

MEETING SUMMARY

Subject: Community Advisory Group (CAG) Meeting #29

Date and Time: Thursday, October 12th, 2023 / 4:00 – 6:00pm

Location: Zoom Meeting and YouTube Livestream

Number of concurrent YouTube viewers: 29

OUTCOMES

- Develop understanding of the Community Benefits Advisory Group’s purpose, objectives and ways to engage.
- Learn about tolling on the IBR program and have the opportunity to ask questions.
- Hear about recent updates from the IBR program.

WELCOME

Johnell Bell, CAG Co-Facilitator, welcomed CAG members to the meeting and introduced Lynn Valenter and Ed Washington, CAG Co-Chairs, and reminded members to center the space and previewed the agenda. Members were encouraged to introduce themselves and share *what comes to mind when you hear the word ‘community’?*

PROGRAM ADMINISTRATOR UPDATE

Greg Johnson, Program Administrator, provided program updates by sharing some of the current work with the environmental phase, design, program tours, and presentations. He began by highlighting the ongoing environmental phase of the program, involving the review of documents by our federal agency partners for the draft Supplemental Environmental Impact Statement (SEIS). Administrator Johnson mentioned that the IBR program aims to have the Draft SEIS document ready for release in mid-winter. He emphasized the importance of completing federal reviews and communicating with the community to prepare for the 60-day public comment period on the draft SEIS. The team is actively working to finalize it, so it passes muster from our federal agency partners for release. Additionally, Administrator Johnson reported on the progress of the design work, currently at 10 to 11% design, with expectations of having visuals available for CAG members to review and provide feedback before we release the draft SEIS.

In terms of program tours, Administrator Johnson mentioned various tours conducted, including visits to the existing bridge with the WA Transportation Commission, a tour for political leaders with the WA Joint Transportation Committee, and a bridge tour during the OR and WA State Public Transportation Conference. He highlighted Congressional RoundTable discussion with the White House infrastructure leader, Mitch Landrieu, and engaged in discussions with many local transportation leaders in Vancouver where the bridge

was an important topic of discussion. Recent presentations were made at multiple forums, including the Western Bridge Engineers Seminar, business associations, neighborhood associations, the building trades conference, and government bodies in both Oregon and Washington.

IBR COMMUNITY BENEFITS ADVISORY GROUP

Shannon Singleton, IBR Community Benefits Lead, provided an update on the IBR Community Benefits Advisory Group, emphasizing equity objectives and extensive community engagement. These should not be confused with specific agreements or labor agreements as the program will address community benefits through different avenues contract specifications, Request for Proposal (RFP) scoring criteria, environmental documents or referenced in future Community Workforce Agreements (CWA) and Project Labor Agreements (PLA). The program has begun exploring ways to develop benefits for the community and create recommendations through this advisory group. This work is rooted in our Equity framework and how we engage with the community. The community benefits will be categorized in line with the program's equity framework key objectives: mobility and accessibility, physical design, community benefits, workforce equity, economic opportunity, decision-making processes, and avoiding further harm.

Shannon also explained that the CAG values and priorities are integral to their framework, serving as a lens through which they consider potential Community Benefits.

What are Community Benefits on IBR program?

Shannon then provided some examples of Community Benefits, such as construction mitigations, public/community spaces, public art, community centers, and support for affordable housing development.

- Shannon shared that there are distinct elements that belong to either a Project Labor Agreement (PLA) or a Community Workforce Agreement (CWA). However, there's also an overlap where certain elements could apply to both Community Workforce Agreements (CWAs) and Project Labor Agreements (PLAs). For example, these elements from Community Benefits Agreements (CBAs) can support PLAs, DBEs/ Workforce such as targeted hiring programs, job training programs, childcare assistance for workings, transportation subsidies for workers, or mentorship programs.
- Shannon also shared an overview of the CBAG's scope, which includes work to apply the Community Values & Priorities developed by CAG to the CBAG recommendation development process, and to advise IBR on how to leverage the program's work and partnerships to achieve the greatest positive benefit to the communities in the program area and broader region from the program's work. The CBAG will also explore community benefits that align with the program's Equity Framework and advise IBR on the establishment of accountability mechanisms for commitments made in the CBAG process.

Next, Shannon provided information on what categories Community Benefits may fall into, including plans and mitigations already included in the program, program partner conditions, partner agency contributions and additional benefits identified by CBAG and the community. It was discussed that there is an opening in

the CBAG that is available for a CAG member, inviting diverse representation from the community. Information was also provided on what types of representation are included in the CBAG membership:

- Program area residents
- Program area business owners
- Workforce development
- Housing
- Culturally-specific Community Based Organizations and businesses
- Disability rights
- Environmental Justice (those advocating for equity in environmental protections)
- Parks & Recreation

Discussion Question:

Questions from advisory group members:

“I have a group of trucking companies that have terminals located around the Jubitz truck stop, and they have expressed concerns about access on and off the freeway due to some of the changes happening with the IBR program. They have asked for an opportunity to discuss this with decision-makers. Should I recommend that they apply to this committee?”

Responses:

- Shannon responded to say that the applications are specifically for CAG and EAG and that the other members of this advisory group have been appointed. Administrator Johnson then said that IBR design team would be happy to meet with people, including Jubitz, regarding access and discuss what it might look like in the future.

Discussion questions to think about:

What are ways you would like to engage with CBAG?

How can the IBR program best engage the community around the work of the CBAG to create a meaningful impact?

- “It’s really about mitigation and while this group is interested, it’s not their top priority. Can we have a report or just one slide that highlights what is being considered.”
- “I would like to see some roundtable discussions between the two committees to brainstorm.”
- “I had limited CBAG to artistic and recreational benefits, and there are a ton of other benefits that will be addressed, and I want to make sure we at the CAG hear about all that. So, I would strongly support Lynn’s suggestion of having CBAG updates at our monthly meetings.”
- I’m not sure why we need another committee for something we [the CAG] were already tasked with.
 - Administrator Johnson responded to note that CBAG will be diving deeper into specific items. Initially, we were presented with putting this into the Community Advisory Group charge, but we felt this is so specific, that having a group that is singularly focused on this issue, and once they

have made their recommendation, that group will more than likely go away. Whereas the Community Advisory Group will oversee the implementation through construction and will ensure that things are agreed upon and implemented appropriately.

- What is this specific task of CBAG?
 - Administrator Johnson further shared that we have specialists on the panel who specialize in different aspects of the program. Impacts on neighborhood with the footprint of the construction and how we will mitigate for noise and dust and once against specific charges to ensure these things are covered by CBAG.

TOLLING

Meghan Hodges, IBR Community and Government Relations Manager, provided an update on Tolling:

Meghan began by addressing national transportation challenges that exist today, including a decline in gas tax revenue due to increased fuel efficiency, rising construction costs caused by inflation, limited and competitive federal funding, and a growing issue of congestion and extended travel times experienced by both vehicles and freight throughout the country. She then discussed tolling is one solution to addressing this because it creates a sustainable transportation funding source for system maintenance. Tolling can also result in travelers adjust when and how they travel, ultimately aiding in reducing congestion across the system. She shared that while tolling may not be a popular solution, an increasing number of states across the U.S. are exploring tolling as a means to address the aforementioned challenges.

Meghan shared that tolling is also planned to be implemented on both IBR and other regional facilities in order to fund transportation improvements and improve system reliability. While the IBR program is not implementing tolls on the I-205 bridge; Oregon is in the process of implementing tolls on I-205 and I-5, although the specific limits have not yet been determined.

Funding for the IBR program is expected to come from various sources, including federal grants, state contributions, and toll revenue. Meghan further clarified that the revenue generated from tolls will contribute to funding the replacement bridge, its continued operation, and maintenance throughout the construction loan. Additionally, tolling enhances the program's competitiveness in securing Federal Grant funding.

What will tolling look like?

Meghan shared that IBR will use electronic tolling so there's no need for vehicles to stop, as it operates seamlessly without toll booths. Additionally, time of day variable rate tolling with higher charges during peak demand times is anticipated to be implemented to help improve reliability. The timeline for the start of tolling, anticipated to be in 2026 once construction of the replacement bridge begins, was also shared.

Some of the benefits of tolling combined with the program's multimodal improvements were shared, including enhanced reliability, safety, and helps us meet the state climate goals.

Meghan then shared information on the different roles and responsibilities in each state related to tolling and how it will be implemented in a bi-state process. She shared that the state legislatures in Oregon and Washington authorize tolling facilities and outlines how toll revenue is spent. In Oregon, the Oregon Transportation Commission (OTC) can also determine how toll revenue is spent. In both Oregon and Washington, these commissions set toll rates and policies. For IBR, the commissions are anticipated to collaboratively set rates, exemptions, and discounts. She shared that the commissions are anticipated to set rates and policies around 6-8 months before tolling commences. The IBR program will work closely with the commissions to define the process for integrating public, advisory group, and partner agency input into toll rate-setting and policies. Future discussions between the commissions will include the topic of a potential low-income discount, and toll policies related to tribes.

Discussion questions to think about:

What questions do you have?

What information can we bring to future meetings to help you and the community understand tolling better?

- What about tolling for bicycles, rollers, walkers?
 - We do not decide what vehicle types are tolled as that decision is up to the Commissions. However, this has not been implemented on other regional toll facilities so is unlikely.
- Will the light rail tickets go up to absorb some of the cost?
 - When folks are already paying to ride transit and cover the costs of transit, I wouldn't anticipate that they will increase the cost to cover a toll.
- Are the tolls going to be set in place or will they be dynamic and changeable?
 - While tolls will be variable by time of day, they will follow a set schedule, so it is predictable for the traveler. They will not change on an hourly basis based on traffic.
- Is there any coordination regarding how many travelers will use 205 once tolling on I-5 starts?
 - While there may be a small percentage that will use the 205 bridge instead, our analysis has indicated that there will not be a large percentage of vehicles that divert to I-205. About 60-70 percent of the vehicles that use the Interstate Bridge enter and/or exit in the 5 mile program area because they want to or need to be on I-5 for their trip. Diverting that far to another bridge is likely not an option for most of them.
- Will we have an opportunity to provide feedback as a CAG member?
 - A lot of times we get feedback that folks don't want tolling, but there aren't enough other sources for funding without tolling. So while feedback won't remove tolling as an option, you can have an impact through involvement with the commissions who are the decisionmakers. There will be a layer of public input as the commissions develop toll rates and policies. It's not yet clear how they intend to involve our IBR advisory bodies in the tolling process but we will come back with more information as that coordination occurs.
- Is tolling being considered for the next 100 years?
 - The duration of tolling will be determined by the decision makers in each state. At the very least, it will continue for 30 to 40 years, after which it will be at the discretion of these decision makers.

COMMUNITY ENGAGEMENT

Salomé Chimuku, IBR Community Engagement Team Lead, provided an update on Community Engagement.

During the Summer of 2023, the IBR program tabled a total of eighteen (18) events, evenly distributed between Oregon and Washington. They interacted with over 1,250 individuals across a diverse range of events, with approximately 50% of the events focusing on equity priority communities.

Additionally, the program-initiated Community-Based Organization (CBO) Mini Grants to empower CBOs in extending IBR program outreach through their networks. Eight (8) organizations working with diverse equity priority communities were selected, and a total of \$50,000 was awarded to support their efforts.

Question and Answer:

- For the previous round of CBO mini grants do we have data on how many contacts we received?
 - We have a matrix, we collaborated with eleven (11) different organizations, and they conducted four listening sessions. We averaged about 74 participants per session. In the four sessions we had about 370 participants attend, with about 92% having never attended an IBR session before. About 70% of attendees identified with multiple equity priority communities.
- Can you send the organizations that were awarded for this round?
 - Yes, we will follow up with an email with the organizations and what communities they represent.
- How many languages are spoken through the previous listening sessions?
 - Eleven (11) languages.
- Were any of these pictures on the slide from Good in the Hood?
 - Neither of these photos were taken at Good in the Hood, but we did attend the event this year. Both photos are of Vancouver Pride. We also participated in various multicultural events which was great because many of these gatherings attracted community members who had not previously engaged with the IBR Program.

NEXT PROGRAM MEETINGS

- Equity Advisory Group (EAG) on October 16, 5:30 - 7:30 p.m.
- Executive Steering Group (ESG) on October 18, 2:00 - 4:00 p.m.
- Community Benefits Advisory Group (CBAG) on October 26, 9:30 - 11:30 a.m.
- Community Advisory Group (CAG) on November 9, 4:00 - 6:00 p.m.

PUBLIC COMMENT

No comment

ATTENDEES

CAG Members

Attendees	Organization
Bill Prows	OAME
Brooke Pillsbury	Clark College
Darcy Hoffman	Workforce SW WA
Ed Washington	CAG Co-Chair
Hayley Watson	OSBCTC
Gerina Hatch	Community in Motion
Irina Phillips	At-large Community Member
Jana Jarvis	Oregon Trucking Association
Julie Doumbia	At-large Community Member
Lynn Valenter	CAG Co-Chair
Martha Wiley	Public Transit Representative - WA
Mikaela Williams	At-large Community Member
Sheri Call	Washington Trucking Association
Tom Hickey	Bridgeton Neighborhood Association
Ryan Webb	The Confederated Tribes of Grand Ronde
Robin Jay Richardson	At-large Community Member

Facilitators and Presenters

Attendees	Organization
Greg Johnson	IBR Program Administrator
Salome Chimuku	IBR Community Engagement Team
Lisa Keohokalole Schauer	IBR CAG Co-Facilitator
Johnell Bell	IBR CAG Co-Facilitator
Meghan Hodges	IBR Community and Government Relations Manager
Shannon Singleton	IBR Community Benefits Lead

Additional Participants

MEETING RECORDING AND MATERIALS

Meeting Recording

https://www.youtube.com/watch?v=ajXQ-Yqvq_A

Meeting Materials

<https://www.interstatebridge.org/get-involved-folder/calendar/cag-october-12-2023-meeting/>