Community Advisory Group Meeting
Closed Captions in English and Spanish

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https://ibr.news/captions
How to access closed captions

1. At the bottom middle of your screen you should see a menu of options. If you can’t see the menu, hover your mouse over the bottom middle of the screen.

2. Then click on the “CC” icon and a separate window with captions will appear.
ASL Interpretation

▸ In the effort to continue to center equity there is an ASL interpreter in addition to closed captioning.

▸ To make sure the interpreter is always visible please right click their video and select spotlight video.

▸ For those watching on YouTube, when we screenshare, you will be able to see the slideshow, closed captioning and the ASL interpreter. You will still be able to hear different people speaking but may not see them.
Webinar Participation Tips

▸ Thank you for joining us today!

▸ Please join audio by either phone or computer, not both. We encourage panelists to turn on your video.

▸ Please keep your audio on mute when not speaking.

▸ If you experience technical difficulties, please contact program staff at: (360) 329-6744
Public Input Instructions

- There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
  - To dial in by phone use the following directions:
  - Dial: 1-669-900-6833
  - Meeting ID: 993 5459 6043 Passcode: 674942
  - Dial *9 to raise your hand; After you are invited to speak, dial *6 to unmute yourself.
Public Input Instructions

▸ To submit comment after the meeting:
  – Fill out the comment form on the program website or email your comments to info@interstatebridge.org with “CAG Public Comment” in the subject line.
  – Call 360-859-0494 (Washington), 503-897-9218 (Oregon), or 888-503-6735 (toll-free) and state "CAG Public Comment" in your message.
  – Written comments need to explicitly say “CAG Public Comment” in the subject line or in the body of the message for them to be identified and distributed to CAG members.
  – All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.
CAG member commitments & operating norms

- Put Relationships First
- Keep Focused on Our Common Goal
- Notice Power Dynamics in the Room
- Create a Space for Multiple Truths & Norms
- Be Kind and Brave
- Practice Examining Racially Biased Systems and Processes
- Look for Learning
Meeting Agenda

1. Welcome
2. Program updates
3. Program workplan update
4. Data analysis & Modeling
5. Preliminary list of design options feedback
6. Community Working Group update
7. What’s Next, public comment, and wrap up
Video: A bridge story
Program Update

Greg Johnson, Program Administrator
Positioning IBR Program for Grant Funding

- First, define project scope and progress through NEPA processes
- Work to secure non-federal funding match commitments
  - Federal agencies typically prefer to offer the “last dollar in” to complete a project. Thus, it can be difficult to assemble project funding that combines grants from several competitive sources.
- There are advantages to being one of the first projects to express interest to USDOT/FHWA regarding the new competitive grant programs
  - This allows the project team to become familiar with the agencies’ thinking and potentially help shape grant guidelines before they are published
## Major IIJA Discretionary Grant Programs

<table>
<thead>
<tr>
<th></th>
<th><strong>NEW Competitive Bridge Investment Program</strong></th>
<th><strong>NEW National Infrastructure Project Assistance Program</strong></th>
<th><strong>FTA Capital Investment Grant</strong></th>
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<tbody>
<tr>
<td><strong>Authorized Funding</strong></td>
<td>$12.5 B, additional $3.6 B subject to future appropriations</td>
<td>$5 B over 5 years, half for projects &gt;$500 M, $5 B subject to future appropriations</td>
<td>$8 B, additional $15 B subject to future appropriations</td>
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<tr>
<td><strong>Maximum Project Award</strong></td>
<td>Up to 50% share</td>
<td>Up to 60% share</td>
<td>Up to 60% share</td>
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<tr>
<td><strong>Eligible Projects</strong></td>
<td>Replacement, rehabilitation, preservation, or protection of bridges</td>
<td>Highways and bridges, freight, intercity rail, public transportation, multimodal</td>
<td>Fixed guideway transit (rail or bus rapid transit)</td>
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</table>
| **Selection Criteria** | • To be further defined by FHWA, but will include  
  • Benefits (11 criteria)  
  • Benefit/cost analysis  
  • Financial commitment  
  • Consistency with asset management plan | • To be further defined by USDOT, but will include:  
  • Support for state of good repair  
  • Benefits and cost-effectiveness  
  • Total person or freight volume of freight supported  
  • National/regional economic benefits of job access + creation  
  • Additional considerations (e.g. more than one state benefits) | • Project justification rating includes mobility improvements, environmental benefits, congestion relief, cost-effectiveness, economic development, and land use.  
• Local financial commitment rating includes agency capital/operating condition, commitment of funding, and reasonableness of capital + O&M cost estimates. |
| **Procedures** | • Annual submittals  
  • Project ratings based on criteria (5- point scale)  
  • Secretary of Transportation must recommend the project for funding in an annual report to Congress | • Secretary rates projects as highly recommended, recommended, or not recommended based on criteria, and publishes list of selected projects | • FTA approval at project milestones  
• Project ratings based on criteria (5- point scale)  
• Annual report to Congress with ratings and funding recommendations |
Program workplan update

John Willis, IBR Deputy Program Manager
# Getting to the IBR Solution

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<td>Identify desired outcomes; define list of design options; final list of screening criteria and metrics</td>
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## Technical Task Forces
- Hayden Island/Marine Drive
- Downtown Vancouver
- North Vancouver Interchanges
- River Crossing/Alignment
- Travel Demand Modeling
- Transit Options Technical Sessions

## Advisory Groups and Committee Meetings

<table>
<thead>
<tr>
<th>Date</th>
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## Community Engagement
- Smythe Engagement Jan-May 2022 to be reined with partners

## North Star Targets
- Advance IBR solution to NEPA by May 2023
- NEPA/good to follow a Supplemental EIS
- Evaluate HCT options
- Research M. Purchased Harbor 1-5 Bridge
- Design construction no later than 2023

## Legend
- **CAG**: Community Advisory Group
- **EAG**: Executive Advisory Group
- **BLC**: B-Unit Legislator Committee
- **WSG**: Working Session Group
- **LS**: Listening Session
- **WGR**: Working Group
- **APG**: Agreement in Principle

For more information about advisory groups, please visit our website.
Transportation Data
Ryan LeProwse, Transportation/Planning Lead
Introduction

- Comprehensive and quality data provides the foundation for robust transportation analysis to support program work.

- The baseline data used for the IBR program is similar to data collected during previous project (e.g., transportation and environmental data)
  - Additional data continues to be incorporated to support new technologies and interest areas since previous planning efforts occurred.

- The IBR program is following industry standards by using long term travel forecasts to analyze future conditions which are based on historical trends observed over a long period of time vs short term impacts, such as the COVID-19 pandemic.
  - The program is using 2019 as the baseline year for all data.
  - Any potentially permanent or long-term changes in travel behavior due to COVID-19 are currently unknown.
Traffic Growth Rates

- Overall average weekday daily traffic (AWDT) increased 12% between 2005 and 2019.
  - The Interstate Bridge AWDT increased 0.3% per year annually.
  - The Glenn Jackson Bridge AWDT increased 1% per year annually.
  - Of the total growth in river crossing trips (33,000 AWDT), 72% of the increase occurred on the Glenn Jackson Bridge due to capacity constraints and extensive congestion over the Interstate Bridge.
The Interstate Bridge primarily serves general purpose traffic.

The lack of dedicated transit facilities limits the ability to provide effective transit service.

The limited active transportation facilities and connections in the program area limit the ability for people to use active transportation modes to cross the river.
Average Weekday Volumes – Vehicles and Freight

Interstate Bridge
- 2005: 123,000
- 2019: 128,400

Glenn Jackson Bridge
- 2005: 138,300
- 2019: 158,300

November 23, 2021
Freight traffic does not peak during typical commute hours (6-9 AM and 3-6 PM). The highest freight volumes occur during the middle of the day, as freight trucks try to avoid the most congested periods of the day.
River Crossing Transit Routes and Ridership

Weekday Transit Ridership Across Bridges by Route Type

- I-5 Express: 1,700
- I-5 Regional: 1,500
- I-205 Express: 980
- I-205 Regional: 620

Legend:
- Park and Rides
- Transit Centers
- Max Stations
- C-TRAN - Regional Routes - I-5 and I-205 Bridges
- C-TRAN - Express Routes - I-5 and I-205 Bridges
- C-TRAN - The Vine BRT
- C-TRAN - Other Bus Routes
- TriMet - MAX Lines
- TriMet - Bus Routes

November 23, 2021
Park and Ride Utilization

Delta Park / Vanport Park & Ride
- Oregon: 6%
- Washington: 76%
- Other: 18%

Parkrose / Sumner TC Park & Ride
- Oregon: 68%
- Washington: 26%
- Other: 6%

Gateway / NE 99th Avenue TC Park & Ride
- Oregon: 88%
- Washington: 11%
- Other: 1%
The IBR program is collecting cell phone (Big Data) data available from 2016 to 2021 using a Big Data platform.

- Big data uses sampled anonymized location records from smartphones and navigation devices in connected vehicles.
- This data will be used to address similar questions as the license plate survey completed during previous planning in 2005 (ramp to ramp movements within the IBR program area).
- It will also be used to provide regional travel pattern information and to validate the Metro/RTC regional travel demand model.
Origin / Destination Travel Patterns

- Geographical areas
  - 85 zones used for analysis
    - Includes 4 external “zones” that represent movements north and south on Interstate 5 beyond the 4-county area (Clark, Multnomah, Washington, Clackamas).
  - I-5 Corridor area
    - This corridor was defined in the previous CRC work to summarize trips that were part of specific market analysis for use in evaluating alternatives.
I-5 Bridge Users
Average Weekday - All Vehicles

- Nearly two thirds of trips using the I-5 Interstate Bridge have a starting or ending point within the I-5 corridor area.

- Top 5 Oregon origins/destinations
  - Beaverton/Tigard (9%)
  - Downtown Portland (8%)
  - Hayden Island (7%)
  - Rivergate/N Portland (6%)
  - West/south of downtown Portland (OHSU/South Waterfront) (6%)

- Top 5 Washington origins/destinations
  - North of Clark County on I-5 (14%)
  - East of I-205 (11%)
  - Orchards (8%)
  - West of I-205 (7%)
  - Downtown Vancouver (5%)
I-5 Bridge Users
Average Weekday – Commercial Vehicles Only

- 45% of commercial trips using the I-5 Interstate Bridge start or end in the Oregon portion of I-5 corridor area.

- 30% of commercial trips using the I-5 Interstate Bridge start or end in Washington portion of I-5 corridor area.
  - Top 5 Oregon origins/destinations
    - South of Tri-County Oregon Region on I-5 (30%)
    - Delta Park (13%)
    - Rivergate (8%)
    - Tualatin/Lake Oswego/Wilsonville (8%)
    - NE Portland east of Delta Park (6%)
  - Top 5 Washington origins/destinations
    - North of Clark County on I-5 (60%)
    - Ridgefield (5%)
    - Minnehaha (4%)
    - Columbia Way/SR-14 (3%)
    - Orchards (3%)
I-5 Bridge Users
All Vehicles - Average Weekday – Northbound PM 4-HR Peak

- 70% of trips using the I-5 Interstate Bridge start in the Oregon portion of I-5 corridor area.

- 65% of trips using the I-5 Interstate Bridge end in Washington portion of I-5 corridor area.
  - Top 5 Oregon origins
    - Downtown Portland (12%)
    - Beaverton/Tigard (8%)
    - N Portland/Swan Island (7%)
    - West/S of downtown Portland (OHSU/South Waterfront) (7%)
    - Hayden Island (6%)
  - Top 5 Washington destinations
    - East of I-205 (12%)
    - North of Clark County on I-5 (9%)
    - Orchards (9%)
    - West of I-205/Burton (6%)
    - NW Salmon Creek Area (5%)
I-5 Bridge Users
All Vehicles - Average Weekday – Southbound AM 4-HR Peak

- 70% of trips using the I-5 Interstate Bridge start in the Washington portion of I-5 corridor area.
- 65% of trips using the I-5 Interstate Bridge end in Oregon portion of I-5 corridor area.
  - Top 5 Washington origins
    - Orchards (11%)
    - East of I-205 (10%)
    - North of Clark County on I-5 (9%)
    - NW Salmon Creek area (5%)
    - West of I-205/Burton (5%)
  - Top 5 Oregon destinations
    - Downtown Portland (11%)
    - Beaverton/Tigard (9%)
    - West/south of downtown Portland (OHSU/South Waterfront) (8%)
    - Rivergate N Portland (8%)
    - N Portland/Swan Island (7%)
Bottleneck Locations in the Program Area

- There are multiple bottleneck locations within and influencing the IBR Program Area.

- These include:
  - **Northbound I-5** – Capitol Hwy to Interstate Bridge for 7 hours from 12:30-7:30 PM
  - **Southbound I-5** - Main Street to Interstate Bridge for 3.5 hours from 6-9:30 AM.
  - **Southbound I-5** – Marine Drive to Going Street for 4 hours from 7-11 AM.
Crash Data by Type

Crashes by Hour and Type

Crash Type

Type - Total (Percentage of Total)
- Rear End - 999 (55%)
- Sideswipe - 341 (19%)
- Fixed Object - 283 (16%)
- Turning - 58 (3%)
- Other - 57 (3%)
- Angle - 27 (1.5%)
- Overturning - 22 (1.1%)
- Parking - 8 (0.4%)
- Pedestrian - 8 (0.4%)
- Animal - 4 (0.2%)
- Off Road - 3 (0.2%)
- Head On - 3 (0.2%)
- Bicycle - 3 (0.2%)

Percentages are rounded and may not sum to 100%
**Bridge Lift Events**

*1,298 Total Bridge Events*

**Events by Year**

- 2015: 204 events
  - Training: 99
  - Other: 105
  - Vessel: 116
  - Maintenance: 13
- 2016: 209 events
  - Training: 80
  - Other: 116
  - Vessel: 118
- 2017: 281 events
  - Training: 118
  - Other: 80
  - Vessel: 153
- 2018: 238 events
  - Training: 85
  - Other: 85
  - Vessel: 109
- 2019: 246 events
  - Training: 28
  - Other: 28
  - Vessel: 109
  - Maintenance: 118

**Event Reason**

- Total Events: 491
- Training: 37.8% (28 events)
- Other: 1.2% (15 events)
- Vessel: 58.9% (764 events)
- Maintenance: 2.2% (28 events)

Percentages are rounded to the nearest tenth and may not sum to 100%.
Bridge Lift Events

Events by Hour

- No bridge lifts: 6:30 - 9:00 am
- Mon-Fri (non-holidays)

- No bridge lifts: 2:30 - 6:00 pm
- Mon-Fri (non-holidays)

- Bridge Lift
- Other Traffic Stoppage
Preliminary list of Design Options, CAG feedback

Brad Phillips, IBR Design Lead
List of Design Options in Response to Changes

▸ In the years since the previous planning efforts, the baseline conditions, regulatory and policy context, and community priorities have changed.

▸ The program, in collaboration with agency partners, developed high-level design options to respond to changes while incorporating current regional values and priorities into the IBR Solution.

▸ The design options pertain to the following program areas:
  ▸ Bridge Crossing over the Columbia and Alignment
  ▸ Downtown Vancouver
  ▸ Vancouver Interchanges
  ▸ Hayden Island and Marine Drive Interchanges
  ▸ Transit
  ▸ Active transportation improvements are integrated into design options for all the above areas
Bridge Crossing over the Columbia and Alignment

- Variety of options that differ in constructability and bridge footprint
- All options provide dedicated transit guideway and wide multi-use path
- Future design work, informed by data, partners, and community engagement, will determine the bridge height and bridge type

Option 1: 2013 LPA

Option 2: Straight Alignment

Option 3: Stacked Alignment
Downtown Vancouver

- Options consider ways to connect downtown into a higher I-5 corridor, necessary for bridge replacement options.
- All design options connect the transit and multi-use path to downtown Vancouver.
- Additional analysis is needed to identify how to connect from downtown into the river crossing options.
Vancouver Interchanges

- Reconstructs the interchanges with braided ramps and auxiliary lanes at Mill Plain and Fourth Plain and replaces overpasses at other locations along I-5 leading up to the river
- All designs will improve bike and pedestrian connections to support east to west travel
- Future design work, informed by community engagement, will continue to refine Mill Plain/Fourth Plain intersection improvements and bike/pedestrian connections
Hayden Island and Marine Drive Interchanges

- Options that consider different ways to access Hayden Island by foot, bike, transit, and car
- All options include replacing the North Portland Harbor Bridge
- Future design work, informed by community engagement, will develop details for connecting multi-use paths, with the intention to connect to the 40-mile loop trail

Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections.
Hayden Island and Marine Drive Interchanges

Option 1:
Full Folded Diamond Interchange

Option 2:
Full Tight Diamond Interchange

Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections.
Hayden Island and Marine Drive Interchanges

Option 3: Half Interchange to Jantzen Drive

Option 4: Half Interchange to Tomahawk Island Drive

Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections.
Hayden Island and Marine Drive Interchanges

Option 5: No Interchange

Note: this shows a high-level graphic representation of a variety of concepts being considered with small variations to local roadway connections.
Transit Options – Overview

The IBR program is analyzing ten transit options

1. No Build option
2. Bus on shoulder option
3. Bus Rapid Transit (BRT) options
4. Light Rail Transit (LRT) options
5. BRT/LRT option

High-Capacity Transit (HCT) options include:

- Dedicated space for HCT between the Expo Center and Hayden Island
- Dedicated space for HCT on the replacement bridge
- Express buses operating on the shoulder of the freeway, where possible in the program area

Future design work, informed by data, partners, and community engagement, will inform:

- The northern transit terminus
- Transit station details and specific locations
- Park & Ride size and specific locations
CAG breakout session & report out
Community Working Group update

Kayla Dunn, IBR Communications Team
Community Working Groups (CWGs)

- **Active Transportation**
  - CAG liaisons: 
    - *Ashton Simpson and Robin Jay Richardson*
      - Meeting 1: 9/23
      - Meeting 2: 11/23

- **Downtown Vancouver**
  - CAG liaisons: 
    - *Michelle Brewer, Whitney Mosback, and Jasmine Tolbert*
      - Meeting 1: 9/29
      - Meeting 2: 11/18

- **Hayden Island/Marine Drive**
  - CAG liaisons:
    - *Thomas Hickey and Ryan Webb*
      - Meeting 1: 9/27
      - Meeting 2: 12/7

- **Multimodal Commuter**
  - CAG liaisons:
    - *Victor Caesar and Mikaela Williams*
      - Meeting 1: 10/14
      - Meeting 2: 11/16
Community Working Groups (CWGs)

- **Active Transportation**
  - 9/23 meeting topics:
    - *Active transportation framework*
    - *User experience*
  - 11/23 meeting topics:
    - *Implementing active transportation*
    - *Preliminary design options*

- **Hayden Island/Marine Drive**
  - 9/27 meeting topics:
    - *Highways*
    - *Interchanges*
    - *Access, connectivity, and community integration*
  - 12/7 meeting topics:
    - *Preliminary design options*
What’s Next
Next Program Meetings

▸ Bi-State Legislative Committee –
  – December 6, 9:00-12:00 p.m.

▸ Executive Steering Group –
  – December 16, 10:00-12:00 p.m.

▸ Community Advisory Group –
  – January 6, 4:00-6:00 p.m.

▸ Equity Advisory Group –
  – January 17, 5:30-7:30 p.m.
At our next meeting – January 6, 2022

- Provide feedback on the 1 multimodal IBR Solution
- Fall Community Engagement Report
- Equity Framework update
- Equity and climate in design/screening
- Screening Process update
Public Comment
Comment Instructions
To make a verbal comment:

▸ To make a live comment via phone, dial: +1 669 900 6833 or +1 408 638 0968
  ▸ Meeting ID: 993 5459 6043
  ▸ Passcode: 674942
▸ Dial *9 to raise your hand
▸ The facilitator will call on participants to provide comment
▸ Dial *6 to unmute yourself
▸ Please provide your name and affiliation.
▸ 10-minute timeframe will be divided among the number of requested speakers.

If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.
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To submit comment after the meeting:

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

▸ Call 360-859-0494 (Washington), 503-897-9218 (Oregon), 888-503-6735 (toll-free) and state "CAG Public Comment" in your message.

▸ Written comments need to explicitly say “CAG Public Comment” in the subject line or in the body of the message for them to be identified and distributed to CAG members.

▸ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.
Wrap up

Final Thoughts
Thank you!