

PREPARING FOR THE FUTURE

ARNADA NEIGHBORHOOD

ARNADA NEIGHBORHOOD ASSOCIATION NEWSLETTER



Newsletter November 2023

Meeting is on November 9th 7:00 PM at VHA 2500 Main Street

Meeting Zoom [https://us02web.zoom.us/j/83208941923?](https://us02web.zoom.us/j/83208941923?pwd=NSTyNCt4VHNySFZPK3VZTVF5Ryt5UT09)

[pwd=NSTyNCt4VHNySFZPK3VZTVF5Ryt5UT09](https://us02web.zoom.us/j/83208941923?pwd=NSTyNCt4VHNySFZPK3VZTVF5Ryt5UT09)

**Agenda Approve September Minutes; Treasurer's Report; Playground
Civic Updates - Mayor, Police, Port
Susan Ellinger - Clark County Aging Readiness Plan
IBR TEAM Progress and Status Interstate Bridge Replacement**

**Mark Your Calendars for the Arnada Holiday Party. Open to All Who Live in or Own
Property in Arnada: December 14th 6:00PM at Trap Door Brewing**

Arnada Park Needs Some Lovin'

Sometimes our neighborhood Arnada Park is abused. Ugly graffiti, carving on wooden surfaces, and gratuitous vegetation damage, to name a few. Most recently this happened in mid-October; it wasn't the first time, and it won't be the last. If you are walking through and notice any of these things, or other things like damaged playground equipment or excessive trash, please report it immediately.

Ways to report...

1. Phone: Call the City of Vancouver public works dispatch at (360) 487-8177 during working hours. They will ask you to describe the problem or issue and put it on their list of things to deal with.
2. MyVancouver App: On the home screen tap "+REQUEST" on the bottom bar, then select your concern; e.g. graffiti, damage, or homeless camp. The app is free and available on the Apple App Store or Google Play.
3. Website: Visit www.cityofvancouver.us, click on "Report a Concern" and take it from there.



While reporting is important, it is the passive approach to the problem. The active approach to taking care of the park is through the Adopt-a-Park program. The Arnada Neighborhood Association has adopted Arnada Park, and is tasked with maintaining and improving the quality of Arnada park. Most recently the Adopt-a-Park volunteers focused on large cleanup work parties to clear invasive ivy from the park.

Continued on Page 2

**Contact a board member to discuss any neighborhood concerns, give advice or
get your issue on a meeting agenda. To post in this newsletter contact Russ
Pascoe See Page 2 for contacts**

**To receive this newsletter by email sign up at this link:
<http://eepurl.com/cLGhcb>**



Typically held one or twice a year, the frequency means they are not an effective way to respond issues that need to be immediately addressed. The recent vandalism at Arnada park calls for a more hands-on approach.

Arnada park is our park. It is a part of our neighborhood and deserves to be cared for by those that frequent it. If you're a regular visitor to the park whether for exercise, to walk your pet, or to visit the playground, consider performing one or more of these quick tasks.

1. Survey the structures: Look at the playground, tables/benches, and gazebo. Do they have any new graffiti? Are they damaged? Report it.
2. Litter check: Are there any small pieces of litter (wrappers, packaging bits, etc.)? Any dangerous/unsafe items? Pick up small litter and report the unsafe items.
3. Boundary check: Look along the fence lines of the park. Are there tents or signs of camping? Report it.

The goal is to keep our park clean and safe. In the coming months there will be an Adopt-a-Park safety training hosted by the City. We encourage everyone to attend. It's time we give back to the park that gives us so much.

by Ken Visser and Amy Carlson

Arnada Ads Supplement Managers

We are looking for someone to manage relationships with the businesses that post the ads you see appended to this newsletter. Shelly and Jim Calbreath will finish the year. We want to continue our relationships with the existing businesses that are mostly in Uptown adjacent to Arnada. We'd like to pull in ads from a greater distance such as Downtown and the Waterfront. We can coach you on what's been successful in the past if you're willing to reach out. The income from the ads is used to fund much of what do as an association; meetings, parties, neighborhood projects, playground and donations to local schools and Veteran's assistance groups. Our volunteers for this won't need to do the ad sheet graphics, Amy Carlson will continue in that role. Contact any Board member listed on page 2. Thanks!

Arnada Needs a Tree Steward

This position just opened. If you have any interest in doing it contact any Board Member. If you love trees and want see more of them here this is for you! You can structure the job as you see fit and your available time.

Arnada Holiday Party 12/14/'23 6:00PM

It's in the outside, covered area at the Trap Door Brewing on Main so dress for weather. Arnada will supply roast turkey. Beyond that it's a potluck. Everyone attending please bring the holiday food you traditionally share with friends. The Brewery is open for beer, wine, juice and cider. Also bring your own plates, silverware and service utensils for your contribution.

City Contacts

Neighborhood Liaison Brent Waddle
Office (360) 487-8436 Cell (360) 624-5686
brent.waddle@cityofvancouver.us

Office of Neighborhoods
Hiring a new Neighborhood Coordinator
neighborhoods@cityofvancouver.us

Contact CoV if you want the job!

Neighborhood Fire Station
Uptown Station #1 2607 Main St.
360 487-7212

Code Compliance 487-7810

Clark County Animal Control
Weekdays 8:30-4:30 360 397-2488

Traffic Compliance Hotline 360 487-7402

Parking Hot-line 360 487-8653

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lee.gelsinger@cityofvancouver.us

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ARNADA Tree Steward

[Open Position](#)

Newsletter Editor, Content & Layout

Russ Pascoe - becruss@hotmail.com

IBR Responses to Arnada's Questions

(Editor's Note; Responses were edited when redundant and to remove web links not usable in the print version. Get the complete response with web links in the Arnada Facebook Group or email the editor to request the file.)

1. How is IBR reaching out to potentially affected residents and/or businesses?

Since the Interstate Bridge Replacement (IBR) program launched, we have and will continue to extensively engage the community, including potentially impacted residents and businesses. We have advisory groups filled by members of the community and we conduct targeted outreach to neighborhoods in the program area and businesses on both sides of the river. We have also held public briefings and community forums where residents in the program area, as well as the metro region, were invited to attend. In addition, we have ongoing office hours scheduled where anyone can sign up to meet with a member of our team to ask questions or look at a map of the improvements that are being studied in the environmental documentation. In the time frame leading up to the Draft Supplemental Environmental Impact Statement (SEIS) we are continuing this outreach to ensure the community understands what is being studied and what information will be included in the environmental documentation. We will continue this outreach during the public comment period to ensure the community is aware of how to find information on impacts and benefits.

2. We need “early input” versus “after decisions are already made” and if a decision is made let us know ASAP.

Previous planning efforts spent decades identifying a number of environmental constraints within the corridor and negotiated how best to meet our transportation needs by defining alternatives and identifying ways to minimize and mitigate these impacts. The IBR program has been working to identify what has changed since the previous project and updated and improved upon previous planning work. Following this effort, the program identified the Modified Locally Preferred Alternative (LPA), which was informed by community engagement using surveys, meetings with neighborhoods, meetings with businesses, coordination with agency partners, and a technical screening process. Read more at our website. The Modified LPA identifies the foundational elements that should move forward for further evaluation through the environmental process in compliance with the National Environmental Policy Act (NEPA). Other than agreement on which foundational elements to study in the Draft SEIS, decisions regarding what will be constructed have not been made. We are currently still in the early stages of the design process at about 10% design. Following the Draft SEIS, refinements will be made to address input received during the 60-day public comment period, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor. A Final SEIS and Amended Record of Decision are expected to be published in late 2024 at the earliest, which provides federal approval to move to construction.

We are happy to continue coming back to your neighborhood meetings as requested to share new updates when we have them. If you are not already, please make sure you are signed up to get notifications when the environmental documentation is available for comment. You are also welcome to provide your input and comments by calling 888-503-6735 or via email to info@interstatebridge.org.

Below are some other ways to stay engaged:

- Sign up for the IBR Program mailing list to receive periodic communications about the program via email.
- Schedule an appointment to meet with us during our Office Hours.
- Follow us on Facebook, Twitter and Instagram.
- Attend an Equity Advisory Group, Community Advisory Group, Community Benefits Advisory Group, and Executive Steering Group meeting. All meetings are open to the public. Meeting dates and times, materials and participation information are posted in the events calendar.

3. If there are already conversations with the businesses that might be impacted upstream on the Columbia because of the bridge height, why not also start conversations with people who you believe will be impacted by the project?

The IBR program is meeting with potentially impacted river users as part of the United States Coast Guard's permitting process. Potentially impacted river users were documented through a river user survey completed by the program, and a public notification process completed and documented by the U.S. Coast Guard as the required steps in the process to work toward a permit for the bridge height.

The NEPA process requires that the program study benefits and impacts of the proposed improvements. The

environmental documentation will document potentially impacted property owners and businesses. The Draft SEIS will evaluate a variety of categories to better understand the benefits and impacts to the environment and community of the proposed program area investments. Some of these categories include:

- Property and business impacts
- Design concepts including roadway and transit alignment, bridge configuration, and park and ride locations
- Air quality
- Noise
- Water impacts
- Potential archaeological sites
- Long-term traffic and safety impacts
- Impacts to wildlife
- Environmental Justice
- Visual and Aesthetics
- Historical and cultural impacts

We do not know the specific property impacts at this time as no final decisions have been made about what will ultimately be built. We are still in the early stages of design at about 10%. Right of Way discussions will not formally begin until after the program publishes the Final SEIS and receives an Amended Record of Decision, which we anticipate in late 2024 at the earliest.

If it is determined that all or a portion of property is necessary for the program investments, the program will contact the affected property owner well in advance of any construction activity, in accordance with federal requirements laid out in the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Our goal is to be transparent and proactive in sharing information with the community and property owners affected by acquisitions as details emerge and opportunities for input arise.

4. I would like to understand a timeline of when IBR would start notifying owners if there were any property impacts.

There are several steps in the process that must be completed before discussions about specific property acquisitions can begin. The IBR Program anticipates publishing the required federal environmental documentation in early 2024, followed by a 60-day public comment period. The Draft SEIS will evaluate a variety of categories to better understand the benefits and impacts to the environment and community of the proposed program area investments. The first construction project is anticipated to begin with the main river bridge and approaches, which is estimated to commence in late 2025 at the earliest. Since construction is expected to be sequenced, starting with the river crossing, formal conversations about property acquisitions would also be sequenced in conjunction with the construction timeline. We anticipate having more information about construction contracts and sequencing in early 2024. If it is determined that all or a portion of your property is necessary for the program investments, you will be contacted well in advance of any construction activity, in accordance with federal requirements laid out in the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Our goal is to be transparent and proactive in sharing information with the community and property owners affected by acquisitions as details emerge and opportunities for input arise.

5. Will there be Right of Way acquisitions in Arnada or Shumway? Will anyone's property be subject to eminent domain? If so, who/how/what determines the price value?

If the program investments result in property being acquired from residents or businesses in Arnada or Shumway neighborhoods, we will follow WSDOT's right of way acquisition process, which offers owner's protections under the Federal Uniform Relocation Act. Neighbors can learn more about the RoW process, eminent domain and property valuation at WSDOT website. A Right of Way Agent would be assigned to every property owner impacted by the program to help explain the process and answer any questions.

6. Why is there no Arnada or other neighborhood representative on the CAG? What role do neighborhood associations (and specifically the Arnada Neighborhood Association) have regarding input and decisions? Are there any neighborhood associations currently meeting with IBR? What level of influence can a neighborhood association have? What about joint meetings with all the affected neighborhoods? We all have similar issues/concerns and maybe we would be heard in larger numbers. For previous CRC studies we had an ANA rep so am unclear why this is not still the situation.

The IBR program investments could impact a wide variety of community members. Community engagement efforts seek to provide extensive, inclusive, and ongoing opportunities for meaningful two-way communication with

stakeholders that prioritize equity, diversity, accessibility, transparency, and inclusion. The IBR program offers a variety of engagement activities to help reach a broad audience and help gather different types of feedback from community members. Not all neighborhood residents are members of neighborhood associations. Some of the different types of engagement the IBR program includes: meetings with neighborhood associations on both sides of the river, office hours, online open houses, community briefings, public comments, neighborhood forums, equity roundtables, briefings, and presentations. The community will have the opportunity to provide input during the 60-day public comment period following the release of the Draft SEIS.

We have been meeting with neighborhood associations in the program's corridor since the program started in 2020. Sometimes neighborhoods reach out to us to request an update and sometimes we proactively request time on their agendas if we are seeking specific feedback or providing an important update. To help guide recommendations to the program, we've set up four advisory groups - Equity Advisory Group, Community Advisory Group, Community Benefits Advisory Group, and the Executive Steering Group - to provide input and recommendations on key issues. Earlier this summer, we also held two community forums in the program area and invited local and regional residents to attend, ask questions, and learn what they can expect in the Draft SEIS. We engage with communities extensively on both sides of the river, especially as we prepare for the release of the Draft SEIS and the following 60-day public comment period in early 2024. What we learn from this process, along with environmental studies, will determine how we move forward and how we avoid, minimize, or mitigate negative impacts to the environment and community. These refinements will lead to a Final SEIS and Amended Record of Decision issued by the Federal Highway Administration and Federal Transit Administration in late 2024. At this stage, we can apply for permits, update cost estimates, and further design the program. We are meeting with neighborhood associations along our 5-mile program corridor, such as Arnada, Shumway, Esther Short, Bridgeton, East Columbia, Hayden Island, and more. We're taking an active approach by reaching out to all neighborhood association groups and asking for their feedback when we have specific items that require feedback from the community, such as when the Modified LPA was developed. You can read more about how feedback from the community helped shape the Modified LPA at our website. The process to fill seats for the program advisory groups was very extensive and was completed in coordination with program partners. Since the IBR program investments could impact a wide variety of community members, filling the advisory groups was approached to ensure diverse representation of both organizations and individuals that reflect perspectives of Oregon and Washington, as well as broader regional perspectives. Many members of the CAG represent more than one perspective. Since there are many neighborhoods in the program area, we worked with both cities to identify members that could represent the neighborhood perspective on each side of the river on this advisory group. You review specific membership for each of the CAG. We are happy to continue coming back to your neighborhood meetings as requested to share new updates when we have them and seek input when we have program decisions ahead of us. If you are not already, please make sure you are signed up to get notifications when the environmental documentation is available for comment. You are welcome to attend meetings and coordinate with other neighborhood associations. You are also welcome to provide your input and comments through our website or via email to info@interstatebridge.org.

Below are some other ways to stay engaged:

- Sign up for the IBR Program mailing list to receive periodic communications about the program via email.
- Schedule an appointment to meet with us during our Office Hours.
- Follow us on Facebook, Twitter and Instagram.
- Attend an Equity Advisory Group, Community Advisory Group, Community Benefits Advisory Group, and Executive Steering Group meeting. All meetings are open to the public. Meeting dates and times, materials and participation information are posted in the events calendar.

7. There is an IBR Equity Advisory Group, but it is not clear who would represent the voice of Arnada residents in that group. Who would our neighborhood contact be?

The IBR program's Equity Advisory Group focuses on providing insight and input on the program's processes, approaches, and decisions that may affect historically underserved and underrepresented communities. EAG includes members from organizations that work with equity priority communities, as well as equity-focused staff from each program partner agency, including the City of Vancouver and the City of Portland. You can learn more about our advisory groups on our website. You can view current EAG members at our website.

8. How big is the park & ride at Evergreen for the LRT terminus? How many people are estimated to use it? What are the traffic impacts with people taking the Mill Plain exit, merging to the left lane to take C Street to Evergreen? Same goes for the evening commute, Mill Plain is already backed up at 5pm.

The Draft SEIS is studying two locations for a Park and Ride at Evergreen Blvd that could include up to 700 spaces. While public transit users may access light rail via a park and ride, we also know from previous analysis that many travelers that access transit connect from other transit systems. This means that some travelers may park at existing Park and Rides to catch a C-TRAN bus, then connect into light rail downtown. There will be more information in the draft environmental documentation regarding projected use of transit and potential park and rides. The IBR program reconfigures seven interchanges in the 5-mile corridor, including the Mill Plain/4th Plain ramps. The IBR program is also making safety investments on mainline I-5 such as providing sufficient lane widths, full safety shoulders, improved visibility, and ramp-to-ramp connections. When the interchange investments and safety investments are combined with multimodal travel options, such as the addition of light rail, express bus on shoulder, and a new shared use path, we will see improved safety and travel reliability on I-5, on the ramps, and on local streets that connect to the ramps in the program area. More information about the impacts and benefits of the overall program area investments will be included in the Draft SEIS.

9. The CRC plan showed a rebuilt SR500 I5 interchange which eliminated access to Fourth Plain westbound from SR500. What is the plan today? I've also heard from credible sources that the downtown exit onto C St and sixth is eliminated but others say no, it remains. What are the considerations that are applied to whether a C St. exit from I5 NB is constructed or not?

Similar to CRC, the IBR program is studying the impact of a proposal that includes rebuilding the SR-500/I-5 interchange, which removes from westbound SR-500 to Fourth Plain Blvd. Access to Fourth Plain Blvd from southbound I-5 would be maintained, but it would shift northward and be combined with the southbound 39th Street exit via a braided ramp. The configuration of this ramp would be similar to the southbound I-205 Mill Plain Blvd off-ramp, which is shared with the southbound 18th Street on-ramp, which helps reduce weaving conflict points on I-205. The Modified LPA includes the C Street ramps that exist today. While no decisions have been made about which option will move forward into the final environmental documentation, a design option is being studied in the Draft SEIS that would remove the C Street ramps. The analysis will be available for public review and comment once the Draft SEIS is published in early 2024. Following the Draft SEIS, refinements will be made to address comments, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor.

The Draft SEIS will evaluate a variety of categories to better understand the benefits and impacts to the environment and community of the proposed program area investments, including the C St. Exit design option. Some of these categories include:

- Property and business impacts
- Design concepts including roadway and transit alignment, bridge configuration, and park and ride locations
- Air quality
- Noise
- Water impacts
- Potential archaeological sites
- Long-term traffic and safety impacts
- Impacts to wildlife
- Environmental Justice
- Visual and Aesthetics
- Historical and cultural impacts

Following the Draft SEIS, refinements will be made to address comments, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor.

10. When are potential construction footprints for Washington side final and visible?

The program aerial map shows the proposed transportation investments that are currently being studied in the environmental review process and allows the community to see how they fit within the existing landscape. You can also set up an office hours appointment to have a staff member walk you through the map. We do not know the specific property impacts at this time as no final decision has been made about what will be built. Following the Draft SEIS, refinements will be made to what was studied in the documentation to address comments, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor. The construction footprint would then be documented in the Final SEIS and

Amended Record of Decision, which is anticipated to be published in late 2024/early 2025. The Amended Record of Decision is what provides federal approval to move to construction.

11. What will be the expected environmental impact to the neighborhood, specifically regarding noise and dust?

This is currently being studied in the Draft SEIS. This document will contain details on air quality, noise, water impacts, and other environmental factors.

12. What is the Community Benefits Agreement committee?

The Community Benefits Advisory Group (CBAG) will develop recommendations for community benefit efforts to achieve the greatest positive benefit to communities in the program area and broader region from the program's work in alignment with the program's equity framework and community's priorities. More information can be found on the IBR website.

13. Do we get input before the Supplemental Draft EIS? Where can we access the previous CRC EIS?

While the impacts identified in the Draft SEIS cannot be shared until the documentation is published, we are able to share with the public what is being studied and what information they can expect to have access to when the documentation is released. Our goal is to ensure we are sharing information about what to expect and how you can provide meaningful public comment during the 60-day public comment period. Leading up to the release of the Draft SEIS we will hold Office Hours, community briefings in partnership with community-based organizations, presentations in the community, and provide videos to keep you informed and ensure you are prepared to comment when the documentation is released. View the CRC Final Environmental Impact Statement (FEIS) at our website.

14. On your online shared project plans I cannot see where you plan sound mitigation walls along Arnada. What height walls are you building from Mill Plain to Fourth Plain on the west side?

We do not yet have information to share on where sound walls are proposed to be built in the program area. The draft environmental documentation will evaluate a variety of resources to better understand the benefits and impacts to the environment and community of the proposed program area investments, including potential noise impacts. If noise impacts to adjacent properties reach decibel levels that are close to exceeding or exceed FHWA noise abatement criteria, then the Draft SEIS will evaluate the feasibility and cost reasonableness of sound walls to mitigate noise impacts. Additional details such as the location, height, length, and planning-level cost of the wall will be included in Draft SEIS for public review and comment.

QUESTIONS ASKED AND ANSWERED DURING THE 9/14 ARNADA NA MEETING:

15. Will the current I-5 alignment be shifted to the west?

The Modified LPA will maintain the three existing through lanes northbound and southbound plus safety shoulders. Design options that are being studied in the Draft SEIS are to add one or two auxiliary lanes, or ramp-to-ramp connections between interchanges, and to either maintain the existing alignment of I-5 or shift I-5 to the west toward downtown Vancouver. The Draft SEIS will evaluate a variety of categories to better understand the benefits and impacts to the environment and community of the proposed program area investments, including whether I-5 will shift to the west. Following the Draft SEIS, refinements will be made to address comments, identify mitigation, and confirm a corridor-wide alternative that best addresses the transportation problems to ensure a safe and effective multimodal corridor.

16. I'd like to see you send out your communications with a name. Currently, there is no real point of contact when you send any communications. I'm a property owner where the project goes through and I can't get a response.

Emailed communications are signed IBR Communications Team because we collaborate internally across disciplines to provide answers to questions from the general to the highly specific and technical in nature. Office hours are a great way to meet our staff and get your questions answered. The IBR office is located in downtown Vancouver and we always return messages if you call and ask a question with a return number or email address.

17. What are the impacts to my property?

There are several steps in the process that must be completed before discussions about specific property acquisitions would begin. The IBR program anticipates publishing the Draft SEIS in early 2024, followed by a 60-day public comment period. The Draft SEIS will evaluate a variety of categories to better understand the benefits and impacts to the environment and community of the proposed program area investments. Some of these categories include:

- Property and business impacts
- Design concepts including roadway and transit alignment, bridge configuration, and Park and Ride locations
- Air quality
- Noise
- Water impacts
- Potential archaeological sites
- Long-term traffic and safety impacts
- Impacts to wildlife
- Environmental justice
- Visual and aesthetics
- Historical and cultural impacts

We do not know specific property impacts at this time as no final decisions have been made about what will ultimately be built. Right of Way discussions will not formally begin until after the program publishes the Final SEIS and receives an Amended Record of Decision, which we anticipate occurring in late 2024 at the earliest.

18. The Draft SEIS is coming out in late 2023, right? I know this will be a huge document with a thousand pages or something like that. Will you be informing the public on how to quickly find the information they are interested in?

IBR staff plan on widely distributing the Draft SEIS once it is available in early 2024. In the lead up to the release of the Draft SEIS, the IBR team is attending neighborhood meetings, working with Community-based Organizations (CBOs), and sharing information about the Draft SEIS before it is released so the public is familiar with the document and how to find content related to their interests so they may provide meaningful public comment. The program team will also have staff available to answer questions and help the community find the information they are looking for in the document.

19. Will there be links to all the studies so people can look at them or do people have to go out and find information on their own?

A digital version of the Draft SEIS will be posted on the program website. The document will have a table of contents to help people find the information they are searching for so they may quickly view the content and provide meaningful public comment.

20. Do you guys have the program schedule on the slide where it says earliest tolling start and then an estimated construction start? So we are not done with construction yet we are starting to toll. Why would that be?

The IBR program's financial plan assumes funding construction of a replacement bridge through state commitments, federal funding, and tolling. The IBR program and local agency partners have agreed to use variable rate tolling to support revenue generation to fund construction and facility operations and maintenance, reduce congestion and manage demand, and improve mobility through the corridor. Pre-completion tolling will be used to start paying for construction as it is happening and manage congestion as the replacement bridge is built.

21. Can you clarify the tolling on I-205 that I read in the newspaper? Is it accurate?

The IBR program will toll the Interstate Bridge and is not looking at tolling the I-205 bridge. However, the IBR program is in close coordination with the Oregon Toll Program on their I-205 Improvements Project, which seeks to implement tolls on the Abernethy Bridge in Oregon City, and Regional Mobility Pricing Project, which seeks to implement tolls on I-5 and I-205 portions of I-5 and I-205 in the Portland metro area. The exact toll limits for RMPP have not yet been determined.

22. Are you going to toll bikes and pedestrians?

The Oregon Transportation Commission (OTC) and the Washington State Transportation Commission (WSTC) will jointly set toll rates and policies for IBR. A toll for bikes and pedestrians has not been identified by WSTC on other Washington facilities. Currently, the OTC is not considering this type of toll for travelers on planned tolling facilities.



10th Annual Clark County Open Studios Tour

Nov. 4-5, 10 a.m. to 5 p.m.

Discover Clark County's creative side in a free self-guided tour as local artists open their studios to the public and share how, why, and where their art is created. This is your chance to meet the artists, get inspired, and shop locally.

A program of Artstra, Open Studios is an annual juried art event designed to enhance community awareness of talented local artists while enriching the cultural life of Clark County neighborhoods. Clark County Open Studios is made possible in part by assistance from the City of Vancouver Lodging Tax Grant Program, our community sponsors, and our many volunteers! **More information and a map of open studios:** <https://artstra.org/open-studios/>

Minutes Arnada Neighborhood Association-Sept. 14th, 2023

Attendees: Ken Visser, Amy Carlson, Russ Pascoe, Holly Chamberlin. Rob Hoge' Rena Benette, Sharon Morse, Debby Watts, Karen Gibson, Brenda Hoge, Anita Reyes, Mike Starks, Sandy Starks, Ken Williams, Glen Yung-Clark County Council, Casey Liles, Jay Hansgard & Eric Trinh-IBR, Brent Waddle-City of Vancouver, Marcus Griffith-Vancouver Downtown Assoc, Anne McEnery-Ogle-Mayor of Vancouver

Playground-Amy Carlson. For the toddler equipment, surface mounting isn't possible. We are about 18 weeks out for the equipment so it will be installed in the spring. Question was asked on when they want the \$2500 from the ANA? Hopefully in 2 weeks it can be transferred to the City.

ANA Board Meeting: Ken Visser. There is a graffiti problem in the alley between Broadway & Main St. Marcus from VDA approached us to contribute money for the paint because it is expensive. The Board voted to contribute \$200. The graffiti is not stopped but it's getting better. VDA wants to set up regular sweeps because tags keep re-appearing. They

need a long-term plan for the graffiti and the trash dumping. They have already used our donation. Also mentioned to Marcus and Brent that the McLoughlin bridge needs better lighting. Marcus will photograph and send it to WSDOT. **IBR Presentation:** Jay, Casey and Eric. The design process and planning is happening. The earliest start of construction would be 2025. There will be 3 new light rail stations and up to two Park n Rides-waterfront and Evergreen Transit center. There will not be a ramp SR500 westbound to Fourth Plain meaning we would not be able to exit onto Fourth Plain from SR500 west.

The Environmental Impact draft will be out this winter. Then there will be 60 days for public comments. Then the final design will be decided based on public comments. They are doing community engagement, including neighborhood forums. They will be back at our November ANA meeting.

Expected impacts-They have looked at noise, air quality, and traffic. Right of way impacts will also be out in the winter report. They are not talking to anyone independently right now about it. Everyone will be given all the information at the same time.

The process for right of way will be the Record of decision will be done in 2024. Then formal conversations about right of way with owners. Construction will be taking about 15 years so they won't be talking to everyone right away.

Expected that the elevation will begin around 5th or 6th st. so that is where there will be the most impact.

Once construction starts tolling will start on the existing I-5 bridge. This will help pay for the construction.

City Report-Anne McEnery-Ogle and Brent Waddle. The City's Comprehensive Planning is happening. Over the next 1.5 years, community members and the City will work together to develop a plan that will guide growth and development through 2045. It was last updated in 2011.

Safe Stay #3 has been established downtown. #4 will be at 4611 Main Street on WSDOT property. By the end of 2025, they expect to have 5 Safe Stay communities and a second Safe Stay park.

Main Street Promise-Improvements are coming to Main Street from 5th street to 15th Street. Main Street will be safer, more accessible, and connected for businesses, residents and visitors. There will be new ADA accessible curbs, wider sidewalks, enhanced pedestrian crossings, resurfacing, replacement of water and sewer mains, new street furnishings, lighting, electrical and new landscaping, irrigation systems and street trees.

Minutes of Arnada Neighborhood Association Board Meeting 10/17/23

Kathy Pareles is resigning as tree liaison. Still need an ad liaison as Jim and Shelly Calbreath finish this year.

Financially we are breaking even for the year. New CD got 4% interest for 11 months. We got \$100 for Conservation challenge from the City

Playground update: Having issues with Operations and Maintenance who were going to do the install. But now saying we need a contractor. Amy asking who pays for that since they promised us they would do it. Graffiti in park-Amy took pictures and the City fixed most of it. Trying to revitalize the Adopt a Park so we can better take care of it. Put a sign up on how to report graffiti? Try to get others involved in paying attention to what is happening in the park and what adopt a park means. Ken will ask Brent to report what park complaints we have had.

Green bag program is going well. Getting about 30 people donating every time. Sandi is going to create a new flyer. About 1/3 of the Mailchimp emailed newsletters get opened. Don't know if we do any better with people reading the physical newsletter. We can make some changes to the content if more people are willing to contribute to it.

Christmas party- Ask if we could use Trap Door patio space. We could do potluck and people pay for own drinks. Russ will give them a call. Could also ask the Santa from last year or the one at the hardware store. See if someone could create games for kids; ask Bleu Door if they want to donate cookies? We all agree that using a venue where we have to hire a licensed server for drinks is not something we are interested in doing.

Sent letter to IBR about needing to answer our questions. We are fine if they say they don't know yet if their process is not yet in the disclosure stage.

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