

1 Appendix B

2 PUBLIC INVOLVEMENT

3 This appendix describes the overall public involvement activities for the Interstate Bridge Replacement (IBR)
4 Program. It includes a general description of public involvement activities and specific public outreach efforts
5 conducted during preparation of the Draft Supplemental Environmental Impact Statement (SEIS) from
6 February 2021 through April 2023. Extensive public involvement efforts were undertaken as part of the
7 Columbia River Crossing (CRC) Environmental Impact Statement (EIS) process from publication of the Notice
8 of Intent to prepare an EIS in September 2005 through publication of the Final EIS in 2011 (CRC 2011). Public
9 comments on the Draft EIS for the CRC project are described in Chapter 6 of the CRC Final EIS, and the overall
10 public involvement program for the CRC project is summarized in Appendix B of the Final EIS. The IBR public
11 involvement efforts expand on the work done during CRC. This appendix documents the additional public
12 involvement conducted for the IBR Program, including the Program’s goals for public involvement, a
13 description of the community partners targeted for involvement, and the outreach tools used to
14 communicate with these interested parties.

15 The IBR Program has been engaging with partner agencies, tribal governments, and community organizations
16 since late 2020 and has been conducting formal, targeted community engagement since February 2021. This
17 engagement has helped shape the communications strategy and implementation, the environmental review
18 process, the Modified Locally Preferred Alternative (LPA), and the design options that are part of the
19 Modified PA.

20 The IBR Program offers continual opportunities for public input and feedback. Methods used to share
21 information and solicit feedback include online open houses, digital surveys, equity-priority listening
22 sessions, community briefings, community working groups, and public comments submitted by email or
23 phone. These opportunities are advertised via the IBR Program website, social media, mailed postcards,
24 media advisories, in-person canvassing, multilingual community liaison outreach, Program newsletters, and
25 partnerships with local community-based organizations.

26 The IBR Program offers real-time engagement through online and in-person community meetings to address
27 specific geographic areas, identify issues of concern, and determine Program priorities and has hosted or
28 attended dozens of community engagement events, including:

- 29 • An online Black History Month roundtable.
- 30 • Multiple virtual and in-person meetings with members of the freight community.
- 31 • Presentations to, and discussions with, neighborhood associations such as Bridgeton, Shumway, the
32 Hayden Island Neighborhood Network (Hi-Noon), Arnada, and Rose Village.

33 The IBR Program is complying with and exceeding National Environmental Policy Act (NEPA) requirements for
34 public involvement and is fully complying with Executive Order (EO) 12898 (as amended by EO 12948), which
35 requires each federal agency to make achieving environmental justice part of its mission “by identifying and
36 addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its
37 programs, policies, and activities on minority populations and low-income populations” (White House 1995).
38 In compliance with EO 12948, the IBR Program has identified minority, low-income, and limited
39 English-speaking populations within the study area to inform the outreach and engagement approach and
40 sought additional feedback through establishment of an Equity Advisory Group (EAG).

41 Efforts have resulted in nearly 35,000 engagements with community members, including conversations at
42 fairs and festivals, listening session participants, survey responses, video interviews, community briefing
43 participants, working group participants, advisory and steering group participants, and newsletter

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1 subscribers. In the first three quarters of 2022 alone, the IBR Program was featured in 410 local media stories,
2 op-eds, and reader letters. This engagement provides important input that the IBR Program will continue to
3 consider and integrate throughout the planning and design process. Appendix D, Design Option Development
4 and Screening Report, details how feedback shaped the development of the Purpose and Need, Desired
5 Outcomes, and the Modified LPA.

6 Goals for Public Involvement

7 The goals and objectives for public involvement are as follows:

- 8 • Goal: Provide opportunities for meaningful public engagement in Program development.
 - 9 – Objective: Keep the interested and affected people, groups, and agencies informed of Program
 - 10 developments on an ongoing basis through presentations, attendance at community-based events,
 - 11 open houses, print and electronic communications, and the media.
 - 12 – Objective: Encourage public feedback through public outreach activities and tools.
 - 13 – Objective: Compile and summarize public feedback on an ongoing basis. Distribute public feedback to
 - 14 Program staff on an as-needed basis.
 - 15 – Objective: Evaluate and consider all public comments.
- 16 • Goal: Fully comply with EO 12898 and EO 12948 on environmental justice.
 - 17 – Objective: Specifically target minority, low-income, and limited-English-speaking populations within
 - 18 the study area for partner outreach and feedback.
 - 19 – Objective: Translate Program documents into Spanish, Vietnamese, Chinese, Russian, Ukrainian,
 - 20 Somali, and Korean and provide interpreter services when needed.
 - 21 – Objective: Hold regular Community Advisory Group and EAG meetings and provide opportunity for
 - 22 feedback on key Program decisions.

23 Community Partners and Interested Parties

24 The following groups and organizations have been identified as interested parties in the IBR Program. These
25 parties are the primary focus of outreach:

- 26 • Residents of Clark County, Washington, and Multnomah County, Oregon.
- 27 • People who live adjacent to Interstate 5 (I-5) in the study area.
- 28 • People who drive on I-5 in the study area.
- 29 • The business and freight community.
- 30 • Transit users.
- 31 • Media.
- 32 • Low-income residents, minorities, and people speaking limited English (specifically, those speaking
- 33 Chinese, Korean, Somali, Spanish, Russian, Ukrainian, or Vietnamese).
- 34 • Neighborhood associations and community groups.
- 35 • Fishery management groups and others with an interest in mitigation discussions.
- 36 • Tribal members.
- 37 • Elected officials.

1 Spring 2021 Public Engagement Efforts

2 Between early February and mid-March 2021, the IBR Program conducted targeted community engagement
3 to gather specific public feedback regarding the transportation problems they experience with the current I-5
4 Interstate Bridges and to understand the community priorities and values that should help shape the
5 Program. A comprehensive Community Engagement Report was prepared that details the feedback received
6 (IBR 2021a).

7 Key takeaways included:

- 8 • Widespread agreement that the transportation problems previously identified by the CRC project still
9 exist: congestion and travel reliability, safety, earthquake vulnerability, impaired freight movement,
10 inadequate bicycle and pedestrian pathways, and limited public transportation.
- 11 • Desire for solutions that consider climate change, minimize impacts to neighboring communities, and
12 address the transportation needs of low-income travelers, people with disabilities, and non-drivers.
- 13 • Congestion and travel reliability were consistently ranked or expressed as the highest concerns, with
14 safety and earthquake vulnerability both ranked second and mentioned frequently.
- 15 • Concerns about transportation safety, including earthquake vulnerability and interstate design.
- 16 • Mixed support for an improved public transit connection between Portland and Vancouver.
- 17 • Concerns regarding tolling and potential impacts on equity priority communities and distribution of the
18 cost burden.
- 19 • Value of a cost-effective Program with funding support that builds on previous work.

20 Fall and Winter 2021–2022 Public Engagement Efforts

21 In the fall and winter of 2021 to 2022, the IBR Program held a second period of targeted community
22 engagement, including surveys, community briefings, listening sessions, advisory groups, and community
23 working groups, to gather feedback and input on the design options and weigh in on the priorities that
24 informed elements of the Modified LPA. In addition to public comments provided during briefings, listening
25 sessions, and other events, more than 9,600 survey responses and 1,700 survey comments were received as a
26 result of these efforts. A comprehensive Community Engagement Report for fall and winter of 2021 and 2022
27 details feedback received (IBR 2021b).

28 Key takeaways included:

- 29 • Design options and Program elements that improve travel times, relieve congestion, improve safety, and
30 mitigate negative impacts to people and the environment are preferred.
- 31 • Equity priority communities rely on transit for a diverse range of needs.
- 32 • Trip time is the most influential factor when choosing what form of transportation to take. Ease of trip and
33 avoiding a toll were the second and third most influential factors, respectively.
- 34 • While preferences for how to access Hayden Island and Marine Drive are heavily influenced by a
35 respondent's geographic location, when asked to identify the priority for a Hayden Island Interchange
36 design, nearly 70% of all survey respondents agreed that congestion relief on I-5 near Hayden Island is
37 most important.
- 38 • Washington residents prefer direct access to Hayden Island from I-5, while Oregon residents prefer to
39 access Hayden Island via Marine Drive and a new arterial bridge.

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- 1 • The top three preferences for transit station locations are (1) the Vancouver waterfront, (2) near Clark
2 College, and (3) the Expo Center.

3 Fall 2022 Public Engagement Efforts

4 From September through December of 2022, the IBR Program shared updates on the NEPA compliance
5 process and path toward publishing a Draft SEIS. Community engagement efforts during this timeframe are
6 summarized in the comprehensive Community Engagement Report. Events included presentations to 18
7 community groups, attendance at the Kenton Farmer’s Market in Portland, and two equity roundtable events:
8 “Why Equity Matters in Infrastructure” and “Accessibility Through Infrastructure.”

9 Key public comment themes during this effort included:

- 10 • Interest in elements of the Modified LPA and the river crossing design.
11 • Interest in information about upcoming opportunities for engagement.
12 • Comments on replacement bridge alternatives (tunnel, third bridge crossing, and retrofitting the current
13 bridge).

14 Public Involvement Events: February 2021 through April 2023

15 Public involvement is essential for effective decision-making. Below is a list of public outreach events
16 conducted and scheduled by IBR Program staff. From February 2021 to April 2023, Program staff engaged in
17 over 35,000 conversations or presentations with community members about the Program at more than 200
18 events. Table B-1 presents a chronological list of these events. Additional public involvement events are
19 currently planned for 2023 prior to publication of the Draft SEIS. Completed individual event summaries are
20 available upon request.

21 **Table B-1. Public Involvement Events Conducted from February 2021 through December 2022**

Date	Activity/Organization	Location	State	Number of Public Participants
2/25/2021	Oregon Transportation Commission Monthly Update	Portland	OR	*
2/25/2021	Portland Business Alliance	Portland	OR	*
3/2/2021	Professional Business Development Group	Portland	OR	*
3/3/2021	ODOT Climate Office	Portland	OR	*
3/3/2021	Woodlawn Neighborhood Association	Portland	OR	25
3/8/2021	Oregon Transportation Forum	Portland	OR	*
3/10/2021	Getting There Together	Online	OR	*
3/10/2021	Port of Portland Commission Meeting	Online	OR	*
3/10/2021	Lower Columbia River Harbor Safety Committee Meeting on March 10	Online	Both	*
3/11/2021	Hayden Island Resident and Business Community: 2021 Annual Membership Meeting	Online	OR	*

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Date	Activity/Organization	Location	State	Number of Public Participants
3/12/2021	Rogue Valley Area Commission on Transportation	Online	OR	*
3/15/2021	SE Uplift Neighborhood Coalition	Online	OR	*
3/18/2021	WA House Transportation Committee work session	Online	WA	*
4/5/2021	ODOT Region 1/Area Commission on Transportation	Online	OR	*
4/9/2021	TriMet staff	Online	OR	*
4/12/2021	City of Vancouver staff	Online	WA	*
4/13/2021	Cathedral Park Neighborhood Association	Online	OR	3
4/13/2021	Port of Vancouver staff	Online	WA	*
4/14/2021	Regional Transportation Commission staff	Online	WA	*
4/14/2021	Portland Bureau of Transportation staff	Online	OR	*
4/15/2021	Metro staff	Online	OR	*
4/21/2021	Bike Loud PDX	Online	OR	*
4/28/2021	Port of Vancouver	Online	WA	*
5/11/2021	Nonprofit Network of Southwest Washington	Online	WA	7
5/12/2021	Westside Economic Alliance	Online	OR	*
5/12/2021	Cascadia High Speed Rail	Online	Both	*
5/17/2021	City of Vancouver Council Meeting	Online	WA	*
5/19/2021	East Portland Chamber of Commerce	Online	OR	14
5/19/2021	Vernon Neighborhood Association	Online	OR	5
5/20/2021	Vancouver Business Journal	Online	WA	*
5/24/2021	Southeast Portland Rotary Club	Online	OR	13
5/26/2021	Southwest Washington Contractors Association	Online	WA	*
5/27/2021	Camas-Washougal Rotary Club	Online	WA	33
6/2/2021	Society of American Military Engineers	Online	OR	25
6/2/2021	Sabin Neighborhood Association (Land Use and Transportation Committee)	Online	OR	*

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Date	Activity/Organization	Location	State	Number of Public Participants
6/7/2021	North Portland Neighborhood Services	Online	OR	*
6/9/2021	Kenton Neighborhood Association	Online	OR	*
7/15/2021	OPAL Environmental Justice Oregon	Online	OR	11
7/20/2021	Portland Pearl Rotary	Online	OR	25
8/4/2021	Vancouver Rotary Club	Online	WA	*
9/25/2021	Vancouver NAACP	Online	WA	23
10/4/2021	ODOT Region 1 Area Commission on Transportation	Online	OR	*
10/6/2021	BTG National Small Business Leadership Summit	Online	OR	*
10/8/2021	Oregon Association of Minority Entrepreneurs	Online	OR	*
10/19/2021	Pacific Northwest Waterways Association	Online	Both	*
10/19/2021	ODOT Region 1 Office Hours	Online	OR	*
11/16/2021	Vancouver Neighborhood Traffic Safety Alliance	Online	WA	12
12/6/2021	Washington County Chamber of Commerce	Online	OR	*
1/4/2022	Regional Transportation Commission	Online	WA	*
1/5/2022	Senator Steiner Hayward	Online	OR	*
1/6/2022	Metro Council	Online	OR	*
1/7/2022	Representatives Khanh Pham and Maxine Dexter	Online	OR	*
1/12/2022	City of Washougal	Online	WA	*
1/12/2022	Oregon Transportation Commission	Online	OR	*
1/13/2022	Hayden Island Neighborhood Network (Hi-NooN)	Online	OR	4
1/13/2022	Oregon Joint Committee on Transportation	Online	OR	*
1/13/2022	City of Camas	Online	WA	*
1/14/2022	Governor Brown and ODOT	Online	OR	*
1/18/2022	Senator Marko Liias	Online	WA	*

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Date	Activity/Organization	Location	State	Number of Public Participants
1/18/2022	Representative Jaime Herrera Beutler staff	Online	WA	*
1/19/2022	Washington State Transportation Commission	Online	WA	*
1/19/2022	City of Battle Ground	Online	WA	*
1/20/2022	Oregon Transportation Commission	Online	OR	*
2/1/2022	City of Hillsboro	Online	OR	*
2/1/2022	City of Ridgefield	Online	WA	*
2/3/2022	Portland Freight Committee	Online	OR	*
2/8/2022	Seattle Chamber of Commerce	Online	WA	*
2/8/2022	Port of Umatilla	Online	OR	*
2/11/2022	Vancouver Sunrise Rotary	Online	WA	30
2/14/2022	City of Woodland	Online	WA	*
2/16/2022	Portland Metropolitan Association of Realtors	Online	OR	*
2/22/2022	Columbia River Economic Development Council I-5 Task Force	Online	WA	15
2/24/2022	Senator Murray	Online	WA	*
2/28/2022	Congressional Briefings (8)	Online	OR/WA	*
3/1/2022	USDOT Leadership	Online	OR/WA	*
3/2/2022	Washington Highway Users Federation	Online	WA	*
3/4/2022	Associated General Contractors/ODOT Conference	Online	OR	*
3/7/2022	City of Camas	Online	WA	11
3/8/2022	Metro Council Work Session – Climate	Online	OR	*
3/10/2022	Oregon Transportation Commission	Online	OR	*
3/15/2022	Greater Portland Inc. Economic Development Professionals	Online	OR	*
3/15/2022	Metro Councilor Duncan Hwang	Online	OR	*
3/16/2022	Oregon Business and Industry	Online	OR	*
3/16/2022	Rotary Club of Longview	Longview	WA	*

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Date	Activity/Organization	Location	State	Number of Public Participants
3/17/2022	WA State Freight Mobility Strategic Investment Board	Vancouver	WA	*
3/21/2022	Clackamas County	Online	OR	*
3/21/2022	Washington County	Online	OR	*
3/22/2022	NW Carpenters	Online	WA	*
3/22/2022	City of Milwaukie	Online	OR	*
3/22/2022	City of Beaverton	Online	OR	*
3/31/2022	Buena Hayden LLC	Portland	OR	*
3/31/2022	City of Gresham	Gresham	OR	*
4/5/2022	Jubitz	Portland	OR	4
4/5/2022	Kimco/Summit Strategies	Portland	OR	4
4/6/2022	International Right of Way Association	Portland	OR	*
4/7/2022	Shumway Neighborhood Association	Vancouver	WA	*
4/12/2022	Peninsula Drainage District 2	Portland	OR	*
4/14/2022	Arnada Neighborhood Association	Vancouver	WA	12
4/14/2022	Hayden Island Neighborhood Network	Portland	OR	15
4/19/2022	Bridgeton Neighborhood Association	Portland	OR	30
4/19/2022	Latte Da Coffee House	Vancouver	WA	30
4/20/2022	Washington State University Vancouver	Vancouver	WA	*
4/27/2022	Lincoln Neighborhood Association	Vancouver	WA	12
4/28/2022	Military Officer's Association of America - Columbia River Chapter	Vancouver	WA	35
5/3/2022	Regional Transportation Commission Board of Directors	Vancouver	WA	*
5/4/2022	Oregon State University/American Society of Civil Engineers	Portland	OR	*
5/5/2022	Esther Short Neighborhood Association	Vancouver	WA	30
5/10/2022	City of Portland Council Work Session	Portland	OR	*
5/10/2022	TriMet Transit Equity Advisory Committee	Portland	OR	*
5/12/2022	Metro Council	Portland	OR	*

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Date	Activity/Organization	Location	State	Number of Public Participants
5/12/2022	Oregon Transportation Commission	Portland	OR	*
5/16/2022	Vancouver City Council	Vancouver	WA	*
5/16/2022	WA State Transportation Commission	Vancouver	WA	*
5/17/2022	Vancouver Neighborhood Traffic Safety Alliance	Vancouver	WA	35
5/17/2022	ACEC-ODOT Partner Conference	Portland	OR	*
5/17/2022	City of Portland Bicycle and Pedestrian Advisory Committee Joint Meeting	Portland	OR	*
5/17/2022	Associated General Contractors – WA	Vancouver	WA	56
5/17/2022	Washington County Board Work Session	Hillsboro	OR	*
5/18/2022	C4 Metro Committee Clackamas County	Oregon City	OR	*
5/18/2022	Professional Business Development Group	Portland	OR	*
5/19/2022	Metro Joint Policy Advisory Committee on Transportation	Portland	OR	*
5/19/2022	Worksystems	Portland	OR	*
5/20/2022	Bi-State Legislative Committee	Online	Both	*
5/20/2022	Regional Transportation Advisory Committee	Online	WA	*
5/23/2022	City of Portland Landmarks Commission	Portland	OR	*
5/24/2022	Metro Council	Portland	OR	*
5/24/2022	City of Portland Planning and Sustainability Commission	Portland	OR	*
5/24/2022	Federal Transportation Administration	Vancouver	WA	*
5/24/2022	Oregon Transportation Forum	Portland	OR	*
5/25/2022	TriMet Board of Directors Briefing	Portland	OR	*
5/31/2022	Washington County Chamber of Commerce	Hillsboro	OR	*
6/1/2022	Multnomah County Technical Advisory Committee	Portland	OR	*
6/2/2022	City of Portland Design Commission	Portland	OR	*

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Date	Activity/Organization	Location	State	Number of Public Participants
6/2/2022	City of Portland Freight Advisory Committee	Portland	OR	*
6/3/2022	Metro Transportation Policy Alternatives Committee	Portland	OR	*
6/3/2022	Washington County Coordinating Committee Transportation Advisory Committee	Portland	OR	*
6/6/2022	City of Vancouver Council Workshop	Vancouver	WA	12
6/6/2022	ODOT Region 1 Area Commission on Transportation	Portland	OR	*
6/7/2022	Regional Transportation Commission Board of Directors	Vancouver	WA	30
6/8/2022	Kenton Neighborhood Association	Portland	OR	*
6/8/2022	Port of Portland Board of Commissioners	Portland	OR	*
6/9/2022	TriMet Committee on Accessible Transportation	Portland	OR	*
6/9/2022	ACEC-ODOT Partner Conference	Portland	OR	*
6/13/2022	Washington County Coordinating Committee	Portland	OR	*
6/13/2022	East Multnomah County Transportation Committee	Portland	OR	*
6/14/2022	C-TRAN Board of Directors	Vancouver	WA	*
6/14/2022	Oregon Joint Committee on Transportation	Portland	OR	*
6/14/2022	Port of Vancouver	Vancouver	WA	*
6/16/2022	Metro Joint Policy Advisory Committee on Transportation	Portland	OR	*
6/16/2022	Metro Council Work Session	Portland	OR	*
6/15/2022	Executive Steering Group	Online	Both	*
6/17/2022	Bi-State Legislative Committee	Online	Both	*
6/22/2022	TriMet Board of Directors	Portland	OR	*
6/28/2022	American Society of Civil Engineers Oregon Chapter	Portland	OR	46
6/29/2022	Lincoln Neighborhood Association	Vancouver	WA	12

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Date	Activity/Organization	Location	State	Number of Public Participants
7/5/2022	City of Portland Parks and Land Use Group	Portland	OR	*
7/5/2022	Regional Transportation Commission Board of Directors	Vancouver	WA	*
7/7/2022	Portland Freight Committee	Portland	OR	*
7/11/2022	Vancouver City Council	Vancouver	WA	*
7/12/2022	C-TRAN Board of Directors	Vancouver	WA	*
7/12/2022	Columbia River Economic Development Council I-5 Task Force	Vancouver	WA	12
7/12/2022	Port of Vancouver Board of Commissioners	Vancouver	WA	*
7/13/2022	Port of Portland Board of Commissioners	Portland	OR	10
7/13/2022	Portland City Council	Portland	OR	*
7/14/2022	Regional Transportation Commission Board of Directors	Vancouver	WA	*
7/14/2022	Metro	Portland	OR	*
7/14/2022	Oregon Transportation Commission	Portland	OR	*
7/21/2022	Bi-State Legislative Committee		Both	*
7/21/2022	Executive Steering Group		Both	*
7/26/2022	Rose Village Neighborhood Association	Vancouver	WA	5
7/28/2022	Leadership Clark County	Vancouver	WA	14
7/29/2022	Oregon Association of Minority Entrepreneurs	Portland	OR	*
7/29/2022	Oregon Metropolitan Planning Organization Consortium	Portland	OR	*
8/11/2022	Senator Merkley	Portland	OR	*
8/17/2022	Oregon Trucking Association Convention	Portland	OR	*
8/25/2022	WSDOT Planning Training and Data Academy	Vancouver	WA	*
9/6/2022	Local Planning Area Group Meeting: Partners In Careers, Washington State Department of Social and Health Services, WorkSource, and Clark College	Vancouver	WA	12
9/14/2022	Swan Island Business Association	Portland	OR	*

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Date	Activity/Organization	Location	State	Number of Public Participants
9/14/2022	Old Evergreen Highway Neighborhood Association	Vancouver	WA	30
9/14/2022	Oregon Transportation Commission	Portland	OR	*
9/14/2022	Washington State Transportation Commission	Vancouver	WA	*
9/16/2022	Columbia Corridor Association	Portland	OR	10
9/21/2022	WSDOT 2022 Regional Contracting Forum	Vancouver	WA	*
9/23/2022	Joint Committee on Transportation/September Legislative Days	Portland	OR	*
9/29/2022	Daimler Trucks North America	Portland	OR	*
9/29/2022	Washington Legislative Staff Academy	Vancouver	WA	*
10/4/2022	National Active and Retired Federal Employee Association	Vancouver	WA	8
10/8/2022	League of Women Voters – Clark County	Vancouver	WA	50
10/12/2022	Oregon Freight Advisory Committee	Portland	OR	*
10/13/2022	Pacific Northwest Waterways Association Annual Convention	Vancouver	WA	150
10/13/2022	Arnada Neighborhood Association	Vancouver	WA	21
10/19/2022	AgForestry Leadership Program	Vancouver	WA	15
10/25/2022	Bridgeton Neighborhood Association	Portland	OR	45
10/29/2022	NAACP – Vancouver	Vancouver	WA	15
10/31/2022	Bi-State Legislative Committee		Both	*
11/14/2022	St. Johns Neighborhood Association	Portland	OR	22
11/14/2022	Boise Neighborhood Association	Portland	OR	*
11/16/2022	Tidewater	Vancouver	WA	*
11/17/2022	Oregon Transportation Commission	Portland	OR	*
11/18/2022	ACEC-ODOT Liaison Meeting	Portland	OR	6
12/1/2022	Washington House Transportation Committee		WA	*
12/5/2022	Hayden Island Neighborhood Network (Hi-NooN)	Portland	OR	200

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12/6/2022	Vancouver Transportation and Mobility Commission	Vancouver	WA	14
12/12/2022	Bi-State Legislative Committee		Both	*
12/13/2022	Oregon Transportation Forum	Portland	OR	*
12/15/2022	American Society of Civil Engineers Capital Branch	Portland	OR	*
1/5/2023	Associated General Contractors (AGC) - WSDOT	Vancouver	WA	40
1/5/2023	Oregon Business & Industry	Portland	OR	150
1/11/2023	ODOT Legislative luncheon	Salem	OR	*
1/11/2023	Lower Columbia Region Harbor Safety Committee	Virtual	OR	45
1/12/2023	Oregon Transportation Commission	Virtual	OR	*
1/18/2023	Washington State Transportation Commission	Virtual	WA	*
1/19/2023	First Place Neighborhood Association	Virtual	WA	30
2/2/2023	Vancouver iTech Preparatory	Vancouver	WA	25
2/15/2023	FHWA Winter Conference (Western Federal Lands Highway Division)	Vancouver	WA	150
2/15/2023	Westside Economic Alliance	Wilsonville	OR	*
2/16/2023	West Columbia Gorge Rotary	Virtual	OR	8
2/16/2023	Greater Portland Inc.	Vancouver	WA	100
2/22/2023	Columbia River Economic Development Council	Vancouver	WA	20
3/2/2023	Salem Chamber of Commerce	Salem	OR	*
3/6/2023	WSDOT Professional Engineer Conference	Lake Chelan	WA	*
3/6/2023	North Portland Neighborhood Services	Virtual	OR	13
3/8/2023	Identity Clark County	Vancouver	WA	*
3/16/2023	Just Crossing Alliance	Portland	OR	*
3/22/2023	City of Portland Council	Portland	OR	*
3/23/2023	ODOT Programs Development Office	Virtual	OR	*

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Date	Activity/Organization	Location	State	Number of Public Participants
3/29/2023	AFL-CIO	Portland	OR	*
3/31/2023	League of Oregon Cities-Transportation Policy Committee	Virtual	OR	*
4/5/2023	Oregon Trucking Associations	Salem	OR	*
4/6/2023	Oregon Association of Nurseries	Virtual	OR	*
4/6/2023	WSDOT SW Region Quarterly Update	Vancouver	WA	*
4/10/2023	Association of Oregon Counties	Virtual	OR	*
4/12/2023	Associated General Contractors (AGC)- Oregon	Portland	OR	*
4/13/2023	Joint Committee on Transportation	Portland	OR	*
4/18/2023	Vancouver Neighborhood Traffic Safety Alliance	Vancouver	WA	*
4/20/2023	Joint Committee on Transportation	Portland	OR	*
4/27/2023	24th Annual East European Youth Leadership Conference	Clackamas	OR	*
4/27/2023	Oregon Trucking Association	Portland	OR	*
4/28/2023	American Planning Association Conference	Virtual	OR	*

1 * Attendance was not officially documented.

2 ACEC = American Council of Engineering Companies; AFL-CIO = American Federation of Labor and Congress of Industrial Organizations;
 3 AGC = Associated General Contractors; BTG = Business Transformation Group; C4 = Clackamas County Coordinating Committee; C-TRAN =
 4 Clark County Public Transit Benefit Area; FHWA = Federal Highway Administration; I-5 = Interstate 5; Metro = Oregon Metro; NAACP =
 5 National Association for the Advancement of Colored People; NW = northwest; ODOT = Oregon Department of Transportation; OPAL =
 6 Organizing People Activating Leaders; OR = Oregon; TriMet = Tri-County Metropolitan Transportation District of Oregon; PDX = Portland;
 7 WA = Washington; WSDOT = Washington State Department of Transportation

8 Public Involvement Tools

9 Public involvement tools and methods used by the IBR Program team are summarized below.

10 Website

11 An IBR Program website has been created and is regularly updated (<https://www.interstatebridge.org/>). The
 12 website provides Program information, newsletters, fact sheets, advisory group meeting schedules and
 13 materials, and schedules of public events. It also gives the public a means to provide the Program team with
 14 feedback. At key Program milestones, web-based surveys are available through the website. The website also
 15 provides links to videos that have been produced for the Program, including Bridge Stories, described below.

16 Bridge Stories

17 Bridge Stories is a campaign designed to spotlight diverse community members who live in the greater
 18 Portland-Vancouver region. The campaign consists of a series of short videos showcasing real stories of

1 citizens who use the Interstate Bridge. Participants share what the bridge means to them, how they use the
2 bridge, and how the bridge replacement impacts them. Links to the videos are provided on the Program's
3 website and are shared on IBR social media sites.

4 Monthly Email Updates

5 Monthly emails are used to provide regular updates on the Program status to all those on the Program email
6 list. The Program's email list, used to encourage participation in public events and involve the broader
7 community, has grown to 7,564 contacts. This includes 7,082 subscribers who have signed up to receive
8 monthly Program newsletters. Interested parties can sign up for monthly email updates through the website
9 (<https://www.interstatebridge.org/contact>).

10 Outreach to Equity Priority Communities

11 In the Program's efforts to center equity, an important component of the public involvement strategy for the
12 IBR Program is outreach and engagement with equity priority communities. To this end, the Community
13 Engagement team coordinates with local community leaders, liaisons, groups, and community-based
14 organizations to develop appropriate strategies for outreach to these populations. The EAG has also provided
15 valuable feedback on outreach to equity priority communities.

16 The IBR Program worked with multilingual community engagement liaisons who are fluent in languages other
17 than English and deeply connected within their local communities to help spread the word about the Program
18 and connect with equity priority communities who are underrepresented and disproportionately impacted by
19 transportation projects. The liaisons offered a two-way dialogue in seven languages: Chinese, Korean,
20 Russian, Somali, Spanish, Ukrainian, and Vietnamese. Selected Program documents about the outreach
21 listening sessions and events are translated into Arabic, Chinese, Chuukese, Korean, Somali, Spanish, Russian,
22 Vietnamese, and Ukrainian.; these translated documents are posted on the Program website and distributed
23 in hard copy form at strategic community locations. Finally, Spanish, Russian, Vietnamese, Ukrainian,
24 Chinese, Somali, and Korean sign language interpreters are made available at community engagement events
25 upon request.

26 The Program team used an assortment of virtual outlets, including social media and cultural/linguistically
27 based apps, resources, events, and newsletters. They also networked through a variety of avenues, including
28 reaching out to their personal networks, community leaders, college students, school parent groups,
29 churches and religious institutions, and other organizations.

30 Four community-specific listening sessions were held in November 2021 in partnership with 10 community-
31 based organizations (CBOs) that have established deep connections within equity priority communities. CBO
32 partners act as a trusted source of information, encouraging participation and spreading awareness of
33 listening sessions among their networks through email blasts, social media posts, texts, posters, phone calls,
34 and authored newsletter articles. The purpose of these sessions was to share information on design options
35 with equity priority communities and solicit feedback in an affinity space. More than 300 community members
36 participated in this series of listening sessions (see Table B-2), many of whom reported it as being their first
37 time engaging with the Program.

1 **Table B-2. Number of Participants for Each Listening Session**

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

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- 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](#).¹

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

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

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- 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](#).² 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.

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

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- 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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