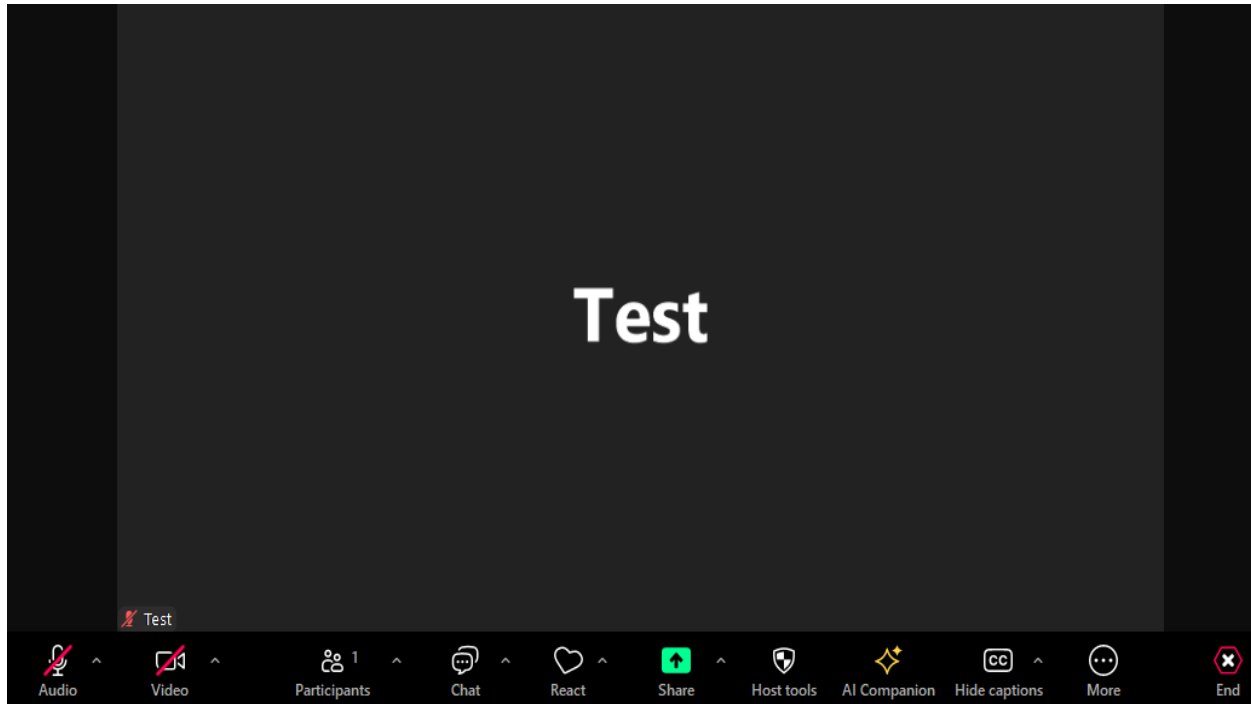
Usuarios pueden seguir este enlace para ver los subtítulos en Inglés y Español en una ventana separada del navegador:

<https://ibr.news/captions>

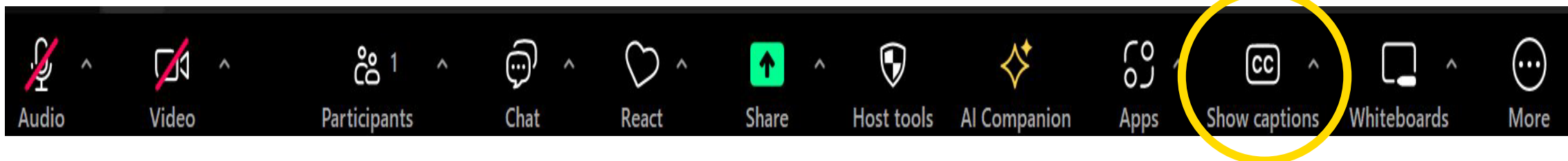
Meeting Participation Tips

- ▶ Thank you for joining us today!
- ▶ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ If you experience technical difficulties, please contact program staff at: (360) 329-6744

How to access closed captions



1. At the bottom middle of your screen, you should see a menu of options. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Click the square “CC” icon towards the right side of the menu to toggle captions on.
3. Click the submenu ^ arrow to access more settings including language, font color and font size.



ASL Interpretation

- ▶ In the effort to continue to center equity there is an ASL interpreter in addition to closed captioning.
- ▶ To make sure the interpreter is always visible please right click their video and select spotlight video.
- ▶ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
- ▶ Verbal public comment will be welcome in the Zoom Webinar during the designated time, with the option to turn on your web camera.
 - Please use the link located in the meeting description on the YouTube meeting page or on the IBR CAG meeting webpage.
 - Commenters will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ **To comment by phone:**
 - Dial: +1 669 900 6833 or +1 408 638 0968
 - Enter meeting ID: 993 5459 6043, passcode: 674942
 - Dial *9 to raise your hand
 - After you are invited to speak, dial *6 to unmute yourself



Meeting Agenda

Time	Topic
4:00 p.m.	Welcome <ul style="list-style-type: none">○ Meeting Overview○ Introductions and Check In○ Program Update
4:25 p.m.	Snapshot of the Draft Supplemental Environmental Impact Statement (SEIS) Key Findings <ul style="list-style-type: none">○ Questions & Answers
5:15 p.m.	CBAG Recommendations: Avoid Further Harm
5:45 p.m.	Public Comment
5:55 p.m.	Closing

Our CAG Meeting Space

- ▶ Put relationships first
- ▶ Keep focused on our common goal
- ▶ Notice power dynamics in the room
- ▶ Create a space for multiple truths & norms
- ▶ Be kind and brave
- ▶ Practice examining racially biased systems and processes
- ▶ Look for learning



Welcome CAG Members

Ed Washington & Lynn Valenter, CAG Co-Chairs

CAG Sharing

- ▶ **Welcome**

- Ed Washington & Lynn Valenter, Co-Chairs

- ▶ **Open Discussion – CAG Members**

- Please share your name, organizational affiliation or at-large status, and pronouns



Program Update

Greg Johnson, Program Administrator

Recent Activities

- ▶ **Draft SEIS Public Comment Period Sept. 20-Nov. 18**
- ▶ **Virtual Draft SEIS Public Briefing**
- ▶ **Upcoming Section 106 Online Open House**
 - 30-day public comment period (Oct. 18 through Nov. 18, 2024)
- ▶ **Joint Oregon and Washington Transportation Commission Meeting – Oct. 1**
- ▶ **Recent Presentations**
 - AASHTO Design Committee
 - Greater Vancouver Chamber of Commerce
 - Washington Aggregates & Concrete Association
 - Oregon Concrete & Aggregate Producers Association
 - TriMet Board
 - Metro Exposition Recreation Commission
 - Washington County Chamber of Commerce
 - RTC Board
 - City of Portland Freight Committee
 - Portland Metropolitan Chamber of Commerce
- ▶ **Community Event Tabling**
 - Vietnamese Community of Clark County Moon Festival
 - St. Johns Farmers Market
 - Vancouver Farmers Market





We want to hear your comments!

- ▶ Comments provide feedback that helps the Program refine design options, update technical analysis and inform the Final SEIS.
- ▶ Comments should be specific to information you learned or read within the Draft SEIS.
- ▶ When sharing an opinion on design options or the analysis, provide information from the analysis that helped form that opinion.
- ▶ For a comment to be included as part of the formal record, it must be submitted in one of the official ways.
- ▶ Comments submitted through social media and informal conversations will not be recorded as formal comments.
- ▶ To ensure the administrative record accurately and completely reflects the documentation received during the public comment period, written comments should not include any hyperlinks to outside materials or information. Any materials or information you wish to have considered should be included within the submitted comment.
- ▶ Attachments to e-mails must be specifically referenced in the comment text, including specific citations to page number and passage from the attachments.
- ▶ All audio/video attachments must be transcribed or submitted via the Draft SEIS voicemail line.

Accessing the Draft SEIS

- ▶ **The document is available now and accessible by all community members**
 - Adheres to ADA standards
 - Online search function to easily locate specific information
 - Executive Summary is interpreted into multiple languages
- ▶ **View the Draft SEIS document, Executive Summary and technical reports online at: www.InterstateBridge.org/DraftSEIS**
- ▶ **Hard copies are available for in-person review:**
 - IBR office: 500 Broadway, Suite 200, Vancouver
 - Vancouver City Hall: 415 W 6th Street, Vancouver
 - Vancouver Community Library: 901 C Street, Vancouver
 - The Charles Jordan Community Center: 9009 N Foss Ave, Portland
 - The Portland Building: 1120 SW Fifth Ave, Portland
- ▶ **Two upcoming virtual public briefings on the content in the Draft SEIS and public comment period: Oct. 1 and Oct. 9**

How to Comment

- ▶ **Comment through Nov. 18 using one of these methods:**
 - Submit a web-based form at www.InterstateBridge.org/DraftSEIS
 - Email a comment to DraftSEIS@InterstateBridge.org
 - Send a comment to the IBR office through the mail
 - 500 Broadway, Suite 200, Vancouver WA 98660
 - Call the IBR office to leave a verbal comment at 866-IBR-SEIS (427-7347)
 - Comment at virtual and in-person public hearings
- ▶ **Comments can be provided in your native language.**
- ▶ **Upcoming in-person public hearings and open house opportunities:**
 - Gaiser Hall 150, Clark College, Vancouver — Oct. 15, 5:30-8:30 p.m.
 - Portland Expo Center — Oct. 17, 5:30-8:30 p.m.
- ▶ **Upcoming virtual public hearing events:**
 - Draft SEIS Virtual Public Hearing — Oct. 26 (12:00 pm) & Oct. 30 (6:00 pm)

Visit the IBR calendar for a full list of and information about attending briefings, opening houses, public hearings, and other events: www.interstatebridge.org/calendar



Snapshot of the Draft Supplemental Environmental Impact Statement (SEIS) Key Findings

IBR Program Team

CAG Survey Results – Draft SEIS Topics Selection

Survey Overview:

- ▶ 13 total responses from CAG members
 - Participants selected their top 2 choices from each topic section

Top Selected Topics

- ▶ **Transportation Findings**
 - Transportation (congestion, safety, vehicle and transit travel times and volumes) – **92%**
 - Navigation – **46%**
- ▶ **Community Findings**
 - Economics – **61%**
 - Equity – **61%**
- ▶ **Environment Findings**
 - Climate Change – **69%**
 - Ecosystems – **61%**



Transportation Findings

Ryan LeProwse, Transportation Lead



Existing Safety Conditions

I-5, Ramps and Ramp Intersections within IBR Study Area

1,780 crashes

5-year study (2015-2019)

7 fatal crashes

3 rear-end

2 pedestrians

2 fixed-object

17 serious injury crashes

6 rear-end

4 side-swipe

2 Overturn

2 Turning

1 Angle

1 Fixed Object

1 Other

See **Chapter 3.1** for more information



Expected Safety Outcomes in IBR Program Area Roadways in 2045

No-Build Alternative

28%
Increase in Crashes from 2019

Modified LPA with one auxiliary lane compared to the No-Build Alternative

13%
Crash Reduction

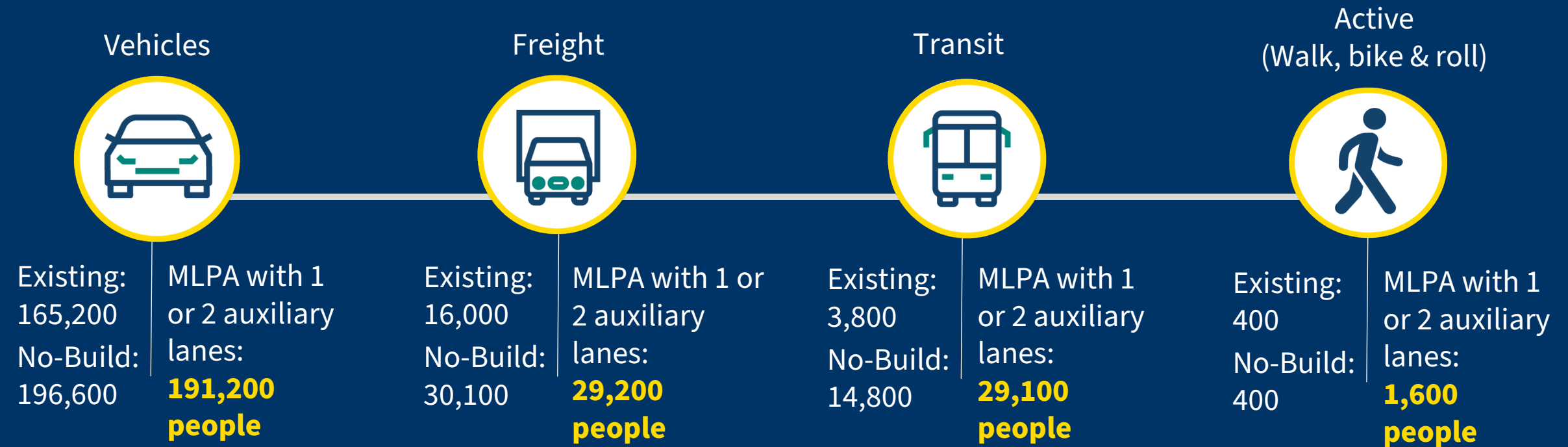
Modified LPA with two auxiliary lanes compared to No-Build Alternative

17%
Crash Reduction

See **Chapter 3.1** for more information

Average Daily Person Trips on I-5 Columbia River Bridges

The Modified LPA — with one or two auxiliary lanes — increases person throughput in 2045 while reducing vehicle miles traveled and number of vehicles using I-5.



Total Person Throughput =

Existing (2019): **185,400** | No-Build: **241,900** | MLPA with 1 or 2 auxiliary lanes: **251,100**



Average Weekday Vehicle Trips on I-5 Columbia River Bridges

Existing Conditions
(2019)

143,000

No-Build (2045)

180,000

**26% more
compared to
Existing Conditions**

Modified LPA with
one or two auxiliary
lanes (2045)

175,000

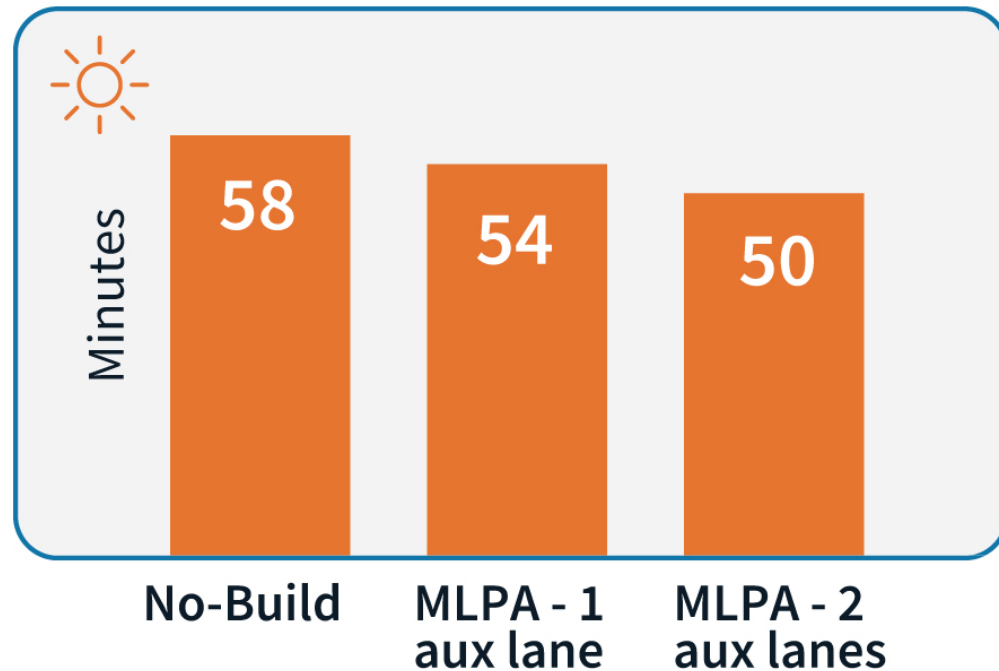
**3% less compared to
No-Build Alternative**

See **Chapter 3.1** for more information

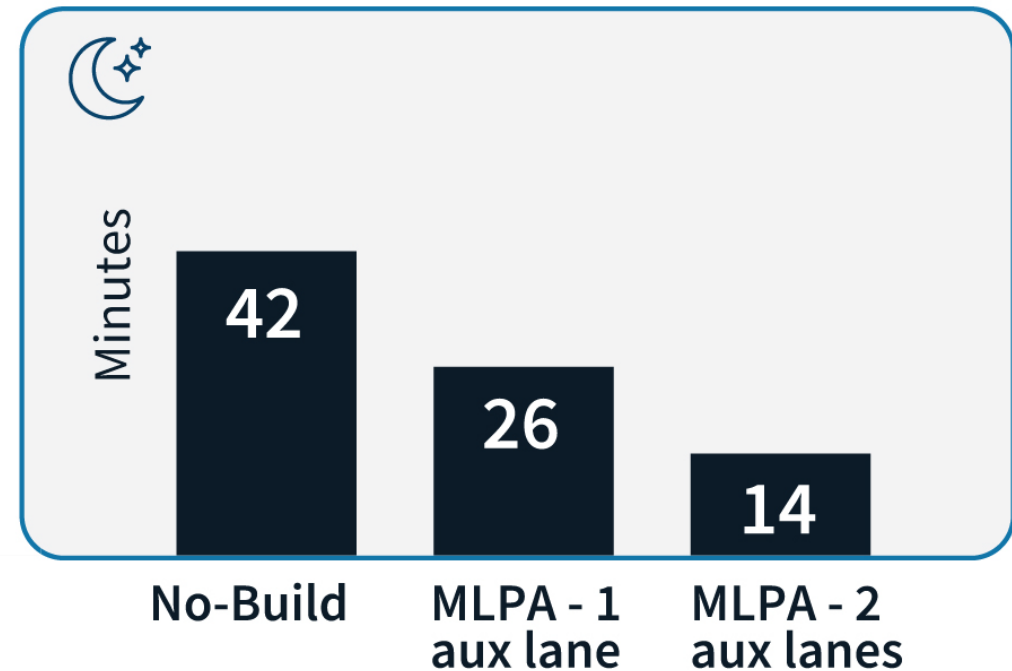
Travel Times - Vehicles

Travel times are calculated as trips 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. Southbound (AM) and northbound (PM) travel times decrease under both Modified LPA options as compared to the No-Build.

Southbound AM 6 am - 10 am



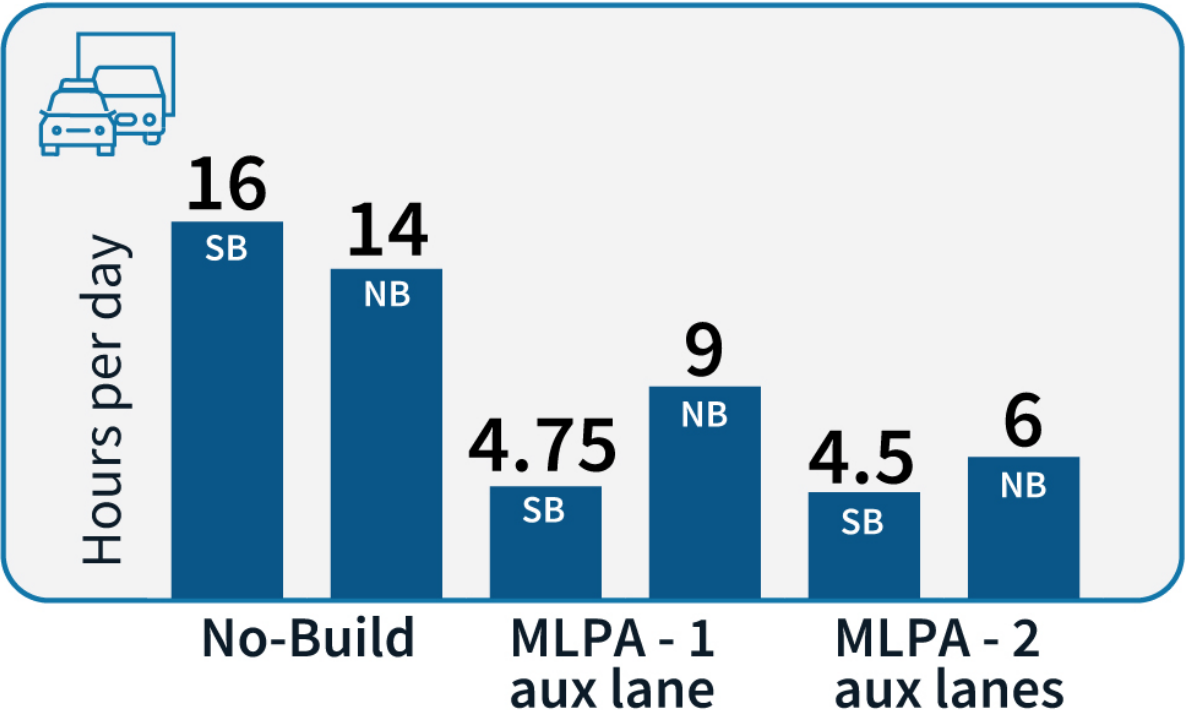
Northbound PM 3 pm - 7 pm



Hours of Daily Congestion at the I-5 Columbia River Bridges

Number of hours in a weekday that congestion (speeds under 45 mph) is expected to occur northbound (NB) and southbound (SB) at the new Columbia River bridges in the year 2045. Southbound and northbound hours of daily congestion decrease under both Modified LPA options as compared to the No-Build.

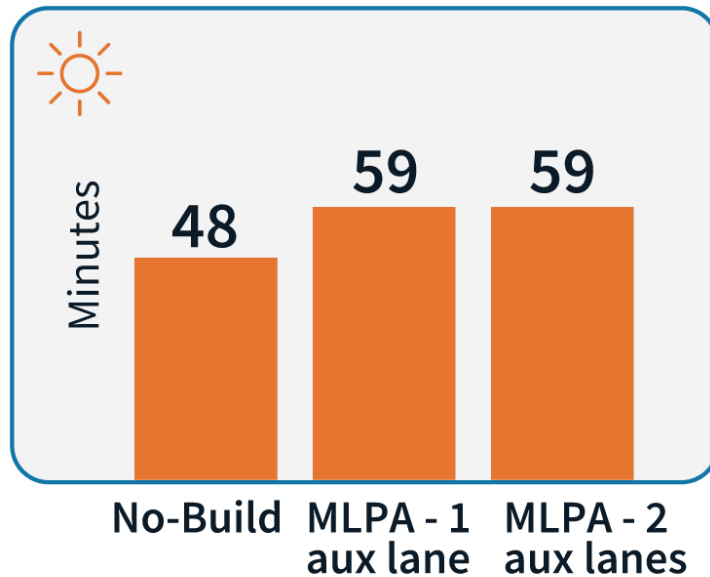
Congestion at Interstate Bridge in 2045



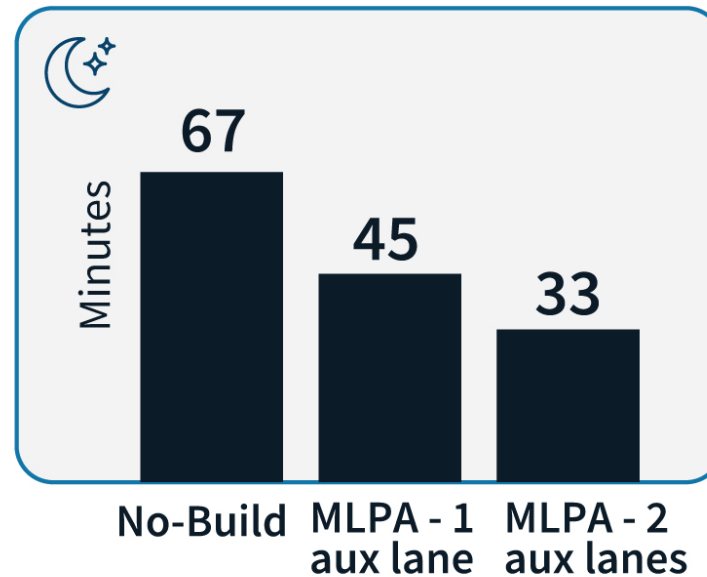
Transit Total Travel Times

Average travel times (including 10-minute walk access on either end of trip) by transit between downtown Vancouver and Pioneer Courthouse Square in downtown Portland in the year 2045 on weekdays.

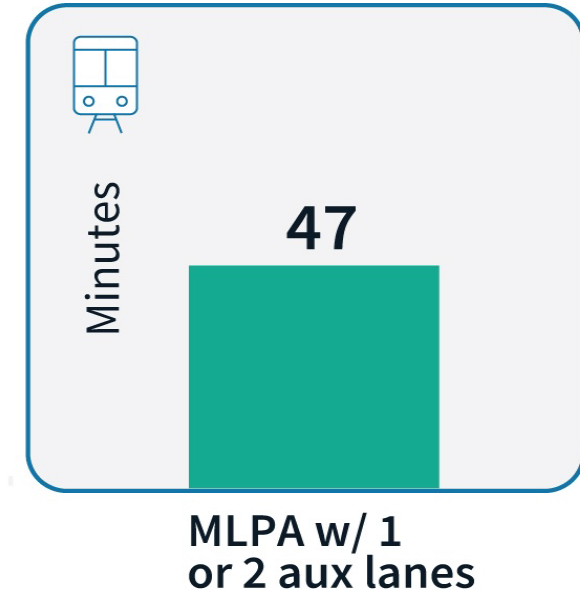
Southbound AM - Express Bus



Northbound PM - Express Bus



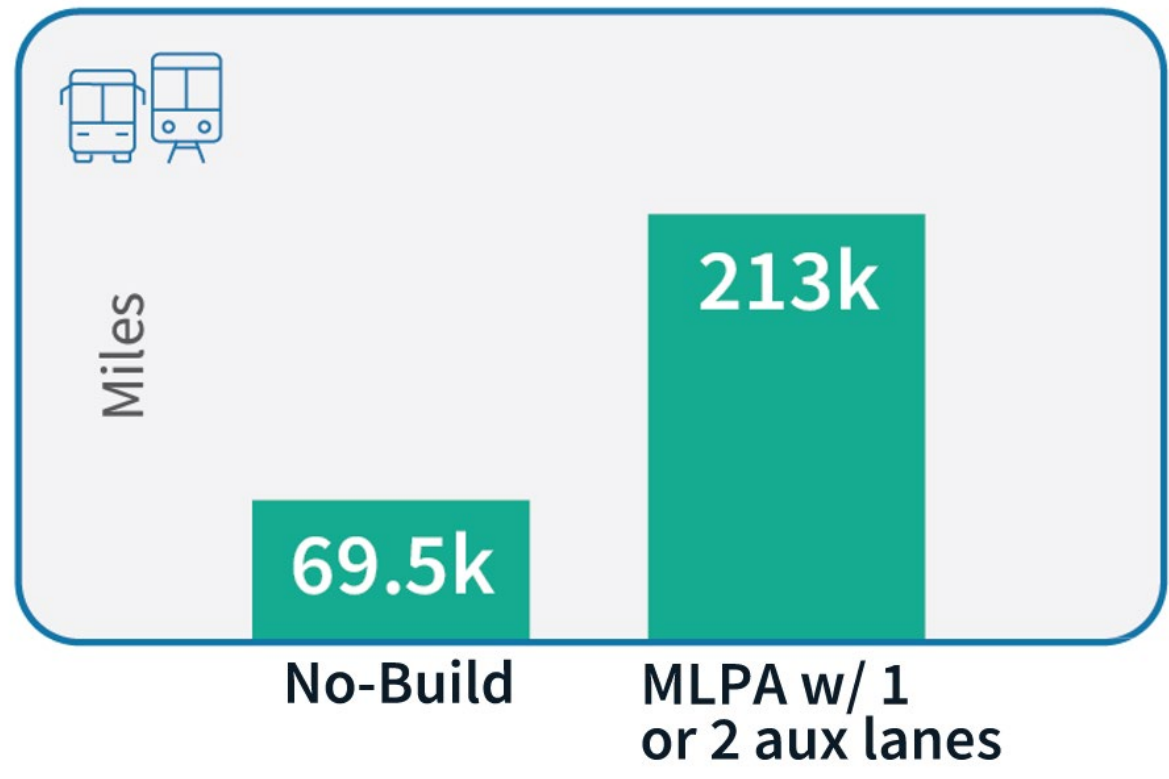
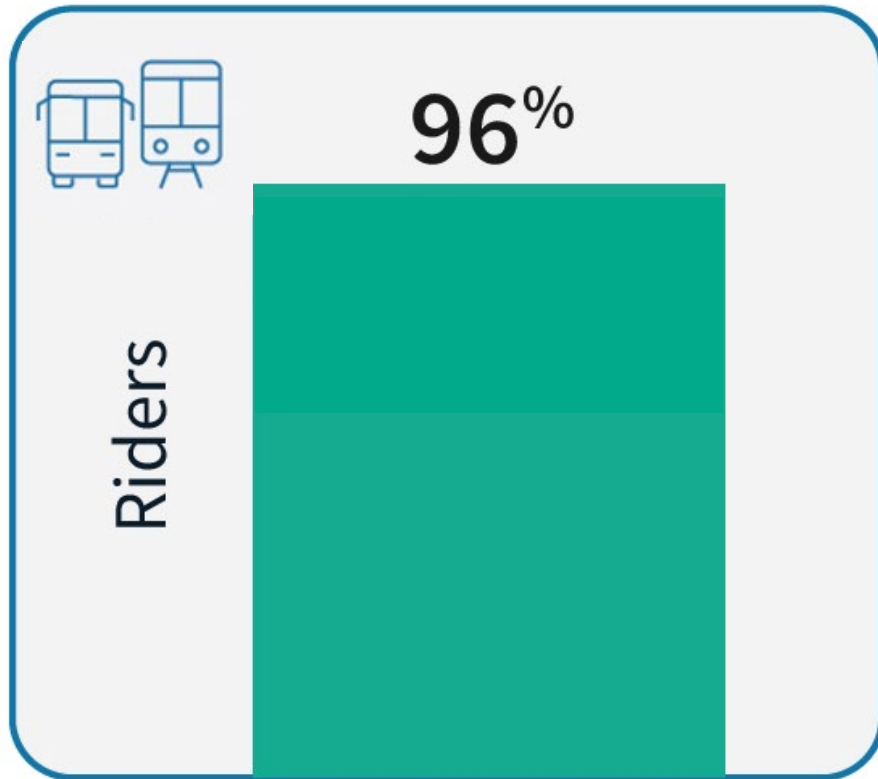
Light Rail - Both Directions



Transit Ridership & Passenger Miles

Increase in transit riders across the new I-5 Columbia River bridges from 14,800 transit riders with the No-Build Alternative to 29,100 transit riders with the Modified LPA (all options) in 2045.

Average weekday passenger miles on C-TRAN Express Bus and Yellow Line LRT in 2045.





Community Findings

Rebecca Steiner, Environmental Team

Emma Johnson, Environmental Team

Economics

▶ Benefits to economic activity:

- Improved freight mobility
- Improved access to economic opportunities for all demographics due to faster travel times

▶ Impacts to economic activity:

- Reduced property tax revenue compared to No-Build due to displacement of residential units and businesses
- 616 jobs impacted due to 36 businesses displaced
 - I-5 westward shift: Three additional businesses displaced with 142 additional employees impacted
 - Waterfront Station Park-and-Ride Site 3: One additional business displacement; 53 additional employees impacted
- Option to remove C Street Ramps would impact local businesses near Mill Plain Boulevard and downtown Vancouver due to traffic delay and increased travel time

▶ Benefits of construction on economic activity:

- Increased employment
- Increased spending

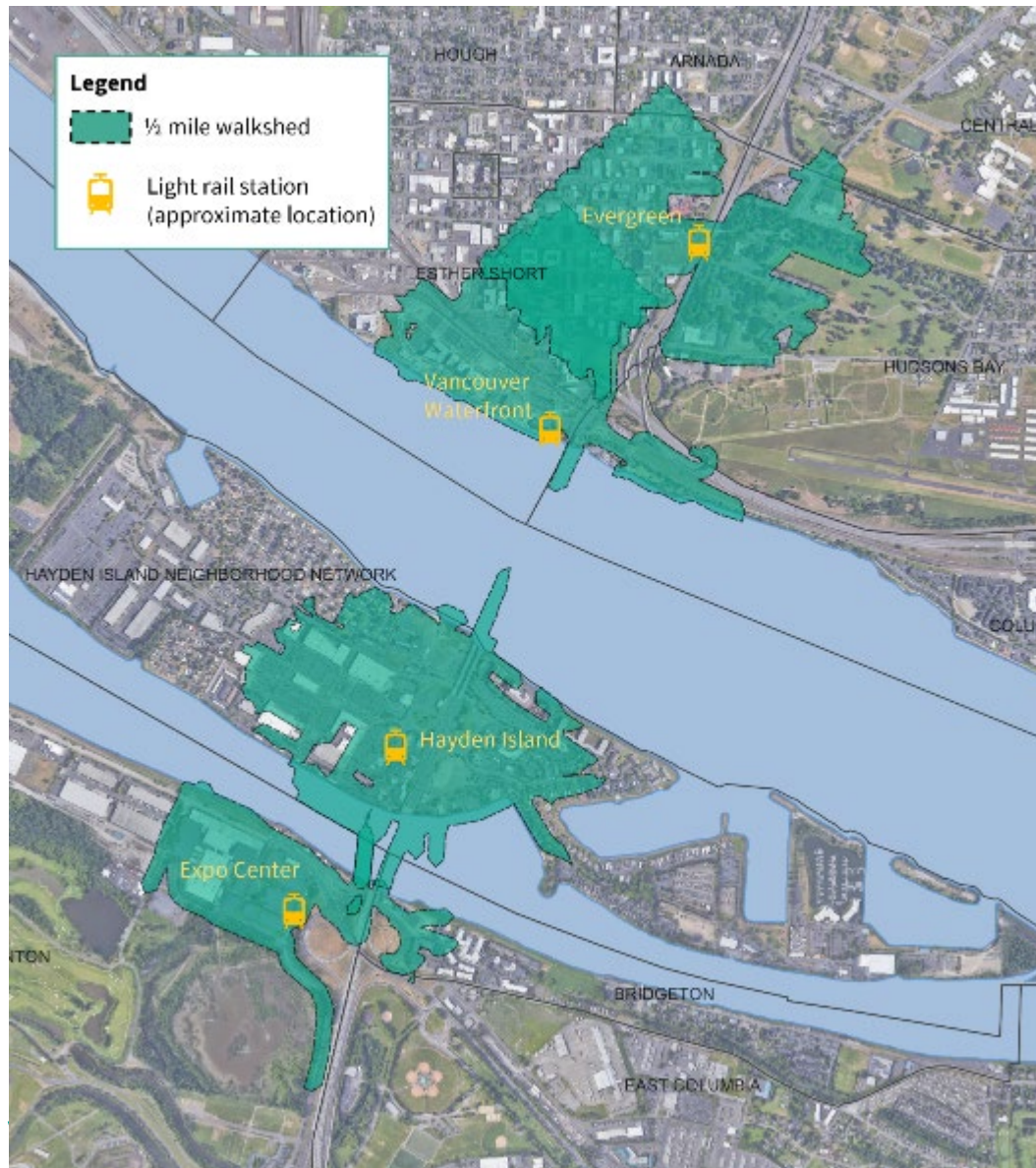
**Every \$1 billion spent on
construction**



**5,500 direct jobs
&
10,900 indirect jobs**

See **Chapter 3.4** for more information

Equity



Transit Stations and 1/2-Mile Walksheds

- ▶ **Driving travel time reductions due to increased access to high-capacity transit and active transportation**
 - **Two auxiliary lanes:** Further reduced delay and congestion, improving travel times
 - **Single-level fixed-span/Movable-span:** Improved visibility for travelers on shared use path.
 - **Single-level movable-span:** Delay due to bridge openings
- ▶ **Increased job access for all demographic groups due to faster travel times**
 - **Two auxiliary lanes:** Slightly greater jobs access
- ▶ **Potential residential displacement and displacement of people experiencing houselessness**
- ▶ **Tolling transportation costs**
- ▶ **Construction-related impacts could disproportionately impact equity priority communities**
 - Traffic diversion, noise, dust, etc.

See **Chapter 3.5** for more information



Environment Findings

Rebecca Steiner, Environmental Team

Emma Johnson, Environmental Team

Climate Change

The Modified LPA would have the following benefits and impacts to climate change compared to the No-Build:

- ▶ Increased mode share of low- and zero-emission modes (transit, active transportation)
- ▶ Lower energy consumption and GHG emissions in 2045 due to reduced Vehicle Miles Traveled and increased mode shift consistent with national, regional and state goals
 - No Build:
 - 14,349,500 (weekday vehicle miles travelled)
 - 11,440 (metric tons of CO2 exhaust emissions per day from roadway operations)
 - Modified LPA:
 - 14,270,500 (weekday vehicle miles travelled)
 - 11,409 (metric tons of CO2 exhaust emissions per day from roadway operations)
- ▶ Improvements in climate resilience with materials and design

Ecosystems

- ▶ Under the Modified LPA, bridge removal and replacement would result in direct permanent impacts to sensitive aquatic habitats in the Columbia River and North Portland Harbor.
- ▶ While a specific mitigation has not yet been developed yet, two mitigation sites are being evaluated to offset natural resource impacts. These sites would be approved by federal, state, and local regulatory agencies.



Potential Avoidance, Minimization and Mitigation Measures

- ▶ Potential measures to avoid, minimize, and mitigate are included in the Draft SEIS
 - Regulatory and Best Management Practices
 - Standard mitigation
 - Program-specific mitigation
 - Development of community benefits
- ▶ Regulatory compliance efforts are underway





Inform/Consult Session on IBR Community Benefits Avoid Further Harm

Emilee Thomas-Peralta, Equity Team

CBAG Process Overview



► Work between phases:

- Analysis and coordination within interdisciplinary team (Design, Environmental, Procurement, Climate, Finance, DBE/Workforce, Agreements, Tribal Liaison)
- Asset mapping sessions with program partners and interested parties

IBR Equity Objective

- ▶ **Avoid 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.**

Potential Community Benefits Recommendations

► Avoid Further Harm:

- 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 scooter during construction, including the implementation of shuttle buses and additional bus routes along the impacted routes in the cities of Vancouver and Portland.

Potential Community Benefits Recommendations

▶ Avoid Further Harm:

- 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 AI.

Potential Community Benefits Recommendations

► Avoid Further Harm:

- 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.*

Potential Community Benefits Recommendations

▶ Avoid Further Harm:

- Minimize impacts 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

Discussion

- ▶ Are these recommendations in line with the CAG community values from your perspective?

What's Next?

Upcoming Meetings

- ▶ Equity Advisory Group (EAG)
 - October 16, 2024 – 5:30 - 7:30 PM
- ▶ Community Benefits Advisory Group (CBAG)
 - October 22, 2024 – 9:30 - 11:30 AM

Public Comment

Comment Instructions

To make a verbal comment:

- ▶ To make a live comment via phone, dial: +1 646 931 3860 or +1 408 638 0968
 - 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
- ▶ 10-minute timeframe will be divided among the number of requested speakers

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 comments after the meeting:



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



- ▶ Call **360-859-0494** (Washington), **503-897-9218** (Oregon), **888-503-6735** (toll-free) and state "CAG Public Comment" in your message.
- ▶ Written comments need to explicitly say “**CAG Public Comment**” in the subject line or in the body of the message for them to be identified and distributed to CAG members.
- ▶ 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. Comments received after that point will be distributed to members in advance of their next meeting.



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



Thank you!

www.interstatebridge.org