
Interstate Bridge Replacement Program

Executive Steering Group Kick-off Meeting, Part 1: Meeting Summary

November 6, 2020, 8:00-11:00 AM via Zoom Webinar and YouTube Livestream

Welcome, Context, Introductions, and Proposed Agenda

Deb Nudelman, Facilitator, welcomed the Interstate Bridge Replacement (IBR) Executive Steering Group (ESG) members, agency staff, IBR team, and audience.

Secretary Roger Millar of the Washington Department of Transportation (WSDOT) noted that addressing existing issues with the aging Interstate Bridge is critical for the long-term transportation, economic, and livability needs of the region as it continues to grow. He observed that the success of the IBR Program relies heavily on the partnership and collaborative work of all parties involved and highlighted the role of the ESG in providing regional leadership recommendations on key program issues. Secretary Millar emphasized that the program centers on equity, which requires meeting the community where it is and providing opportunities for meaningful two-way engagement.

Director Kris Strickler of the Oregon Department of Transportation (ODOT) stated that replacing the Interstate Bridge with a seismically resilient, modern, multimodal structure is locally, regionally, and nationally significant. He noted that program success relies on partnering with the ESG to establish buy-in from regional leadership, honor the communities and history of the region, and ensure that equitable policies guide the work. He underscored the importance of collaborative work and building consensus.

Secretary Millar and Director Strickler both expressed confidence in the leadership, experience and expertise of Greg Johnson, the IBR Program Administrator.

Greg Johnson introduced the interim Co-Chairs of the Community Advisory Group (CAG): Lynn Valenter, Vice Chancellor for Finance and Operations at Washington State University Vancouver, and Ed Washington, Director of Outreach and Community Engagement in Global Diversity and Inclusion for Portland State University.

Deb Nudelman invited the ESG members to introduce themselves and share their hopes and expectations for the process. In their opening remarks, the ESG members expressed:

- Excitement that the IBR process is moving forward;
- Appreciation for the IBR team for their thoughtful work in kicking off the program and the ESG process;
- The importance of the IBR to the region's transportation system and economy;
- Commitment to focusing on community and equity to ensure everyone has the opportunity to share their voice and perspective through the IBR process; and
- Commitment to achieving a successful, timely outcome.

Greg Johnson provided an overview of recent IBR activities, such as hiring a program administrator, hiring a consultant team to join the program, taking steps to convene advisory groups, and a highlight of

topics discussed at public meetings of the bi-state legislative committee. He also noted the next steps for program development, including convening the CAG, continuing to develop the framework for an Equity Group, implementing comprehensive community engagement activities, developing a Purpose and Need Statement and community Vision and Values Statement, and identifying a range of alternatives to analyze.

Kicking off the ESG Process

Carley Francis, WSDOT Southwest Region Administrator, discussed the spring 2020 IBR partnering process. She explained that ODOT and WSDOT had convened a facilitated partnering process with regional transportation agencies and local governments to determine how to work together in order to foster broad regional support to move the program forward. The partnering process produced two key recommendations: 1) convene an ESG to provide regional leadership recommendations, and 2) convene a CAG to provide a forum for community dialogue. In addition to the ESG and CAG, Carley emphasized that the program will engage with many other stakeholders and community members throughout the process.

Brendan Finn, Director of ODOT's Urban Mobility Office, discussed the objective of the ESG. The ESG will guide IBR program development such that it satisfies legislative requirements; is broadly supported by diverse stakeholder communities in the region; provides safe, healthy, reliable and affordable transportation that supports access to jobs, education, culture, and recreation; is viable for state and federal funding, and can be successfully implemented. He also underscored the importance of broad regional support to the success of the program.

Deb Nudelman reviewed the ESG's shared partnering expectations and highlighted the value of collaboration and consensus. She noted that consensus recommendations from the ESG would send a strong message. Greg Johnson emphasized that collaboration is key to the success of the program.

Deb Nudelman provided an overview of the proposed ESG planning calendar and the Draft ESG Charter and invited feedback from ESG members. ESG members provided positive feedback regarding the draft charter. Their comments reflected:

- Appreciation for the IBR team's time and hard work put into drafting and revising the charter;
- Agreement that while the charter is long, it is appropriately comprehensive and informative as a background and foundational document;
- Appreciation that the charter emphasizes collaboration among ESG members and engagement with the community;
- Recognition that the charter may be revised in the future, for example to include more specific information about the equity group, but that absence of a framework around that shouldn't prevent forward movement; and
- Commitment to ensuring all members are comfortable with the draft charter.

Several ESG members asked for the opportunity to review the draft charter with their boards and others in their organizations. The group committed to providing feedback on the charter in advance of the ESG Kick-off Meeting Part 2 on Nov. 30, with the intent to endorse the final charter at that meeting.

Equity Considerations and Standing Up a Community Forum

Johnell Bell, IBR Chief Equity Officer and CAG co-facilitator, described the proposed approach for incorporating equity considerations into all aspects of the program. He outlined the critical role of the ESG and CAG in prioritizing equity and identified three initial buckets of work: 1) conducting an assessment of how the 10 partner agencies involved in the program consider equity, 2) assessing compliance with equity guidelines in relevant federal requirements and guidance, and 3) assessing equity work products

from prior planning efforts. He reviewed the potential work program moving forward and discussed next steps, including working with identified equity leads from partner agencies to 1) determine the best approach for integrating equity into the program and 2) develop a plan to stand up a group to advise on program process and outcomes with an equity lens.

Lisa Keohokalole Schauer, IBR CAG co-facilitator, reviewed plans for standing up the CAG. She discussed the key characteristics of the CAG, the charge of the group, and proposed guidelines for size and membership. Johnell Bell outlined an initial list of potential stakeholder group categories and membership eligibility criteria. Lisa Keohokalole Schauer also described the proposed timeline and the intent to begin outreach and recruitment in November so that the CAG could provide input on the Purpose & Need and Vision & Values Statements in early 2021.

The ESG members discussed the proposed framework and timeline for standing up the CAG. Some members agreed that the CAG needs to be kept a manageable size, but others also highlighted the need for representation of many stakeholder groups. In response, others emphasized the suggestion that a single CAG member could represent multiple interests, and that the program should strive to achieve this. Greg Johnson reminded the members that there would be additional opportunities for stakeholder engagement, such as representation in topical advisory groups. The ESG members also agreed that the CAG needs to reflect a diverse range of geographic perspectives, especially of communities outside the I-5 corridor near the existing bridge. Finally, ESG members recommended offering a small stipend or other compensation option for CAG members to reduce barriers to participation.

By consensus, the ESG concurred that the IBR team should to begin outreach for recruitment of potential members to stand up the Community Advisory Group, as described in the framework and timeline presented in the meeting and with ESG advice regarding size and geographic representation.

Opportunity for Public Input

John Ley, a resident of Southwest Washington, commented on the need for representation of the taxpayer and asked about the cost of the program. He called for improved commute times, reduced congestion, and fewer vehicle diversions and said that citizens in north Portland do not want more traffic in their communities. He pointed to the Rose Quarter as an essential project for addressing traffic bottlenecks.

Chris Smith, a member of the Portland Planning and Sustainability Commission and the founder of No More Freeway Expansions, provided comments as a concerned citizen. He expressed support for replacing the Interstate Bridge but cautioned against expansion. Concerned about climate change and environmental health in general, he opposed any efforts that would increase the number of vehicle trips. He was encouraged that the IBR team had included environmental groups and considered the needs of youth in preparing the CAG framework and suggested including youth climate organizations in the list of stakeholder groups.

Peter Stark, a board member of Portland Streetcar, Inc, provided comments as a concerned citizen. He noted that a committee of 25 or 30 people will have little time to accomplish its goals if every member speaks for just five minutes. He suggested selecting CAG members who can wear multiple hats. He also agreed with the ESG that the CAG membership should reflect a wider geographic area and asked that one of the CAG members represent Hayden Island.

Alex Koval, who works for the Clark County Developmental Disabilities Program, provided comments as a concerned citizen. He encouraged the ESG and IBR team to consider the needs of people who are differently abled and highlighted the difficulties faced by these communities.

Steve Fischer, Bridge Administrator with the 13th Coast Guard District, observed that the IBR will impact

maritime cities and ports. He emphasized the importance of including all maritime users and suggested the Lower Columbia Region Harbor Safety Committee to represent maritime interests. He also noted that the Coast Guard bridge permit for the Columbia River Crossing has expired and a new study will have to be conducted.

Deb Nudelman thanked everyone for providing public comments and explained that members of the public can submit comments after the meeting by emailing interstatebridge@wsdot.wa.gov with “ESG Public Comment” in the subject line or calling 360-905-1560 and stating "ESG Public Comment" in the message.

Confirm Topics for ESG Kick-off Meeting Part 2, Next Steps, and Summary

Deb Nudelman provided a high-level overview of upcoming meeting topics, including finalizing the draft ESG Charter, continuing the equity and CAG discussion, updating the Purpose and Need Statement, and establishing a Community Vision and Values. The IBR team will proceed with agreed-upon next step tasks related to equity considerations and standing up the CAG. The ESG members also agreed to review the draft ESG Charter, with an interest in approving it at the Nov. 30 meeting.

Greg Johnson thanked everyone for a successful meeting and start to the ESG process.

Director Strickler thanked the ESG members for their partnership and the IBR team for taking an approach that prioritizes listening to the community. He noted that the ESG had accomplished a lot in its first meeting, including concurrence to begin outreach for recruitment of CAG members. He expressed excitement about the future of the program.

Secretary Millar thanked the ESG and the IBR team for starting the process off on the right foot. He stated that the IBR is a heavy lift, but that the ESG and IBR team are putting structures in place for success.

Adjourn

The meeting adjourned at 11:00 AM.

Meeting Participants

ESG Members or Alternates

Name	Organization
Director Kris Strickler	Oregon Department of Transportation (ODOT)
Secretary Roger Millar	Washington Department of Transportation (WSDOT)
CEO Shawn Donaghy	C-TRAN
CEO Doug Kelsey	TriMet
Council President Lynn Peterson	Metro
Board Chair Scott Hughes	Southwest Washington Regional Transportation Council (RTC)
Mayor Anne McEnergy-Ogle	City of Vancouver
Deputy Chief of Staff Sonia Schmanski, Office of Mayor Ted Wheeler	City of Portland

Name	Organization
Chief Public Affairs Officer Kristen Leonard	Port of Portland
CEO Julianna Marler	Port of Vancouver
Interim Co-Chair Lynn Valenter	IBR Community Advisory Group
Interim Co-Chair Ed Washington	IBR Community Advisory Group

Facilitators and Presenters

Name	Organization
Greg Johnson	IBR Program Administrator
Carley Francis	WSDOT Southwest Regional Administrator
Brendan Finn	Director, ODOT Urban Mobility Office
Johnell Bell	IBR Team
Lisa Keohokalole Schauer	IBR Team
Deb Nudelman	IBR Team
Aaron Westling	IBR Team
Alexandra Lohman	IBR Team

Additional Participants

158 members of the public, partner agency staff, and the IBR Team viewed the meeting via the Zoom webinar and the YouTube livestream during the meeting.

Meeting Recording and Materials

Meeting Recording

A recording of the meeting is available here: https://youtu.be/6Tf_3M_Xbrk

Meeting Recording

The meeting materials are available here: <https://wsdot.wa.gov/projects/i5/interstate-bridge/executive-steering-group>

Materials will also be posted to the ODOT site in the coming weeks.

Appendices

Public Comment Received Before and After the Meeting

Below are public comments received between Oct. 23 and Nov. 13.

From: Janet Penfield
Sent: Friday, October 23, 2020 7:48 PM
To: InterstateBridge <InterstateBridge@WSDOT.WA.GOV>
Subject: [EXTERNAL] ESG Public Comment

I guess people with jobs are being excluded from the process?

Janet Penfield

From: InterstateBridge
Sent: Friday, October 23, 2020 5:06 PM
To: Janet Penfield
Subject: Re: [EXTERNAL] ESG Public Comment

***Responses to public comment will not typically be included as part of the meeting summary, but given the fact that this was posed as a question about participation the response is provided below.**

Good evening,

Thank you for reaching out to the Interstate Bridge Replacement Program to share your concerns. The steering group is one piece of a broader, comprehensive community engagement strategy to ensure ongoing, extensive and inclusive public dialogue. While we are just beginning to have these public conversations, we will be ramping up our community engagement efforts in the coming months with multiple avenues to participate in the process. These opportunities will take into account the wide range of schedule availability and preferences in how to engage.

A video of the steering group meetings will be available for those who are unable to watch live but are interested in hearing the discussion. Public input is also encouraged, and can be submitted before or after each meeting itself. Comments received at least 48 hours in advance will be submitted to steering group members prior to the meeting and comments received after that cutoff will be included in the meeting summary. Additional information on the steering group and meetings will be available here: <https://wsdot.wa.gov/projects/i5/interstate-bridge/executive-steering-group>.

We certainly appreciate your interest in the program and hope you will continue to engage in the process and provide your feedback as program development moves forward.

Best regards,

Kimberly Pincheira
Communications and External Relations Manager
Interstate Bridge Replacement Program
D: 360-905-1564
Program office: 360-905-1560
Preferred pronouns: she/her

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

From: Gerritt Rosenthal
Subject: ESG Comments
Date: November 6, 2020 at 10:57:58 AM PST
To: interestatebridge@wsdot.state.wa.gov

Interesting session...lots of good energy and concurrence and committment to work together.
reading the Steering group Issues list I see four topics that are not listed or are understated

- 1) Regional Economic Intergrtion - Metro Pres. Peterson brought this up - how the bridge impacts both Wash and Clacka. counties
- 2) Longetivity - lifespan and potential future reinvestment
- 3) Technological Adaptivity - i.e. technological changes in transportation modes —e.g electromagnetic guides, maglev, autonomous vehicle adaptations
- 4) Aesthetics - bridges are regional symbols and perhaps the most visible public construction monuments..e.g. Tillikim, Golden Gate, Sunshine Skyway, Brooklyn, Astoria, Vladivostok high bridges, erc

I hope to hear more on these subjects as the project moves forward.

Gerritt Rosental
Tualatin, Oregon
Metro District #3 - Councilor Elect

From: Sam Churchill
Sent: Tuesday, November 10, 2020 3:42 PM
To: InterstateBridge
Subject: [EXTERNAL] ESG Public Comment

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Dear **Executive Steering Group** Members:

COVID-19's impact on public transit has been apocalyptic. Buses that once carried 50 to 100 passengers now are limited to between 12 and 18. Light Rail or BRT on the I-5 bridge won't change that. More lanes isn't an option.

Neighborhood shuttles **NOW** transport commuters to mass transit hubs. I-5 traffic might be reduced. What's wrong with a dedicated pedestrian/transit bridge or tunnel? Connect to Oregon's Light Rail (at the Expo) or directly to downtown Portland.

The last mile will be served by ebikes, scooters, shuttles like Vancouver's RYD. Scheduled or on-demand. Neighborhood electric vehicles can be summoned with an app.

A bridge and highway system – built for the Model T – is not a solution. Autonomous vehicles will be operating before a new bridge is built. Guaranteed.

Think it won't happen in 5-10 years? It's a bad bet.

Can an 8 mile hyperloop tunnel be built at 1/10th the cost of a new bridge? If you believe Elon Musk, yes. Check it out. Maybe it's not feasible. Okay.

We all want faster, cheaper and more convenient transportation. Plan for the next generation.

- Sam Churchill

<http://www.hayden-island.com/tunnel-vision-for-i-5/>)

Caller: Karen

Date: November 9th, 2020

Public Comment:

I think we should have used the original plans 100 years ago and saved the money, but that's a different story. The bridge needs to have light rail. I am a 74 year old woman, I ride MAX at night and have never felt unsafe. I love it. And every time I drive by those people stuck on the bridge in their cars it makes me smile.

My other comment is that originally you were thinking of going to Clark College, if light rail goes to Clark College it will still be faster for me coming from North of Battle Ground to go to Delta Park because once you get off the freeway, there will be four traffic lights before I can get to a place to get on the bridge and by then I could be at the location. So I think that you need a place that's not four traffic lights from the freeway.

I think the light rail needs to go all the way up at least to the 99th Street Park and Ride, and even better to the 134th Street Park and Ride so those of us who come from north county don't have to drive east to get south. Besides it would be nice to not have to drive all the way down there to catch the light rail.