



Community Advisory Group Meeting



Closed Captions in English and Spanish

English closed captions are available within Zoom and YouTube.

Users can follow this link to view both English and Spanish captions in a separate browser window:

<https://ibr.news/captions>

Subtítulos disponible en Inglés y Español

Los subtítulos en Inglés están disponibles en Zoom y YouTube.

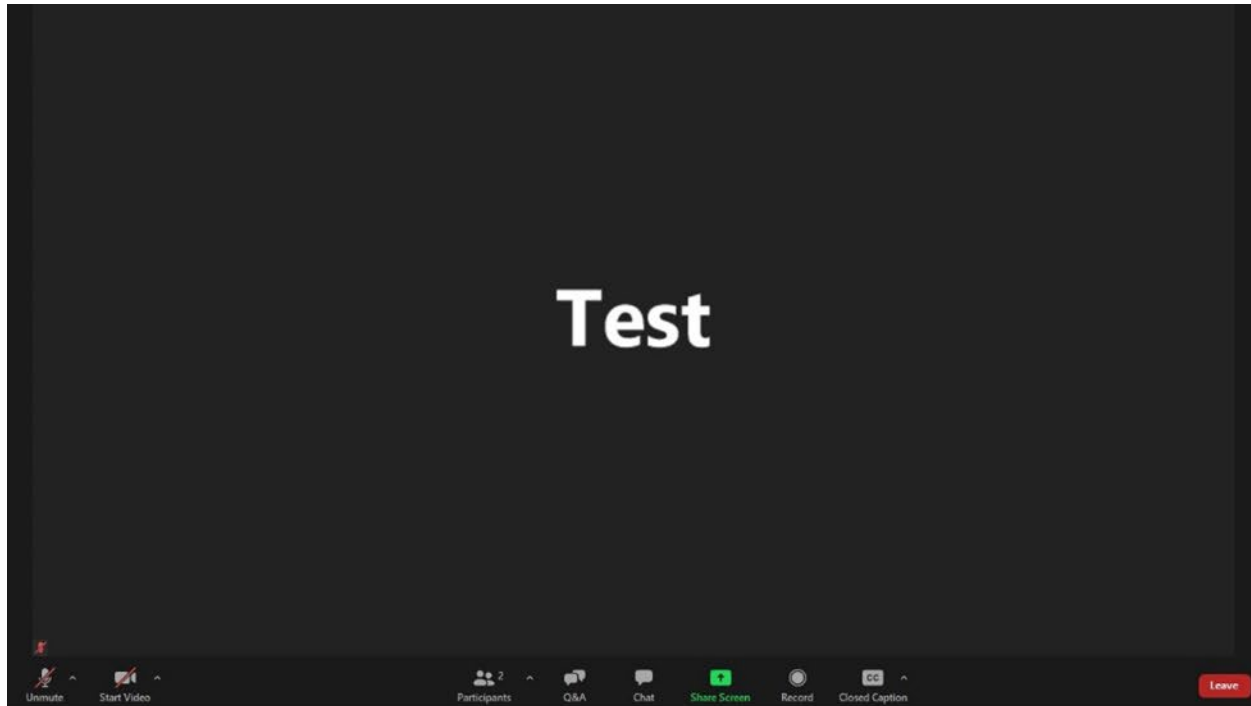
Usuarios pueden seguir este enlace para ver los subtítulos en Inglés y Español en una ventana separada del navegador:

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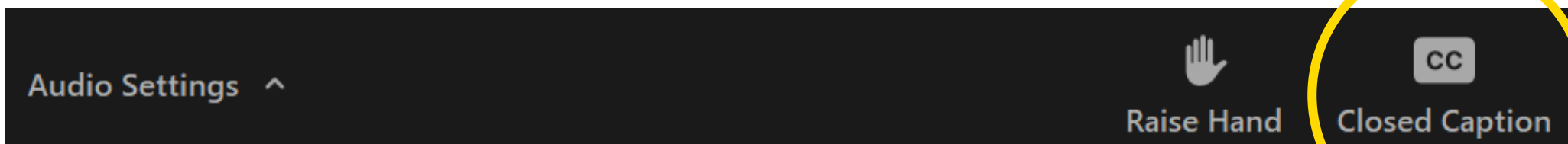
Meeting Participation Tips

- ▶ 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

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. 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.

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today (around 5:45PM).
- ▶ Verbal public comment will be welcome in the Zoom Webinar during the designated time, with the option to turn on your web camera.
 - Please use the link located in the meeting description on the YouTube meeting page or on the IBR CAG meeting webpage.
 - Commenters will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ **To comment by phone:**
 - Dial: +1 669 900 6833 or +1 408 638 0968
 - Enter meeting ID: 993 5459 6043, passcode: 674942
 - Dial *9 to raise your hand
 - After you are invited to speak, dial *6 to unmute yourself



Meeting Agenda

Time	Topic
4:00 p.m.	Welcome <ul style="list-style-type: none">○ Meeting Overview○ Introductions and Check In○ Program Update
4:35 p.m.	Communications approach for the Draft SEIS Public Comment Period Discussion
4:50 p.m.	Hayden Island Transit Station Discussion
5:45 p.m.	Public Comment
5:55 p.m.	Closing

Our CAG Meeting Space

- ▶ 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





Welcome CAG Members

Ed Washington & Lynn Valenter, CAG Co-Chairs

CAG Sharing

- ▶ **Welcome**
 - Ed Washington & Lynn Valenter, Co-Chairs
- ▶ **Open Discussion – CAG Members**
 - Please share your name, organizational affiliation or at-large status, and pronouns
- ▶ **Check-in: If you could live in a different place for a year, where would you choose?**

Program Update

Ray Mabey, Assistant Program Administrator

Recent Program Updates

- ▶ **Federal Highways Administrator Shailen Bhatt tour and visit**
- ▶ **Equity Roundtable**
- ▶ **Industry Engagement:**
 - Small Business Roundtable
 - Apex/CREDC
 - Association of General Contractors Tour
- ▶ **Community Presentations:**
 - Vancouver Innovation, Technology, and Art (VITA) School



Bridge Clearance Permit Process

- ▶ A preliminary navigation clearance determination is one of many steps in the process to identify the final bridge height.
- ▶ IBR will continue coordinating with the Coast Guard and other federal partners to balance the needs of all users.
 - River navigation considerations including the tradeoffs of a movable span are being studied.
- ▶ The program is analyzing a fixed span replacement bridge with a vertical clearance of 116 feet, which would eliminate bridge lifts.
 - This was the option selected for the previous project that best balanced the needs of air, land, and water travel while minimizing environmental impacts.
- ▶ A movable span is also being analyzed as a design option to meet the Coast Guard request to study an option with 178 feet of vertical clearance.
 - The program is continuing conversations with potentially impacted river users.

Improvements to River Navigation

- ▶ **The proposed replacement bridge is expected to improve navigation safety:**
 - All channels will have increased clearance vertically and horizontally
 - Fewer in-water piers
 - Earthquake resilient structure
- ▶ **Initial findings from navigation simulations indicate the participating vessel pilots prefer the IBR design**
 - The most northern channel's vertical clearance increases from 39' to 89'—100', allowing most vessels to continue to use the northern channel
 - For larger vessels that need higher clearance, the primary channel aligns better with the BNSF bridge

Columbia River Navigation



River Levels and Environmental Analysis

- ▶ **The program is coordinating with the U.S. Army Corps of Engineers as we prepare models to forecast future river conditions in environmental documentation.**
 - IBR has incorporated the data that accounts for climate change and increased river flow that may result from changes in the Columbia River Treaty as a basis for our design.
 - Information about future river level conditions will be considered by permitting agencies as they review IBR permit applications.
- ▶ **Water level changes due to potential removal of the Snake River dams would be minimal.**
 - The dams currently operate as ‘run-of-river’ with minimal water storage.
 - Other basin dams are expected to adjust their operations in response to potential removal.
 - Minor adjustment to hydraulics and hydrologic modeling account for this.



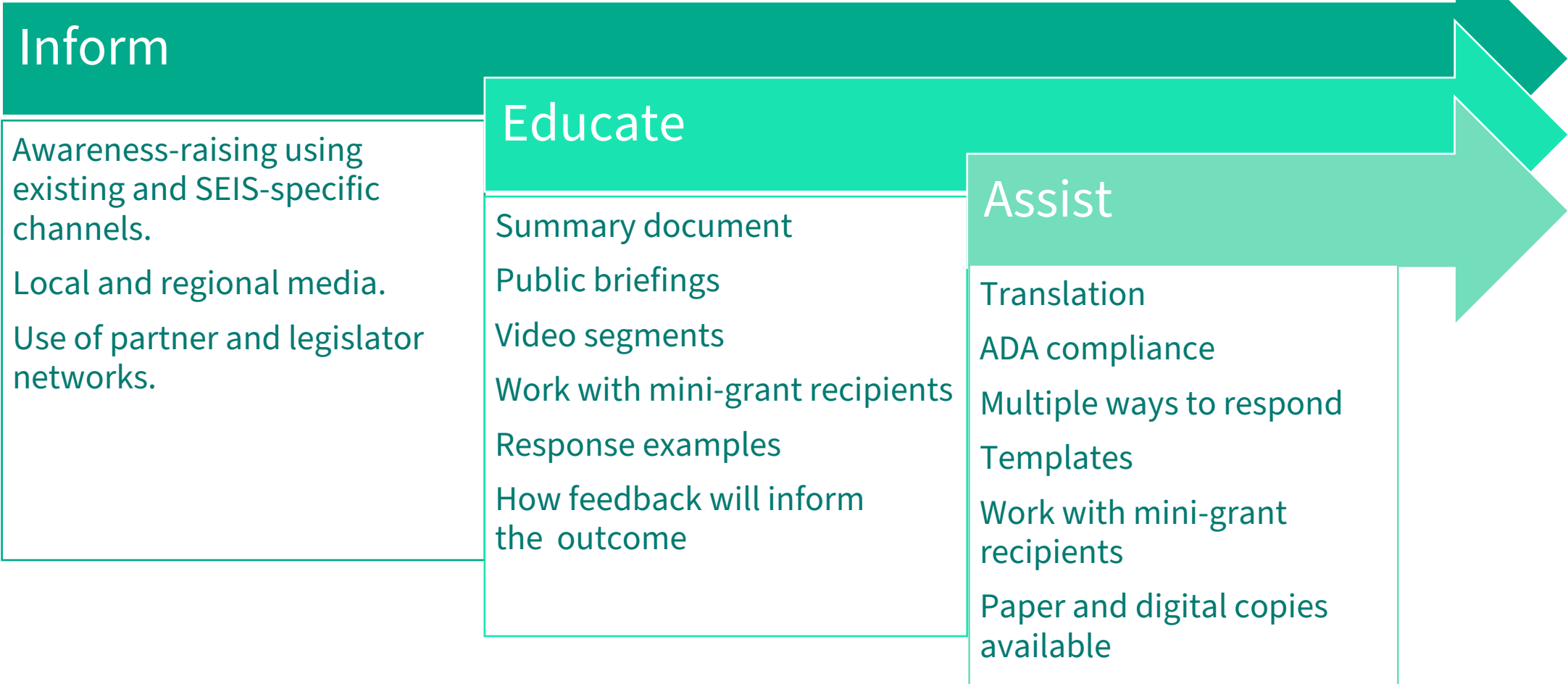
Communications approach for the Draft SEIS Public Comment Period

Kimberly Webb, Communications Lead

Public Comment and Understanding the DSEIS

- ▶ **The public will have 60 days to submit comments following release of the Draft SEIS expected in spring 2024.**
 - Information on the Modified LPA and design options is already available online at [interstatebridge.org/next steps for you to review as you begin preparing to submit public comment](https://interstatebridge.org/next-steps-for-you-to-review-as-you-begin-preparing-to-submit-public-comment).
- ▶ **Draft SEIS summary provides overview of all information and is about 60 pages**
 - Ease of understanding is federal requirement
 - Searchable document
 - Index available
- ▶ **Over the coming months, IBR will provide more information about what is being studied to aid in preparing for the public comment period.**

Supplemental Environmental Impact Statement: Community Engagement Approach



Tools to Inform the Public

▶ Advertising

- Federal register, local newspaper of record, additional local and culturally specific media outlets including print and radio and social media.

▶ Multimedia engagement

- Video series on program area needs and investments, environmental process and ways to comment.

▶ Written engagement

- Postcards, display boards for in-person meetings, factsheets, etc.

▶ In person

- Advisory group meetings streamed on YouTube, neighborhood associations, public forums and briefings, etc.

▶ In the media

- Proactive outreach to media outlets

Engagement to Support the Draft SEIS

▶ Existing Channels :

- Presentations to Advisory Groups
- Presentations to businesses, community-based organizations, neighborhood associations, partner advisory committees
- Tabling at fairs, festivals and community events
- Office hours
- Program email inbox
- Social media
- Program newsletters

▶ Formal Draft SEIS Public Comment:

- Public Hearings
- Public Notifications

▶ Additional Draft SEIS-Specific Channels:

- Public community briefings
- CBO co-hosted listening sessions
- IBR hosted listening sessions
- Community forums
- Property owner notification mailers
- Literature distribution in the program area
- Email notification
- How to "Public Comment" recording

Video engagement strategy

▶ Educational videos

Explainer videos with motion graphics/animation educating audience on process, evaluation, commenting and response.

- What's in the DSEIS
- What are we evaluating
- How do I read and comment
- What are the results of the analysis?

▶ Technical videos

Videos featured on the DSEIS webpage to help audiences navigate the document itself.

- Summary voiceover walkthrough from an expert on the project
- Provides a humanizing approach to the content

New Draft SEIS Webpage



ENGLISH >



PROGRAM UPDATES

Supplemental Environmental Impact Statement (SEIS)

The Draft Supplemental Environmental Impact Statement (SEIS) is expected in spring 2024 !

The program is preparing to release the document this spring, which will kickoff a 60-day public comment period.

This page will provide the information necessary to **learn about the process** and how to **review the document**, as well as when and where to find opportunities to **provide feedback**.

www.interstatebridge.org/draftseis

Interstate BRIDGE Replacement Program

DRAFT Supplemental Environmental Impact Statement
+
DRAFT Section 4(f) Evaluation
Spring 2024

Produced in partnership with:

- Federal Transit Administration
- FHWA
- Greater Puget Sound Council of Governments
- Washington State Department of Transportation
- TRIMET
- C-TRAN
- Metro
- FIC

February 8, 2024

Discussion

- ▶ **What recommendations do you have for communication strategies during the SEIS public comment period?**
- ▶ **Are there specific approaches you believe would be particularly effective?**



Hayden Island Station

Matt Deml, Mahlon Clements, & Nolan Lienhart

IBR Design Team

Upcoming Urban Design Discussions

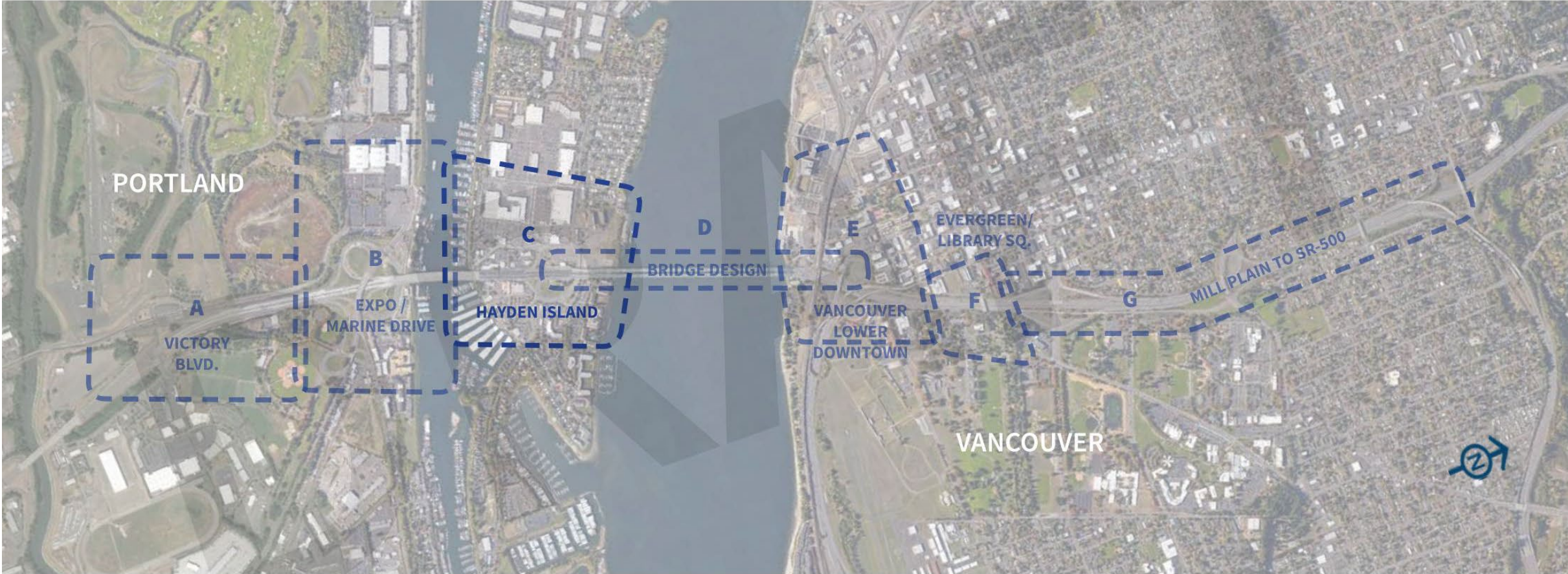
- ▶ **Last Month**
 - Vancouver Waterfront Station
- ▶ **Today**
 - Hayden Island Station
- ▶ **Future Meetings**
 - Evergreen Station
 - Expo Station

Community Values & Priorities

► As identified by CAG:

- Increasing the capacity of river crossings by providing all modes of transportation is essential to effectively and safely move more people, goods, and services
- Centering equity & avoiding further harm
- Improve resiliency to global climate change
- Informed, data-driven decision-making
- Cost effectiveness (affordability & future planning)
- Economic empowerment
- Congestion relief
- Transportation facilities must reflect the needs of all ages & abilities, and remove barriers, including language, to access and ensure availability to transportation choices
- Protect natural resources
- Honor and protect historical heritage & cultural resources
- Bi-State cooperation
- Opportunities for meaningful and equitable community engagement

Urban Design Focus Areas



HAYDEN ISLAND

The following ongoing analysis will guide the next stage of design on Hayden Island:

STATION LOCATION:



- A) Tomahawk Island Drive
or
- B) Hayden Island Drive
or
- C) Somewhere in between

STATION ACCESS INCLUDES:



What combination of plazas, sidewalks, ramps, stairs, and elevators?

PRIMARY EAST/WEST PED/BIKE CONNECTIONS AT:



- Tomahawk Island Drive
- Hayden Island Drive
- Jantzen Avenue
- A combination of these

BUS TRANSFER AT:

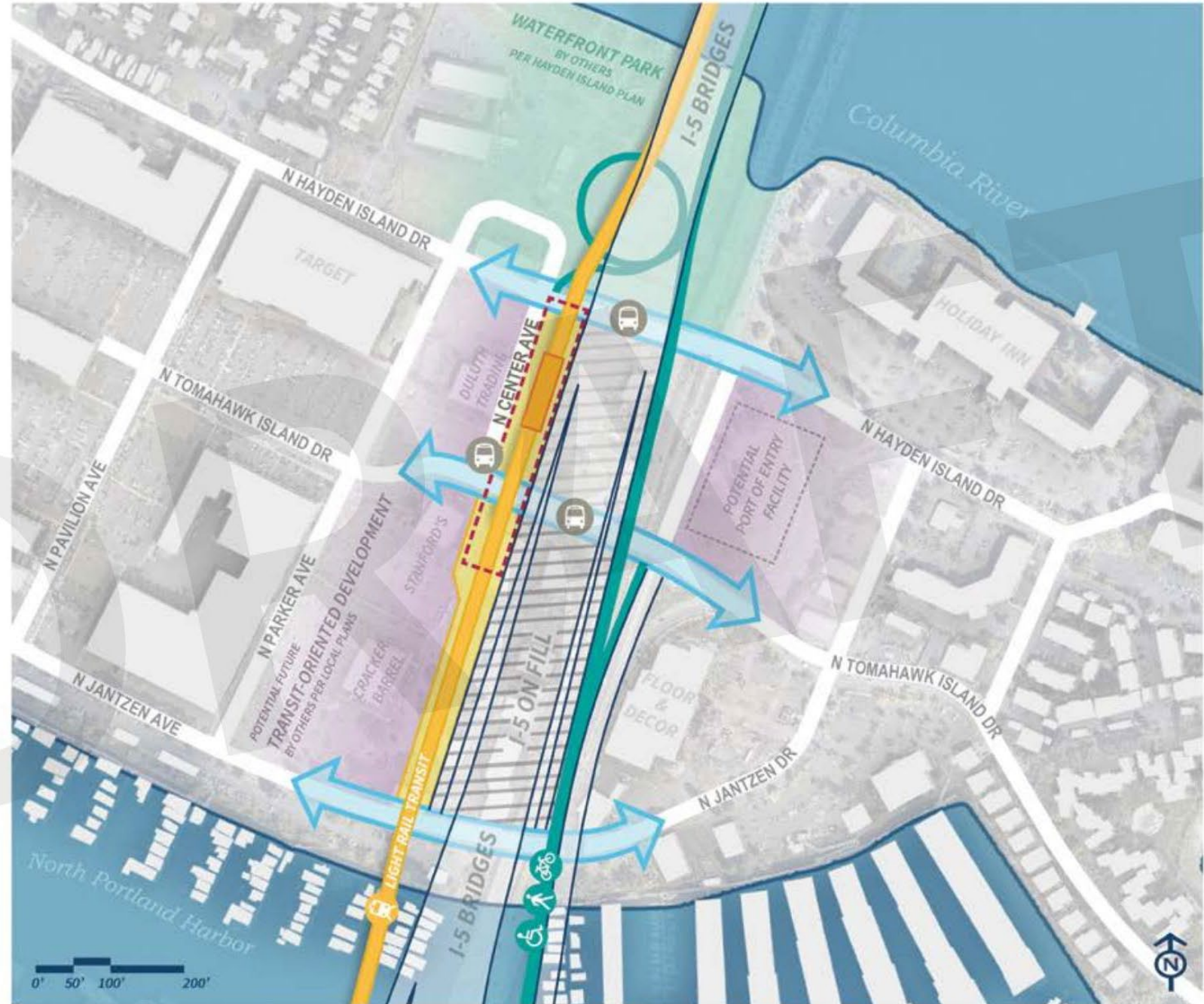


- A) Center Ave
or
- B) Tomahawk Island Drive
or
- C) Hayden Island Drive

Context:



- Future Development by others
- Future Open Space by others



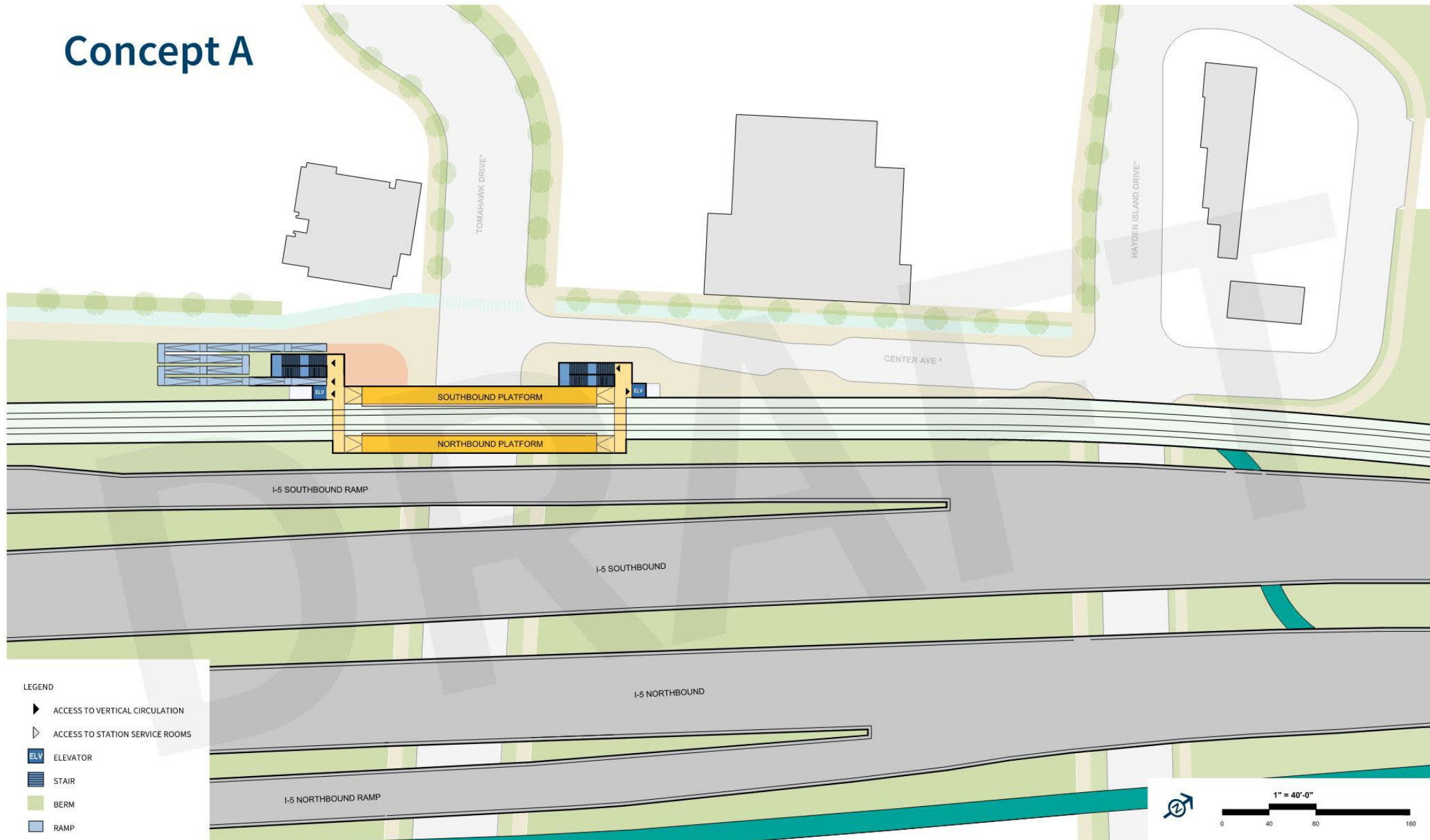
Hayden Island Station Comparison Matrix

Concept	Design Concepts		# of Entrances	# of Stairs	# of Elevators	Potential Station Access Location			Ramp Possible?	Track Crossings (per Entrance)		Potential Location of Protected AT Facility for Center Ave	Station Access Visibility	Center Ave Pinch Point	Notes
	Station Location	Platform Config.				South of TID	Btwn TID & HID	North of HID		With Ramp	Without Ramp				
A	Straddling Tomahawk	Side	2	2	2	✓	✓	X	✓	2	2	West of or Under LRT	Best	61'	
B		Center	2	2	2	✓	✓	X	✓	1	0	West of or Under LRT	Good	63'	
D	Mid-Block (between Tomahawk & Hayden)	Side	2	2	2	X	✓	X	limited space	2	2	Under LRT	Best	50'	Including ramp may reduce available space for Center Ave
E		Center	2	2	2	X	✓	X	limited space	0-1	0	West of or Under LRT	Good	56'	Including ramp may reduce available space for Center Ave

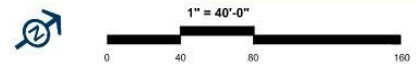
LRT System	Platform length (200') and height (30')
	Ground-level context: 2 entrances w/ entry plaza, bus integration, bike parking, PUDO
Space Constraints	West edge of I-5 and Center Ave tightly constrain East-West location options
	Mid-block location is more constrained than Straddling Tomahawk location
	Center Avenue will include two lanes of vehicular traffic
	Design for 10' offset between structures for constructibility and maintenance
Street Level Context	Tomahawk Island Drive will connect across I-5
	Center platforms constrain plaza design and station access design more than side platforms

PUDO = Pickup & Dropoff

Concept A



- LEGEND
- ▶ ACCESS TO VERTICAL CIRCULATION
 - ▷ ACCESS TO STATION SERVICE ROOMS
 - ELV ELEVATOR
 - STAIR STAIR
 - BERM BERM
 - RAMP RAMP



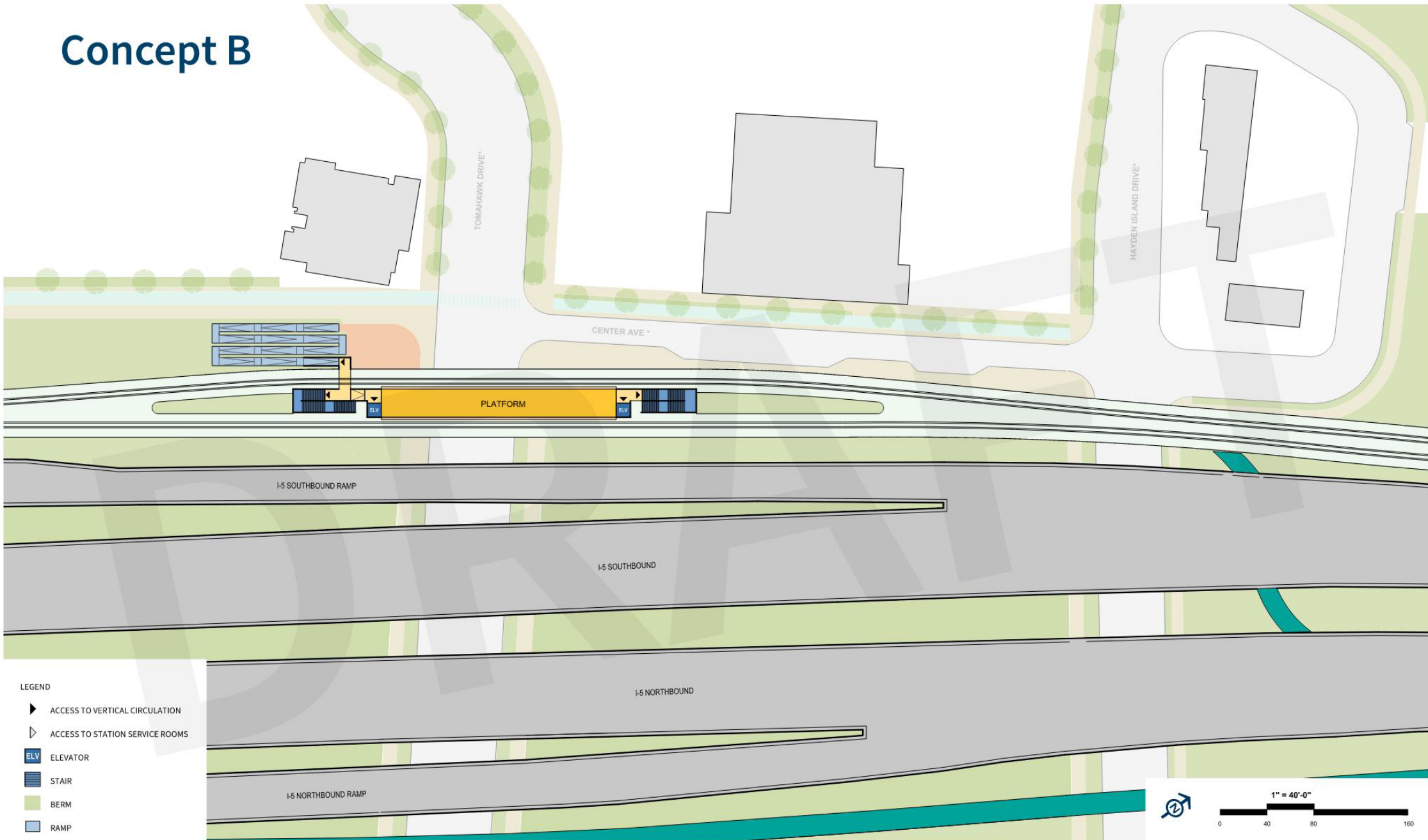
Concept A



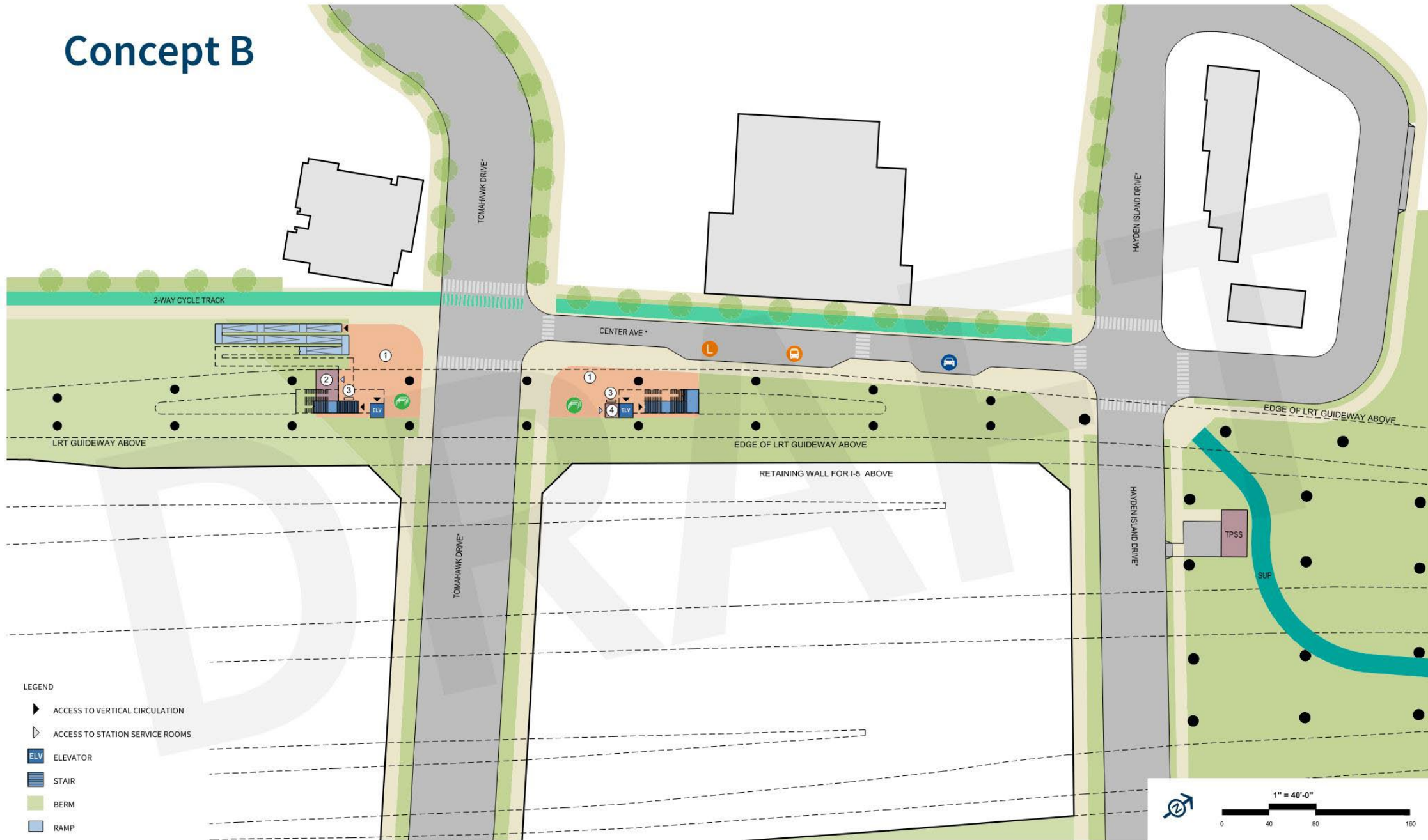
- LEGEND
- ▶ ACCESS TO VERTICAL CIRCULATION
 - ▷ ACCESS TO STATION SERVICE ROOMS
 - ELV ELEVATOR
 - STAIR
 - BERM
 - RAMP

Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept B

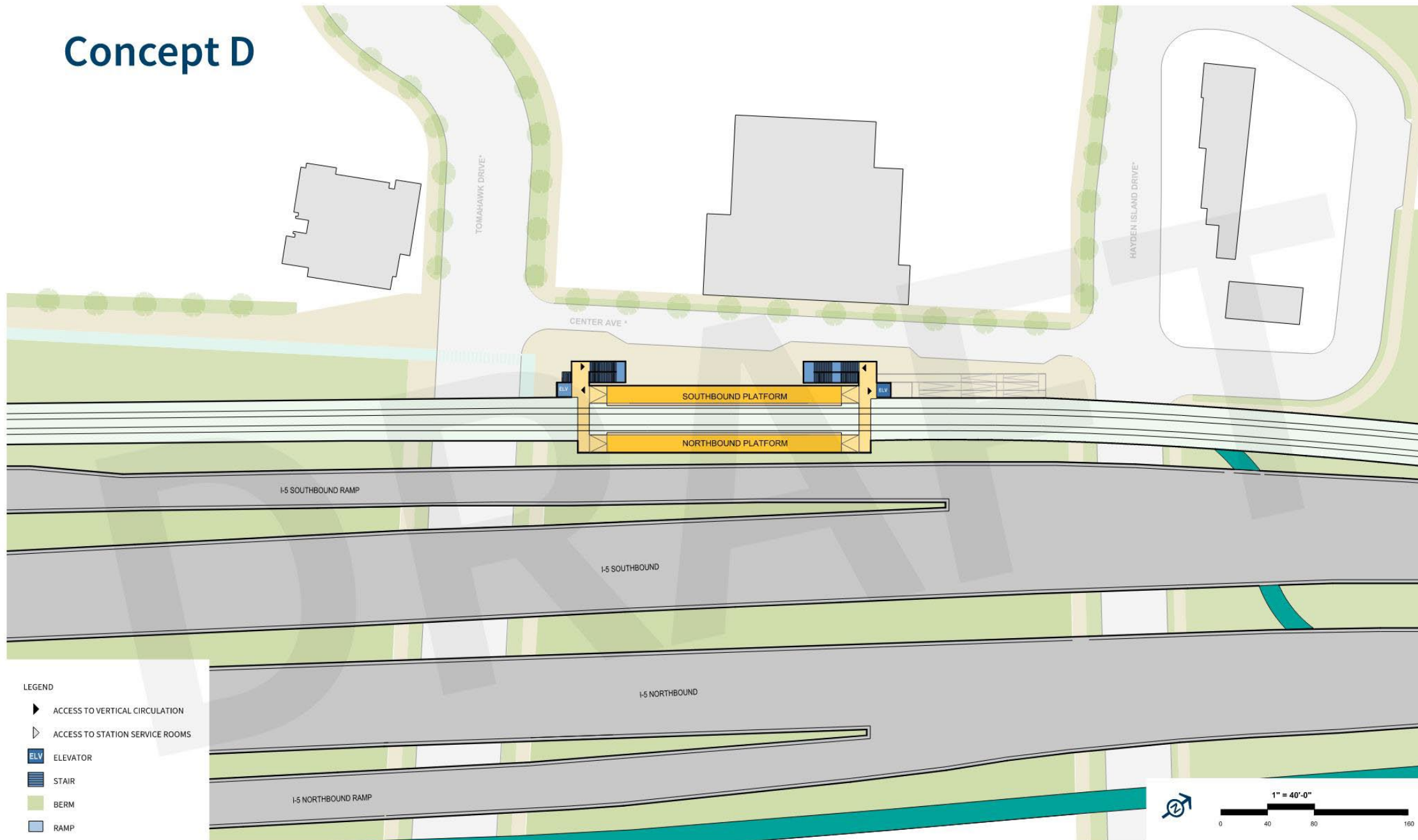


Concept B



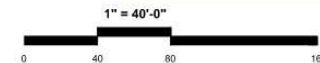
Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept D

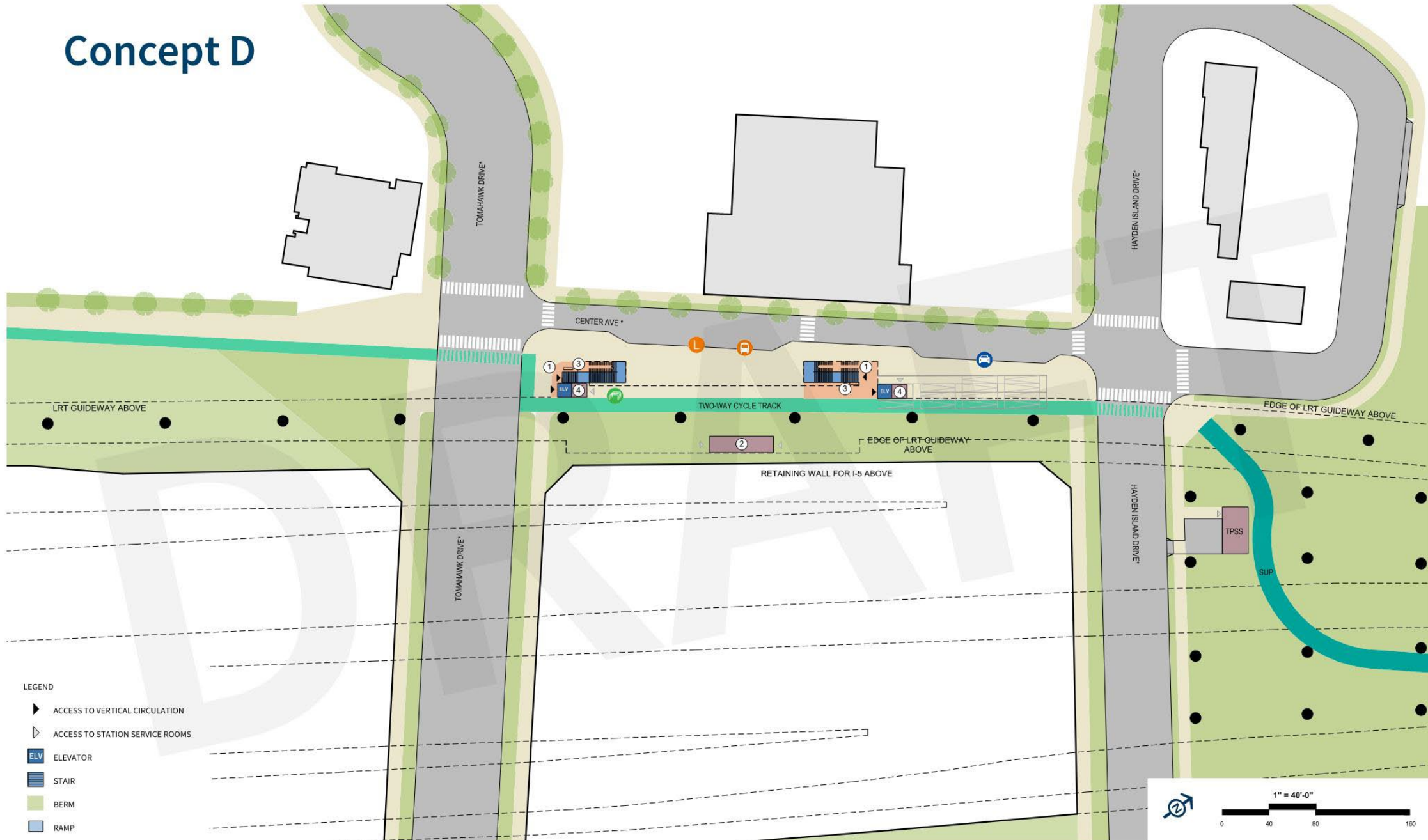


LEGEND

- ▶ ACCESS TO VERTICAL CIRCULATION
- ▷ ACCESS TO STATION SERVICE ROOMS
- ELV ELEVATOR
- STAIR
- BERM
- RAMP

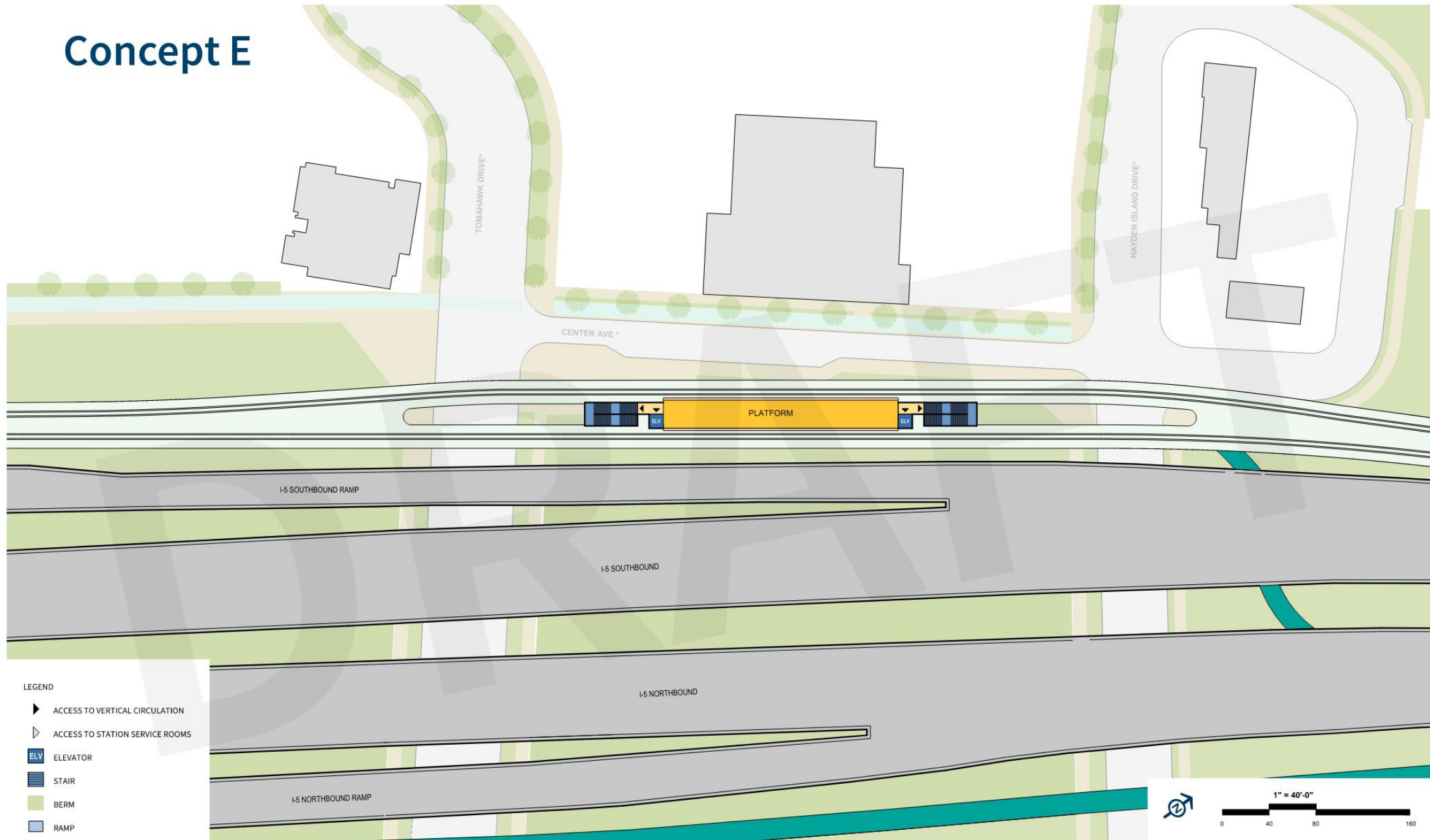


Concept D



Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design







Concept E



Concept E



LEGEND

-  ACCESS TO VERTICAL CIRCULATION
-  ACCESS TO STATION SERVICE ROOMS
-  ELEVATOR
-  STAIR
-  BERM
-  RAMP

Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Discussion

- ▶ **What questions do you have?**
- ▶ **What design elements from each concept align with the Community Values & Priorities?**
- ▶ **Are there changes to each station concept you would like to see considered?**
- ▶ **What would you like to hear from other IBR advisory groups (eg EAG, CBAG)?**

What's Next?

Upcoming Advisory Group Meetings

- ▶ Equity Advisory Group (EAG)
 - February 19th, 2024 – 5:30 - 7:30 PM
- ▶ Community Benefits Advisory Group (CBAG)
 - February 22nd, 2024 – 9:30 - 11:30 AM
- ▶ Community Advisory Group (CAG)
 - March 14th, 2024 – 4:00 - 6:00 PM



Public Comment

Comment Instructions

To make a verbal comment:

- ▶ To make a live comment via phone, dial: +1 646 931 3860 or +1 408 638 0968
 - Meeting ID: 986 0940 5983
 - Passcode: 701376
- ▶ 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.



Comment Instructions

To submit comments 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.



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

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Thank you!

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