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Listening Session	Number of Participants
Black, Indigenous, and People of Color (BIPOC)	55
People Living with Disabilities	30
Youth and People Living with Lower Income	129
People with Limited English Proficiency, Immigrants, and Refugees	93

2 **Written Materials**

3 Written materials provide information about the IBR Program to a broad range of audiences. One of the main  
 4 components of the communications effort is having a range of written materials that are easily identifiable as  
 5 IBR Program materials that can be accessed either in print form or electronically via the IBR Program website.  
 6 Individuals requiring reasonable accommodations can request written material in alternative formats or sign  
 7 language interpreters by contacting the Program team. All documents on the IBR Program website are also  
 8 remediated for accessibility for individuals with visual impairments to comply with Section 508 of the  
 9 Rehabilitation Act of 1973. Under Section 508, agencies must give disabled employees and members of the  
 10 public access to information comparable to the access available to others.

11 The following are all elements of the written materials produced:

- 12 • Newsletters. Monthly newsletters are produced and published on the IBR Program website to describe  
 13 Program plans and timelines, opportunities for public input, Program options and alternatives under  
 14 consideration, and Program progress. They also serve as part of the notification system for public  
 15 meetings and other milestones.
- 16 • Program Overview Fact Sheet. A general background document was created that describes Program need,  
 17 process, timelines, and benefits. This document is used for briefings and meetings and is updated as  
 18 needed.
- 19 • Fact Sheets. Fact sheets have been developed that can be used individually or in packets for specialized  
 20 audiences. These fact sheets provide information about the Modified LPA, IBR study area improvements,  
 21 the Draft SEIS process, and other topics of public interest.
- 22 • Display Boards. Display boards are created for open houses, booths at fairs and festivals, and  
 23 miscellaneous presentations.
- 24 • Postcards. Postcards are mailed to relevant addresses approximately one to two weeks before public  
 25 meetings. The address list may include all addresses in a particular area, all addresses in the Program  
 26 database, or a combination of both. These postcards notify neighbors and other interested parties of  
 27 upcoming opportunities to review the Program team’s work and provide input.
- 28 • Presentation Materials. Presentation materials are prepared to support open houses, briefings with  
 29 neighborhoods, business groups, and community organizations, as well as meetings with media and  
 30 elected officials. Materials are tailored to each group and may consist of a combination of slides,  
 31 illustrations, display boards, and presentation handouts.



## 1 Online Public Meetings, Surveys, Listening Sessions, and Roundtables

2 Due to the coronavirus disease 2019 (COVID-19) pandemic, most of the events held during 2021 and many of  
3 the events held in 2022 were conducted online. As the IBR Program begins to offer in-person events in  
4 addition to online events, the in-person events will be held in both Vancouver and Portland for the  
5 convenience of the public.

6 Online public meetings, listening sessions, and roundtables have been held for the general public and key  
7 community partner groups in coordination with key Program milestones. The Program team has provided  
8 accessible meeting materials upon request for individuals who require reasonable accommodations,  
9 including written materials in alternative formats or sign language interpreters.

- 10 • In February of 2021, four online public briefings, including one conducted in Spanish, were held to provide  
11 IBR Program staff with public input to help define the priority issues and key problems in the study area.
- 12 • From February 16 to 28, 2021, an online open house and interactive survey were made available to the  
13 public on the IBR website to provide Program information and gather public input to help define priority  
14 issues and key problems in the study area.
- 15 • From April through November of 2021, online listening sessions and briefings, including live audience  
16 participation surveys and breakout session conversations, were held via Zoom to gather insights from  
17 various equity priority communities. Community members shared their unique experiences and  
18 perspectives on traveling across the Interstate Bridge or within the study area, as well as their perceptions  
19 and concerns with respect to the IBR Program. These listening sessions included:
  - 20 – Multimodal commuter briefing to gather feedback on issues that are important to automobile, transit,  
21 and bicycle commuters who use the Interstate Bridge.
  - 22 – Active transportation briefing for community members who bicycle, walk, roll, or use other forms of  
23 active transportation to move through the study area (or would like to do so in the future).
  - 24 – Downtown Vancouver briefing to gather insights from community members who live, work, play, or  
25 represent organizations within downtown Vancouver.
  - 26 – Community briefing regarding sustainability and climate considerations to gather insights from  
27 community members regarding climate concerns.
  - 28 – Listening sessions with people living with a disability to gather insights from community members  
29 with disabilities, whose views have historically been excluded from large transportation programs and  
30 projects.
  - 31 – BIPOC listening sessions to gather insights from Black, indigenous, and other community members of  
32 color, whose views have historically been excluded from large transportation programs and projects.
  - 33 – A listening session with houseless individuals, families, and CBOs that work with people experiencing  
34 houselessness to gather insights from this community, whose views have historically been excluded  
35 from large transportation programs and projects.
  - 36 – Listening sessions with older adults to gather insights from older community members, whose views  
37 have historically been excluded from large transportation programs and projects.
  - 38 – Multilingual listening sessions with individuals with limited English proficiency in their respective  
39 native languages to provide information and gather insights from those whose views have been  
40 historically excluded from large transportation projects and programs.
- 41 • In November 2021, several online community briefings were held to provide an update on the IBR  
42 Program's progress. Participants were provided with information on preliminary design options, draft

# Work in Progress – Not for Public Distribution

## Interstate Bridge Replacement Program

- 1 equity and climate frameworks, steps to develop a recommended Modified LPA, and ways to stay  
2 informed and get involved along the way. Event participants had the opportunity to ask questions and  
3 engage with Program staff.
- 4 • In February 2022, an online equity roundtable event was held to coincide with Black History Month. This  
5 virtual roundtable discussion focused on the impact that large infrastructure programs have had on Black  
6 communities throughout American history. Panelists shared their lived experiences with, and reflections  
7 on how, public infrastructure programs have historically impacted Black communities and the  
8 importance of elevating equity-focused practices into the IBR Program to support communities that  
9 depend on this connection.
  - 10 • In September 2022, the online equity roundtable event “Why Equity Matters in Infrastructure” focused on  
11 what the IBR Program is doing to promote equity in both processes and outcomes and addressed how  
12 social justice lends to or takes a cue from infrastructure. The roundtable featured IBR Program staff and  
13 other individuals in the community with equity expertise.
  - 14 • In December 2022, the online equity roundtable event “Accessibility Through Infrastructure” featured  
15 panelists who live with disabilities and spoke to the importance of their communities being involved in all  
16 aspects of infrastructure projects, from start to completion.

## 17 Fairs, Festivals, and Community Events

18 The IBR Program team focuses on reaching people where they are, on their terms and schedules, to connect  
19 with a broader range of people. These efforts included participation in two local and regional community  
20 events monthly—one in Portland and one in Vancouver—from June through August 2022, including the Good  
21 in the Hood Multicultural Music and Food Festival in Portland, Vancouver USA Pride, the Vancouver Farmers  
22 Market, and the Kenton and King neighborhood farmers’ markets in Portland. These outreach opportunities  
23 were designed to provide the general public with an informal opportunity to engage with the Program team,  
24 view Program information, and learn about upcoming Program milestones and public involvement  
25 opportunities. This type of outreach provides the public with increased knowledge of the Program, a  
26 broad-based understanding of Program goals and schedules, and a convenient means of providing feedback  
27 directly to Program staff. Program team participation in community events typically involves staffing  
28 informational tables and booths.

## 29 Media Support

30 A media strategy is used to reach a broad audience with accurate and timely information, increase public  
31 awareness of the Program, and encourage attendance at public events. It includes methods for gaining media  
32 coverage at Program milestones and methods to keep the Program in the public eye between milestones,  
33 including the following activities:

- 34 • News releases. The Program sends out news releases to the media distribution list to alert reporters and  
35 blog writers about major Program milestones and public meetings. News releases are also posted on the  
36 website.
- 37 • Reporter briefings and materials. Members of the media receive Program briefings at key milestones. They  
38 also receive press kits that include Program descriptions, graphics, timelines, and key decision dates.
- 39 • Editorial board briefings. Editorial board meetings are scheduled with a variety of publications within  
40 Clark and Multnomah Counties to inform these boards and their reporters about the Program.
- 41 • Opinion/editorial articles. Program staff solicit opinion/editorial articles from regional transportation  
42 leaders such as governors, legislators, local elected officials, the Washington Secretary of Transportation

1 and the Oregon Director of Transportation, members of the state transportation commissions, business  
2 leaders, and others interested in transportation issues for submission to local papers.

- 3 • Minority and small press. Minority-owned and neighborhood-based media are included in the distribution  
4 of press materials. The Program team has provided translated versions of press releases.
- 5 • Media distribution list. The Program maintains a media list and distribution systems to ensure that  
6 materials are distributed to all relevant and interested news outlets. Neighborhood publications and  
7 transportation-related blogs are included on this list.
- 8 • Community calendars. Dates, times, and locations of community open houses and other public events are  
9 submitted to a wide variety of community calendar sections of publications (both inside and outside the  
10 Program corridor) to reach a broad regional audience.
- 11 • Media tracking. All print media stories are collected for reference and archiving and are distributed via  
12 email to key Program team members on a daily basis.
- 13 • Email messages. The Program communications team keeps the media informed with monthly emails  
14 about the Program.

## 15 Comments, Responses, and Tracking

16 The public can provide the Program team with comments through a variety of methods, including email, the  
17 Program website, voicemail, and public meetings. Public and agency comments gathered over the course of  
18 the Program are shared with selected Program staff based on Program phase, issue, and area of  
19 responsibility. By attending outreach events, Program staff (including technical staff) also receive comments  
20 directly from members of the public.

21 Each written comment (form, letter, or email), outreach summary, record of telephone conversation with a  
22 member of the public, and transcript of testimony at a public hearing is logged into the public comment  
23 system so that it may be made available to decision-makers.

24 Upon receipt of a comment, IBR staff determine whether a question or comment requires a response. If a  
25 response is required, staff research the answer and respond to the questioner in approximately one week;  
26 complex questions may take additional time to research and respond to. All comments and questions are  
27 then categorized by topic. Each comment can address numerous topics. At regular intervals, all the comments  
28 are summarized into a report. The report also contains information about recent outreach events and media  
29 coverage and is distributed to Program leaders, communications staff from Program partner agencies, and  
30 IBR advisory groups, as appropriate. All comments are available for review by any member of the public or  
31 Program staff.

## 32 Communications Coordination

33 The communications team periodically convenes communications staff from the partner agencies for  
34 Program progress updates, to introduce and review communications plans and messages, and track the  
35 distribution of Program materials. Meetings are typically held around major Program milestones or as  
36 needed.

## 37 Technical Coordination with Partner Agencies

38 In developing the Modified LPA, the IBR Program worked with partner agency technical staff through focused  
39 technical working groups to develop, evaluate, refine, and identify design concepts and transit investments  
40 for consideration by community, steering, and advisory groups. These efforts with partner agencies are briefly  
41 described below and are discussed in greater detail in Appendix A, Agency and Tribal Engagement.

### 1 Partner Agency Working Groups and Technical Sessions

2 The IBR Program’s design team worked with technical staff from local agency partners through focused  
3 working groups and technical sessions. These meetings served as a venue for developing a shared  
4 understanding of local conditions, needs, and planned transportation improvements that could then be used  
5 to engage with interested parties in the community. The technical working groups identified design options  
6 for screening, contributed to desired outcomes, developed screening criteria, considered tradeoffs, and were  
7 engaged in the process of developing the Modified LPA.

8 The working groups and technical sessions included technical staff from the IBR Program and the following  
9 agencies:

- 10 • Oregon Department of Transportation (ODOT).
- 11 • Washington State Department of Transportation (WSDOT).
- 12 • Local transit agencies: Clark County Public Transportation Benefit Area (C-TRAN) and Tri-County  
13 Metropolitan Transportation District (TriMet).
- 14 • Regional metropolitan planning organizations Oregon Metro (Metro) and Southwest Washington Regional  
15 Transportation Council (RTC).
- 16 • Cities of Portland and Vancouver.
- 17 • Ports of Portland and Vancouver.

18 During development of the Modified LPA, the IBR Program convened several issue-specific working groups  
19 with members from the above local partner agencies. These included a Travel Demand Modeling Working  
20 Group, a Transit Options Technical Session, and a Climate Technical Working Group. The Agency Working  
21 Group and technical session activities are discussed further in Appendix A, Agency and Tribal Engagement.

### 22 Executive Steering Group

23 The Executive Steering Group (ESG) directly supports the IBR Program’s progress. ODOT and WSDOT  
24 convened the 12-member group to provide regional leadership support on key Program issues. The ESG  
25 provides recommendations on planning, design, operational approach, and funding of the Interstate Bridge  
26 replacement.

27 The following members of the ESG include representatives from the 10 bi-state partner agencies with direct  
28 delivery or operational roles in the integrated, multimodal transportation system around the Interstate  
29 Bridge, as well as a community representative from each state. The two community representatives serve as  
30 co-chairs of the Community Advisory Group (CAG).

- 31 • ODOT – Kris Strickler, Director
- 32 • WSDOT – Roger Millar, Secretary of Transportation
- 33 • City of Portland
  - 34 – Ted Wheeler, Mayor – Initial Representative
  - 35 – Commissioner JoAnn Hardesty – Early months of Program development through December 2022
  - 36 – Commissioner Mingus Mapps – January 2023 to present
- 37 • City of Vancouver – Anne McEnery-Ogle, Mayor
- 38 • RTC

- 1 – Scott Hughes, Board Chair – Initial Representative to December 2021
- 2 – Matt Ransom, Executive Director – January 2022 to present
- 3 • Metro – Lynn Peterson, Council President
- 4 • TriMet
- 5 – Steve Witter, Executive Director of Engineering/Construction – Initial Representative
- 6 – Sam Desue, General Manager – February 2022 to present
- 7 • C-TRAN – Shawn Donaghy, CEO
- 8 • Port of Portland
- 9 – Kristen Leonard, Chief Public Affairs Officer – Initial Representative
- 10 – Curtis Robinhold, Executive Director – March 2022 to present
- 11 • Port of Vancouver: Julianna Marler, CEO
- 12 • CAG Co-Chair – Lynn Valenter
- 13 • CAG Co-Chair – Ed Washington

## 14 Community and Equity Advisory Groups

15 The CAG and the EAG are direct pathways to the community. The Program uses both advisory groups to  
16 provide community-informed insight to develop and evolve the public engagement strategy. The Program  
17 solicits input on outreach strategies and regularly provides updates on concerns voiced by the community.

### 18 Community Advisory Group

19 The CAG is composed of community members from both Oregon and Washington. The IBR Program shares  
20 information with the CAG, which then discusses and provides input in a public forum to help ensure that  
21 Program outcomes reflect community needs, issues, and concerns. CAG members and the Program team  
22 engage in dialogue with a commitment to meaningful, two-way feedback. The CAG generally meets monthly.  
23 Two co-chairs, one representing each state, lead the group’s diverse and inclusive membership. These  
24 co-chairs also sit on the ESG. For more information on the CAG, see the [Program website](#).<sup>1</sup>

25 Co-Chairs:

- 26 • Lynn Valenter, Vice President of Finance, Reed College (former Vice Chancellor, Washington State  
27 University, Vancouver)
- 28 • Ed Washington, Director of Outreach and Community Engagement in Global Diversity and Inclusion,  
29 Portland State University

30 Members:

- 31 • Andrew Hoan, President/CEO – Portland Business Alliance
- 32 • Ashton Simpson, Executive Director – Oregon Walks
- 33 • Bill Prows, Director of Business Development/Events – Oregon Association of Minority Entrepreneurs
- 34 • Darcy Hoffman, Workforce Southwest Washington

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<sup>1</sup> <https://www.interstatebridge.org/advisory-groups/community-advisory-group/>

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## Interstate Bridge Replacement Program

- 1 • Dena Horton, Governmental Relations Manager – Pacific Northwest Waterways Association
- 2 • Irina Phillips, Community member
- 3 • Jana Jarvis, President/CEO – Oregon Trucking Association
- 4 • Jasmine Tolbert, President – Vancouver National Association for the Advancement of Colored People
- 5 (NAACP)
- 6 • Javier Navarro, Owner, State Farm Insurance – League of United Latin American Citizens
- 7 • Jeffery Temple, Director of Corporate Affairs – Fred Meyer
- 8 • Julie Doumbia, Community member
- 9 • Dr. Karin Edwards, President – Clark College
- 10 • Marcus Mundy, Executive Director – Coalition of Communities of Color
- 11 • Mark Riker, Executive Secretary – Washington State Building and Construction Trades Council
- 12 • Martha Wiley, Public transit representative – Washington
- 13 • Michael Kelly, Director of Transportation – Human Services Council
- 14 • Michael Martin-Tellis – Vancouver Neighborhood Association/Neighborhood Traffic Safety Alliance
- 15 • Michelle Brewer, Vice President, Human Resources and Facilities, ZoomInfo – Columbia River Economic
- 16 Development Council
- 17 • Mikaela Williams, Community member
- 18 • Randali Desantos-Benromdhane, Community member
- 19 • Robert Camarillo, Oregon State Building and Construction Trades Council
- 20 • Robin Jay Richardson, Community member
- 21 • Ryan Webb, Project Manager, Confederated Tribes of the Grand Ronde
- 22 • Sam Kim, Community member
- 23 • Sheri Call, Executive Vice President – Washington Trucking Association
- 24 • Tom Hickey, Bridgeton Neighborhood Association
- 25 • Victor Caesar, Public transit representative – Oregon
- 26 • Whitney Mosback, Tribal Council Representative – Cowlitz Indian Tribe

## 27 Equity Advisory Group

28 The EAG helps ensure that the IBR Program remains centered on equity. The EAG has been responsible for  
29 defining equity and equity priority communities and developing an equity framework to deliver on this  
30 commitment. The group refined equity-focused screening criteria and has made recommendations to IBR  
31 Program leadership regarding the components of the Modified LPA, evaluating options through an equity lens  
32 to advance the Program’s equity objectives. They are currently in the process of developing equity key  
33 performance indicators for the IBR Program to track its advancement of equitable processes and outcomes.

1 The EAG meets monthly. For more information on the EAG, see the [Program website](#).<sup>2</sup> The members are listed  
2 below:

- 3 • Aidan Gronauer – WSDOT
- 4 • Albert Lee – NAACP Portland
- 5 • Alicia Sojourner – City of Vancouver
- 6 • Erika McCalpine – ODOT
- 7 • Hai That Ho Ton – Community member
- 8 • Jennifer Campos – RTC
- 9 • John Gardner – TriMet
- 10 • Jonathan Eder – Port of Vancouver USA
- 11 • Karyn Kameroff – Community member
- 12 • Lee Helfend – Community member
- 13 • Matt Serres – Disability Rights Oregon
- 14 • Mayra Arreola – Port of Portland
- 15 • Megan Marie Johnson – Community member
- 16 • Miriam Halliday – Workforce Southwest Washington
- 17 • Monica Tellez-Fowler – C-TRAN
- 18 • Obie Ford III – Washington State University Vancouver
- 19 • Pat Daniels – Constructing Hope
- 20 • Sebrina Owens-Wilson – Metro
- 21 • Shane Valle – Portland Bureau of Transportation
- 22 • Shona Carter – Community member
- 23 • Sokho Eath – Immigrant and Refugee Community Organization

## 24 Engagement with Freight Partners

### 25 Freight Movement Public Listening Session

26 On May 27, 2021, the IBR Program hosted a freight movement listening session with members of the public.  
27 There were 46 participants, including representatives of marine and highway freight interests, ports, industry  
28 associations, and the Oregon and Washington legislatures. This engagement provided information regarding  
29 the IBR Program and the opportunity to hear the freight community’s issues and concerns regarding the  
30 bridge. The key themes and takeaways included the following:

- 31 • Inability to use the Interstate Bridge due to height and weight limitations.
- 32 • Concerns regarding congestion negatively impacting freight operations around Marine Drive.
- 33 • Concerns regarding unreliability, narrow turns, safety, and bridge lifts.

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<sup>2</sup> <https://www.interstatebridge.org/advisory-groups/equity-advisory-group/>

# Work in Progress – Not for Public Distribution

## Interstate Bridge Replacement Program

- 1 • Desire for more freight capacity on and around the bridge.
- 2 • Challenges regarding travel path and turning radius.

### 3 Freight Leadership Meetings

4 In partnership with the Ports of Vancouver and Portland, the IBR Program hosted two freight engagement  
5 sessions in the fall and winter of 2021 with leaders of the regional freight community and IBR Program  
6 leadership. Attendees from the freight community included representatives from regional ports, industry  
7 associations, freight retail, and the Oregon and Washington legislatures. The key themes and takeaways  
8 included the following:

- 9 • Unimpaired freight movement is important to the local, regional, national, and international economies.
- 10 • Congestion through the I-5 corridor increases freight operational costs and negatively impacts the ability  
11 to attract and retain employees.
- 12 • Trucks avoid peak travel times if possible (6 to 9 a.m. and 3 to 9 p.m.).
- 13 • Suggestions for improvement include:
  - 14 – Install truck-only lanes.
  - 15 – Reduce the number of on/off-ramps.
  - 16 – Remove current height restrictions and bridge lifts.
- 17 • It is desirable that road and pathway alignment be designed with consideration for optimal freight  
18 movement.
- 19 • High, wide, and heavy freight movement, including bridge and overpass heights, should be considered.
- 20 • Interest in learning about impacts to freight connectivity, including on/off-ramp locations and east/west  
21 access to Terminal 6 in North Portland.
- 22 • Interest in future engagement regarding the alignment and number of lanes through the study area.
- 23 • Concern that current exponential freight volume growth may increase congestion connected with  
24 Interstate 205.

### 25 Engagement with Affected Users of the River Channel

26 For the Navigation Impact Report, the IBR Program conducted outreach with known Columbia River users  
27 who travel under the existing Interstate Bridges. Information on the vessels, such as navigation and  
28 dimensional features, was collected through an online survey, marina contacts, and individual vessel owners.  
29 In addition, the IBR Program sought information from other river users through the placement of notices and  
30 advertisements in the U.S. Coast Guard (USCG) Local Notice to Mariners, in local newspapers and specialty  
31 maritime publications, and on the Program website and social media accounts. Presentations were also  
32 conducted with industry associations, including the Pacific Northwest Waterways Association and the Lower  
33 Columbia River Harbor Safety Committee.

34 Users included commercial tugs, tows, and barges; marine contractors; federal/emergency/maintenance  
35 vessels; passenger cruise vessels; and recreational boats. Forty commercial, marine contractor, fabricator,  
36 shipyard owner, federal, and passenger cruise users were contacted, of which approximately half responded  
37 confirming the vessel data obtained from prior reports and/or providing updated vessel information.  
38 Information on recreational users was obtained from recreational marinas in the project vicinity, as well as  
39 through responses to the online river user survey. The online survey received 39 responses; 5 surveys were



1 received for commercial vessels, 3 for cruise vessels, 7 for recreational motor vessels, 23 for sailboats, and  
2 1 for a kayak.

3 The USCG reviewed and conducted further validation of the Navigation Impact Report by publishing USCG  
4 Navigation Only Public Notice (NOPN) 02-22, dated March 23, 2022, seeking comments exclusively related to  
5 navigation from maritime partners. The primary goal of the NOPN was to receive comments regarding current  
6 or future vertical navigation clearance requirements greater than 116 feet to inform the USCG's issuance of a  
7 Preliminary Navigation Clearance Determination. The comment period ended on April 25, 2022, and the USCG  
8 received 13 comments. Since the end of the comment period, both the USCG and the IBR Program have  
9 continued to coordinate with potentially affected river users.

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