



Interstate
BRIDGE
Replacement Program



Executive Steering Group Meeting

March 5, 2024

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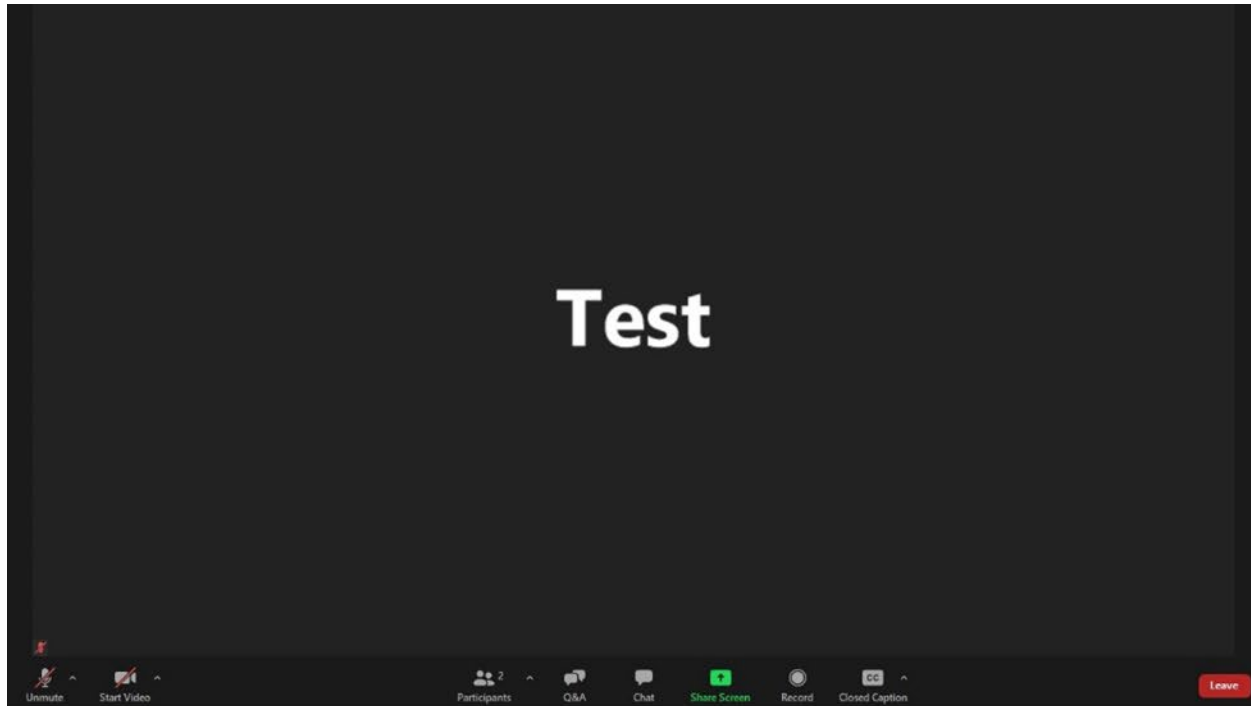
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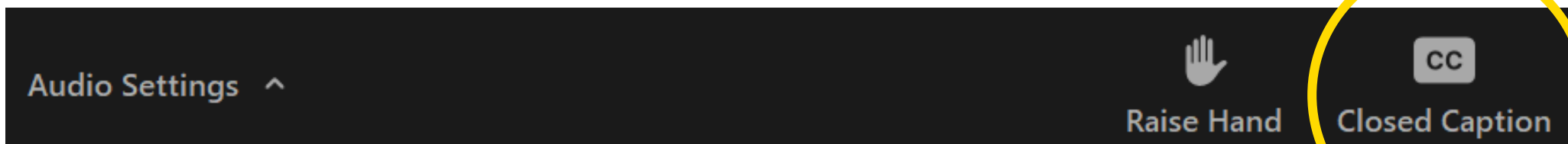
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1. At the bottom middle of your screen, you should see a menu of options. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Click on the “CC” icon and a separate window with captions will appear.



Webinar Participation Tips

- ▶ Thank you for joining us today!
- ▶ We encourage panelists to turn on your video.
- ▶ Please keep your audio on mute when not speaking.
- ▶ Before speaking, please state your name and affiliation to help attendees identify who is talking.
- ▶ If you experience technical difficulties, please contact program staff at

(503) 440-4891

Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org with “ESG Public Comment” in the subject line.
 - Call 888-503-6735 and state “ESG Public Comment” in your message.



Meeting Ground Rules

- ▶ Honor the agenda
- ▶ Listen to understand and ask questions to clarify
- ▶ Hard on the problems, soft on the people
- ▶ Address interests and seek common ground
- ▶ Provide a balance of speaking time



Meeting Agenda

Time	Topic
1:00—1:20 PM	Welcome
1:20—1:40 PM	Program Update
1:40—1:55 PM	Videos and Visualizations
1:55—2:15	Preparing for the Draft SEIS Public Comment Period
2:15—2:45 PM	Workforce Study
2:45—2:55 PM	Public Comment
2:55—3:00 PM	Closing

Program Update

Greg Johnson, Program Administrator

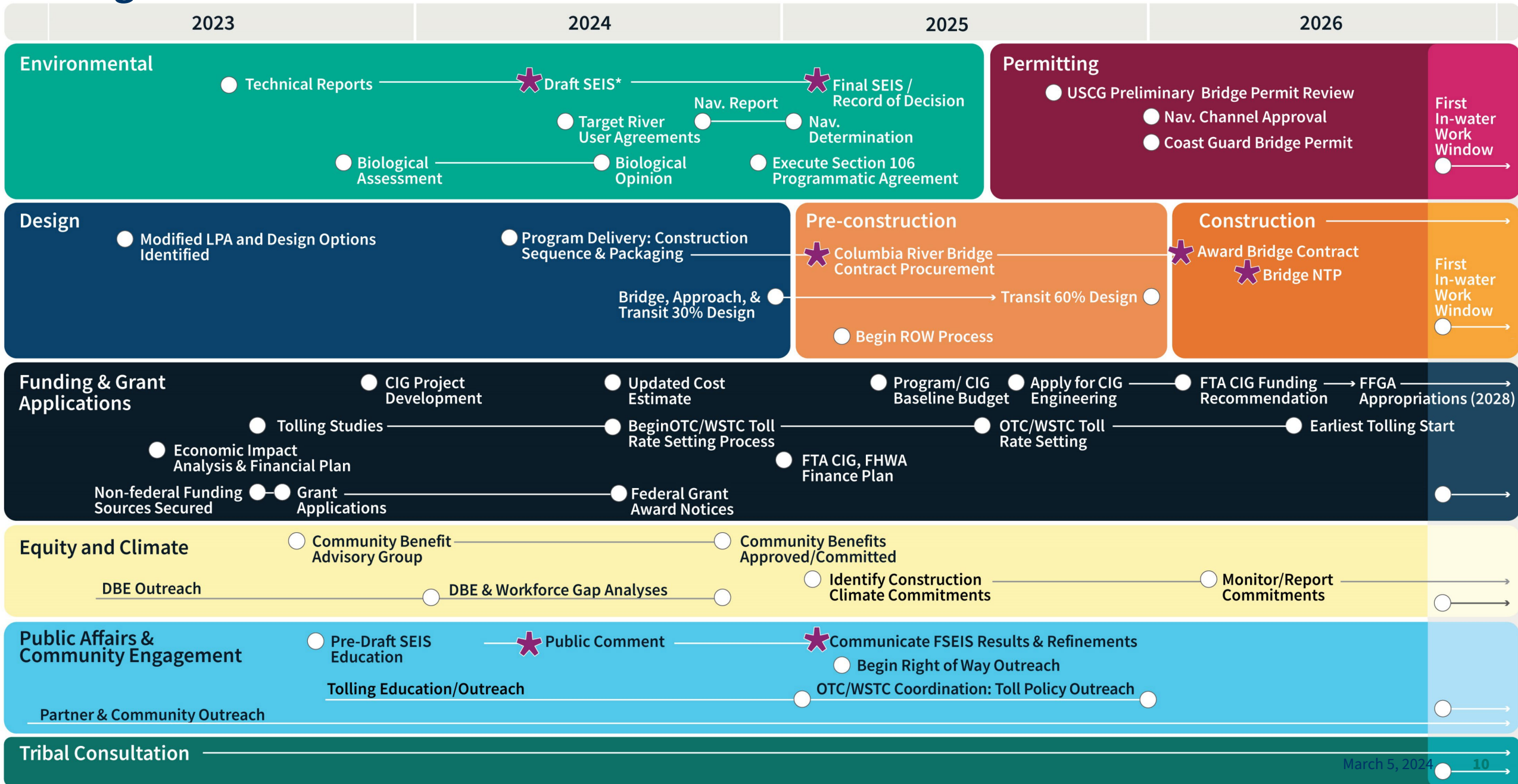
Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

Program Timeline

Working draft as of 10/31/23

○ = Anticipated Completion * = Key Milestone



Recent Activities

- ▶ U.S. Sec. of Transportation Pete Buttigieg visit
- ▶ Federal Highways Administrator Shailen Bhatt visit
- ▶ Equity Roundtable
- ▶ Industry Engagement:
 - Small Business Roundtable
 - Apex/CREDC
 - Association of General Contractors Tour
- ▶ Community Outreach:
 - Vancouver Innovation, Technology, and Art (VITA) School
 - Youth press conference and tour



Advisory Groups Update

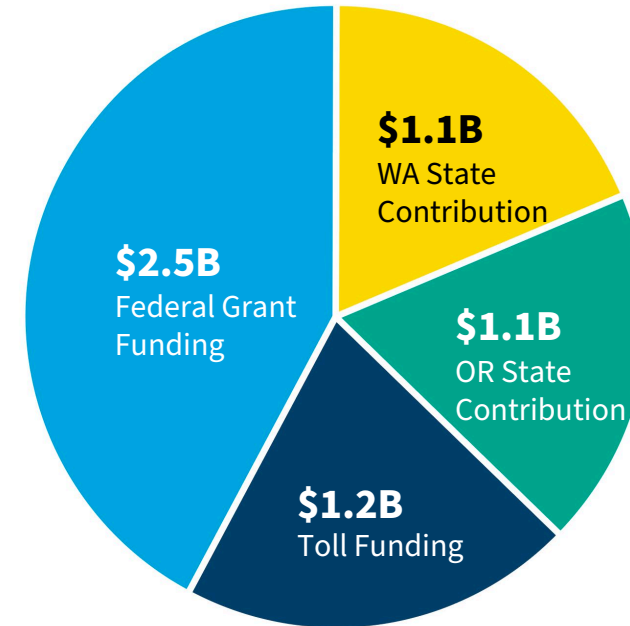
- ▶ **Community Advisory Group**
- ▶ **Equity Advisory Group**
- ▶ **Community Benefits Advisory Group**
- ▶ **Asset Mapping For Community Benefits**



IBR Program Funding

- ▶ Federal funds, tolling, and state funds are needed to address the estimated \$6B IBR program cost.
 - Bridge tolls will help pay for the new bridge and its continued operation and maintenance through the duration of the construction loan.
- ▶ Having all non-federal matching funds in place demonstrates regional commitment and increases competitiveness in federal grant applications.
- ▶ Updated cost estimate summer 2024

Potential Program Funding Sources



- WA State Contribution**
\$45M in planning secured; construction funding committed
- OR State Contribution**
\$55M in planning secured; construction funding committed
- Federal Grant Funding**
\$600M Mega Grant and \$1M BIP planning grant secured; pursuing remaining grant amount
- Toll Funding**
Tolling authorized; bonding not yet secured

Updated as of 01.2024

March 5, 2024

Federal Grants Update

	National Infrastructure Project Assistance (Mega) Grant	Bridge Investment Program Grant	FTA Capital Investment Grant
Purpose	Large, complex projects that are difficult to fund.	Solely for bridges and crossings. Strong equity and climate component.	Funds transit capital investments. The major source of funding for IBR transit.
Flexible Funding	Yes – can be used for multimodal	No – can only be used for bridge and approaches	No – can only be used for transit
Amount Requested	\$600 million	\$1.5 billion	\$1 billion
Status:	Full amount received	Submitted November 2023	Entered Project Development Phase September 2023
Letters of Support	Over 130 Letters of Support	Over 130 Letters of Support	N/A
Award Announcement	December 2023	Anticipated early to mid 2024	Each phase increases confidence of successfully receiving funding

I-5 Bridge Bi-State Toll Subcommittee

► Composition

- Two Oregon Transportation Commission members
- Two Washington State Transportation Commission members

► Purpose

- Recommend toll rates and policies to their respective full Commissions for initial rate-setting and periodic review

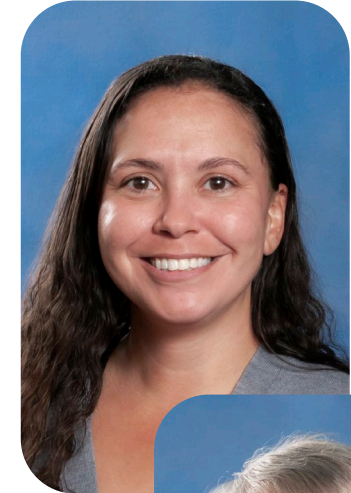
► Monthly subcommittee meetings

- First meeting: Feb. 23
- Next meeting: Mar. 15

Comm. Roy Jennings



Comm. Alicia Chapman



Vice Chair Jim Restucci



Vice Chair Lee Beyer

I-5 Bridge Bi-State Toll Subcommittee

Toll rates and policies:

- ▶ Must be adopted by a majority vote of each state's Commission
- ▶ Must ensure compliance with both states' laws and bond covenants
- ▶ Must generate sufficient revenue to meet all toll facility financial obligations in each year of the forecast horizon



Interstate Bridge Replacement Program

What will the Commissions decide?

The Commissions will jointly determine topics such as:

- Toll rates by time of day and payment method
- Toll rate multiples for trucks
- Hours of operation
- Toll escalation
- Potential discounts and exemptions

Following ongoing commission discussions, toll rates and policies are expected to be set about 6-8 months before tolling begins.

Videos & Visualizations

Greg Johnson, Program Administrator

Roll Map Videos

- ▶ The program developed a series of videos to walk people through the investments being proposed.
- ▶ These videos are intended to help people understand how the proposed investments will change the way travelers use the transportation system compared to what exists today
 - [Oregon](#) Existing Conditions & Proposed IBR Investments
 - [Washington](#) Existing Conditions & Proposed IBR Investments
 - Additional videos planned to cover active transportation and transit
 - www.interstatebridge.org/nextsteps

River Crossing Visualizations

- ▶ **These images show three different bridge types based upon the three configurations being studied (single-level, double-level, movable span).**
 - The images are not meant for decision-making or narrowing of options.
- ▶ **Technical analysis will compare the trade-offs between the three bridge configurations.**
 - The community will have an opportunity to review the analysis and provide input during the 60-day public comment period.
 - A decision regarding bridge configuration is expected to be made in 2024 before the start of the Final SEIS and Amended Record of Decision.
 - Considerations to determine bridge type will occur once a decision on bridge configuration is made.

Hayden Island, west side of bridge, looking north from Center Avenue.



Hayden Island, west side of bridge, looking north, double-deck bridge configuration.



Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

Hayden Island, west side of bridge, looking north, single-level, movable span bridge configuration.



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Hayden Island, west side of bridge, looking north, single-level, bridge configuration.



Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

Hayden Island, east side of bridge, looking north from the shared-use path.



Hayden Island, east side of bridge from the shared-use path, looking north, double-deck bridge configuration.



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Hayden Island, east side of bridge from the shared-use path, looking north, single-level bridge configuration.



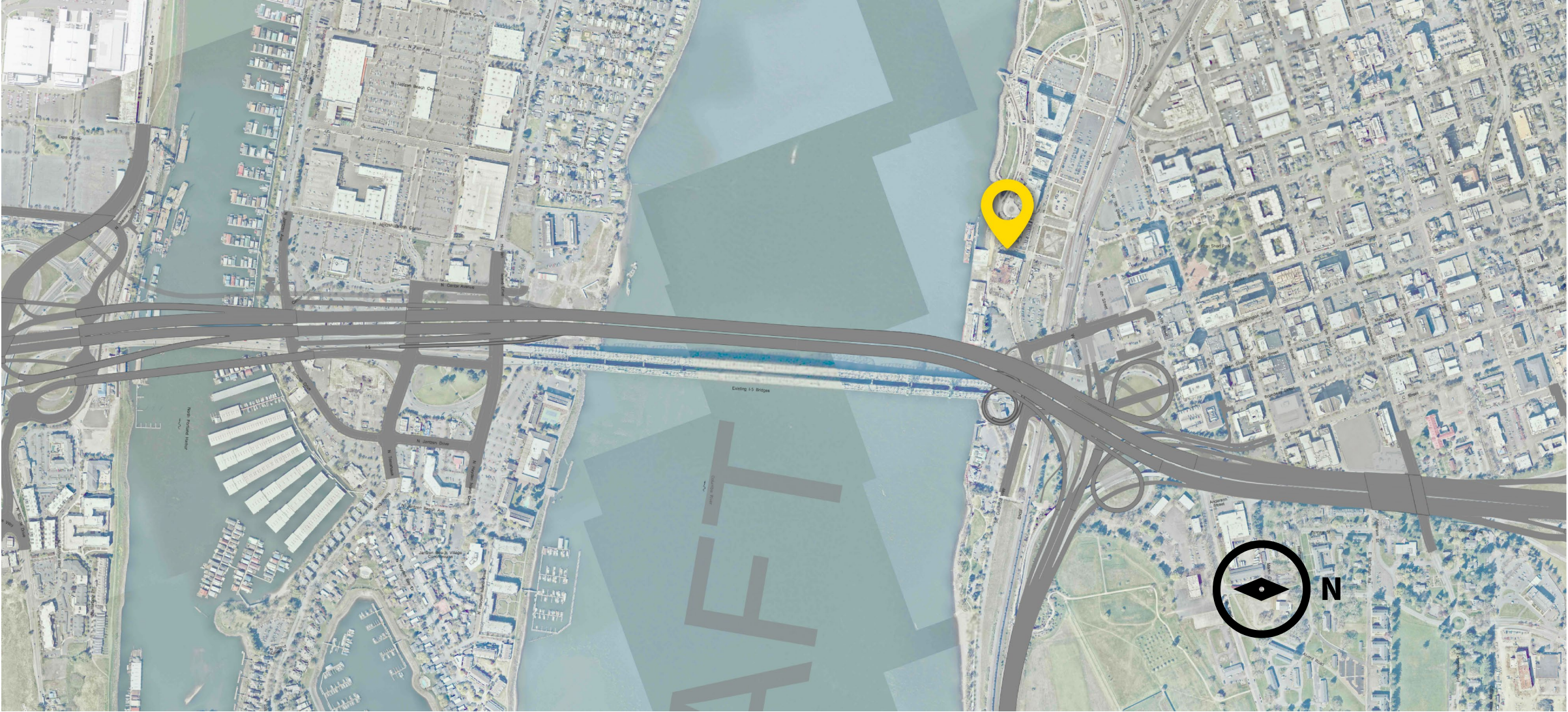
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Hayden Island, east side of bridge from the shared-use path, looking north, single-level bridge, movable span configuration.



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Vancouver waterfront, west side of bridge, looking east.



Vancouver waterfront, west side of bridge looking east, double-deck configuration.



Port of Vancouver Development Area

The Port of Vancouver is planning that most of the deck would be utilized by a market building.

Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

Vancouver waterfront, west side of bridge looking east, single-level configuration.



Port of Vancouver Development Area

The Port of Vancouver is planning that most of the deck would be utilized by a market building.

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Vancouver waterfront, west side of bridge looking east, single-level, movable span configuration.

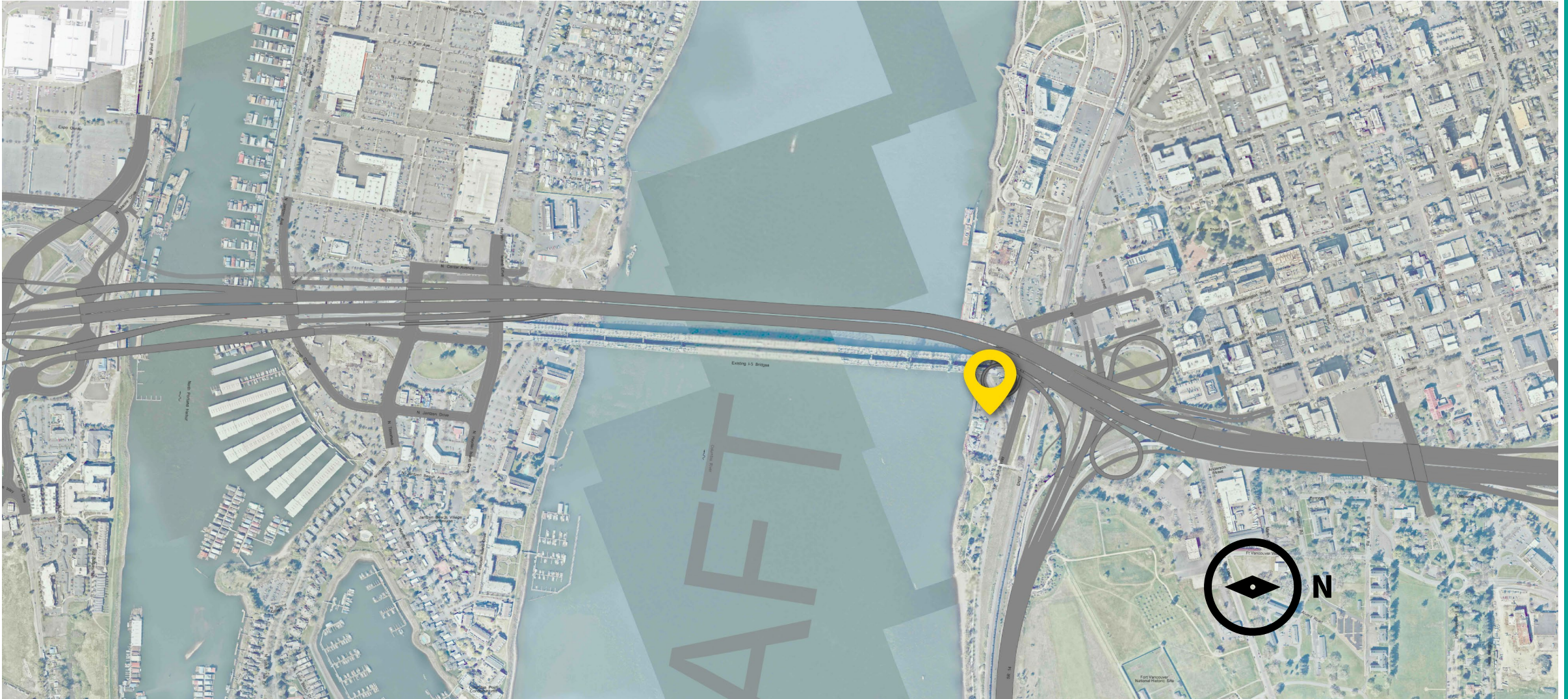


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Vancouver waterfront, east side of bridge, looking west.



Vancouver waterfront, east side of bridge looking west, double-deck configuration.



Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

Vancouver waterfront, east side of bridge looking west, single-level configuration.



Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

Vancouver waterfront, east side of bridge looking west, single-level, movable span configuration.



Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.



Preparing for the Draft SEIS Public Comment Period

Katy Belokonny, Public Affairs Lead

Draft SEIS Contents

- ▶ **Summary**

- ▶ **Front Matter**

- ▶ **Ch 1. Purpose & Need**

- ▶ **Ch 2. Alternatives**

- ▶ **Ch 3. Existing Conditions and Environmental Consequences**

- 3.01 Transportation
- 3.02 Aviation & Navigation
- 3.03 Acquisitions & Displacements
- 3.04 Land Use & Economic Activity
- 3.05 Neighborhoods & Equity
- 3.06 Public Service & Utilities
- 3.07 Parks & Recreation
- 3.08 Cultural Resources

- 3.09 Visual Quality
- 3.10 Air Quality
- 3.11 Noise & Vibration
- 3.12 Energy
- 3.13 Electric & Magnetic Fields
- 3.14 Water Quality & Hydrology
- 3.15 Wetlands and Waters
- 3.16 Ecosystems
- 3.17 Geology & Groundwater
- 3.18 Hazardous Materials
- 3.19 Climate
- 3.20 Environmental Justice
- 3.21 Section 6(f) & Federal Lands to Parks
- 3.22 Cumulative Effects

- ▶ **Ch 4. Financial Analysis**

- ▶ **Ch 5. Section 4(f)**

Evaluation

- ▶ **Appendices**

- A. Agency & Tribal Coordination
- B. Public Involvement
- C. Concept Design Drawings
- D. Design Option Development and Screening Report
- E. References
- F. List of Preparers
- G. List of Draft SEIS Recipients
- H. List of Technical Reports
- I. Glossary
- J. Index

Overview of Draft SEIS and Public Comment Period

- ▶ **Draft SEIS summary provides overview of all information and is about 60 pages**

- Ease of understanding is federal requirement
- Searchable document
- Index available

- ▶ **60-day public comment period**

- The 60-day window was decided on following consultation with federal partners
- Typically, between 30- to 45-days
- Program working to make document easy to understand and navigate

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

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

New Draft SEIS Webpage



ENGLISH >



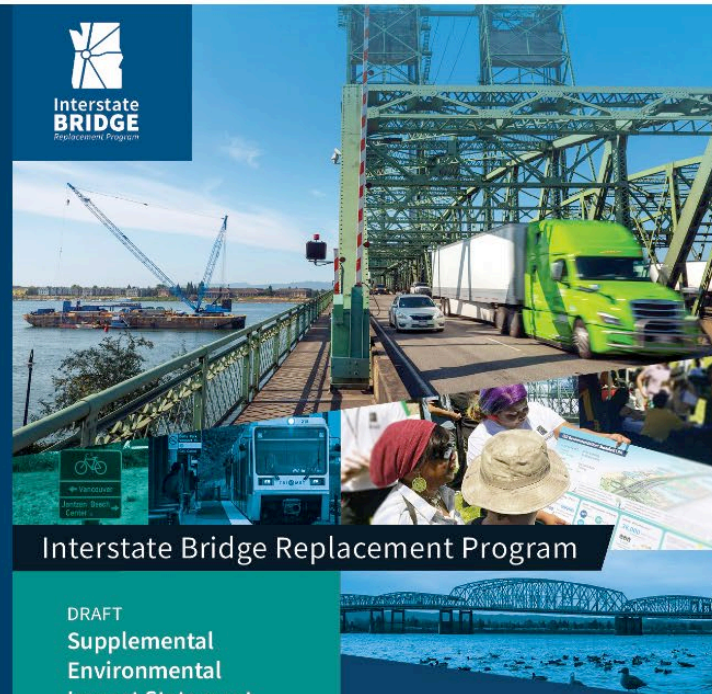
PROGRAM UPDATES

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**.



DRAFT
Supplemental
Environmental
Impact Statement



March 5, 2024

Public Comment Overview

- ▶ There will be multiple ways to access the Draft SEIS once it is published, including online and at the IBR office
- ▶ Comments can be submitted a number of ways during the public comment period:
 - Commenting at public hearings
 - Submitting a web-based form or emailing a comment
 - Sending a comment through the mail
 - Calling the IBR office to leave a verbal comment
 - Comments do not have to be in English
 - The program will accommodate accessibility, ADA, and other needs
- ▶ All public comments will be recorded and a response will be documented in the Final SEIS
 - Responses will include any changes, updates, and new information added based on those comments
 - The program will provide a summary of comments received following the public comment period

Draft SEIS Timeline

- ▶ **Expected release of the Draft SEIS: Spring 2024**
 - 60-day public comment period
- ▶ **Community engagement efforts leading up to and/or during the public comment period will include a range of activities**
- ▶ **Refinements to Draft SEIS addressing public feedback: mid to late 2024**
 - A corridor-wide alternative for analysis in the final EIS will be identified
- ▶ **Final SEIS and Record of Decision (ROD): late 2024 to early 2025**

Workforce Study

Aidan Gronauer, IBR Assistant Director of Civil Rights & Equity
Kelly Haines, Worksystems

Regional Workforce Study

- ▶ **A skilled and diverse workforce that is ready to meet the challenges of the future is critical to the IBR program's success**
 - The program is actively engaged in identifying strategies to improve workforce readiness
- ▶ **The program commissioned the regional area Workforce Development Boards to conduct a comprehensive regional workforce market study**
 - The study was conducted by Workforce SW Washington, Clackamas Workforce Partnership, and Worksystems
- ▶ **This study is a key step in understanding the potential gaps in the current and projected workforce needed to support infrastructure projects in the region over the next 5 years**
 - The study identifies opportunities for consideration that could support efforts to help ensure equitable economic and workforce development

Research Team

- ▶ Local Workforce Development Boards:
 - **Worksystems, Clackamas Workforce Partnership, Workforce SW Washington**
- ▶ Portland State University: Dr. Maura Kelly
- ▶ Oregon Employment Department: Regional Economist
- ▶ Estolano Advisors



Overview

- ▶ Survey of labor demand forecast for regional public capital projects over \$15 MM over next 5 years
- ▶ Inventory of current labor supply, including analysis of registered apprentices
- ▶ Focus groups, surveys, interviews with industry stakeholders
- ▶ Professional, Technical, Engineering (PTE) occupations



PORTLAND METRO REGION
CONSTRUCTION WORKFORCE
MARKET STUDY

2018

Methodology

- ▶ Interviewed and collected Project data from 19 public agencies on 107 regional Projects.
- ▶ Staffing patterns derived from economic modeling based on national data and informed by industry experts.
- ▶ Analyzed current labor market data for non-residential construction occupations and PTE occupations, including BOLI Apprenticeship data.
- ▶ Conducted focus groups with 15 apprentices and journey workers.
- ▶ Interviewed 10 apprenticeship programs, 4 unions, 2 contractors, 1 Trade Association, and 4 higher education institutions.

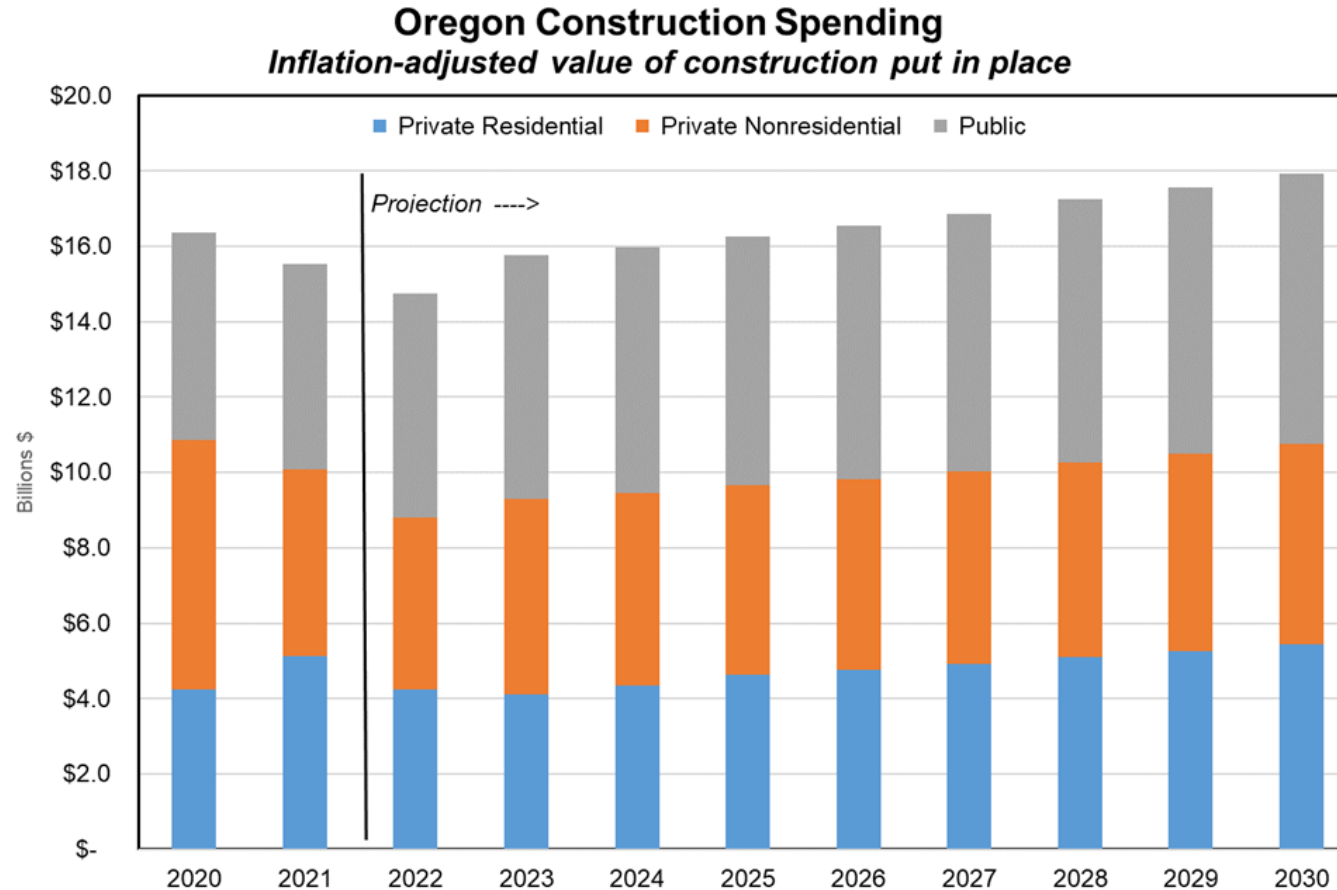
Findings: Existing Workforce Supply

- ▶ Approximately 43,000 people work in nonresidential construction occupations in the greater Portland metropolitan area (2022).
- ▶ Five percent are women.
- ▶ Twenty-six percent are workers of color.
- ▶ Employment for workers of color is largely driven by workers who identify as Hispanic/Latino. Black and Asian workers are underrepresented in the trades.
- ▶ Women and people of color are more likely to work in lower paying trades.

Findings: Projected Demand (5+ Years, public projects over \$15 million)

- ▶ Known large public capital projects identified by this study will require over 22,000 construction workers.
- ▶ Average goals, if applied across all 107 projects, puts the 5-year demand at **3,800 apprentices, 4,700 people of color, and 2,500 female construction workers**.
- ▶ While the workforce as a whole appears largely ready to meet the demand at a sum total level, this conclusion breaks down when looking through an occupational lens at diversification for each major trade.
- ▶ The **current supply would fall short by 270 people of color, 1,050 females, and 1,290 apprentices** to fill the needs for all trades in the region over the next 5 years.
- ▶ An estimated 5,900 PTE workers will be needed (as a ratio of staffing patterns). As with the trades, these positions may be filled by a combination of the existing workforce and new entrants.
- ▶ Three PTE occupations account for over half of total PTE demand: office clerks, project management specialists, and civil engineers.

Findings: Projected demand cont.



Source: U.S. Census, IHS Markit, Oregon Office of Economic Analysis

Findings: Barriers to Diversifying

- ▶ Retention of diverse workers is negatively impacted by lower-quality training experiences.
- ▶ Harassment remains a significant issue.
- ▶ Women and people of color are less likely to have opportunities for advancement.
- ▶ Real-life hardships and lack of stable work can be enough to prevent continuation in the career path.
- ▶ Childcare access and cost of childcare.
- ▶ Shifts offered in construction not flexible or accommodating.

Findings: Barriers to Diversifying cont.

- ▶ Most connections still occur through personal referrals.
- ▶ State certified pre-apprenticeship programs can't scale without multi-year funding stability to grow capacity.
- ▶ Majority of public projects still don't have clear workforce goals, preventing the market from truly adopting diversity with a competitive mindset, which would contribute to the continuity of opportunity for diverse workers.

Study Author Recommendations for IBR Consideration

1. Grow a diverse regional construction workforce through multi-jurisdictional collaboration, coordination, and targeted investments.
2. Improve retention through addressing jobsite culture, childcare and other challenges.
3. Knock down the barriers that women and workers of color face to grow a skilled workforce.
4. Implement Effective Project Administration and Procurement Strategies.
5. Increase Communication and Education for Project Managers and Contractors
6. Continue to explore and address Professional, Technical and Engineering (PTE) equity opportunities.

Next Steps

- ▶ **Publish workforce study to the IBR website (expected in March)**
- ▶ **This study is one important step to inform efforts as the program continues to develop specific workforce strategies**
 - Provides a foundation to understand the current and anticipated future state of the workforce and opportunities to help promote equitable growth in the region's economy
- ▶ **Next steps in these efforts include:**
 - Analyzing recommendations to identify potential program actions
 - Developing an action plan for implementation



Public Comment

Comment Instructions

To make a verbal comment:

- ▶ If you have joined by Zoom, click “Raise Hand.”
- ▶ If you have joined by phone, press *9 to raise your hand.
- ▶ The facilitator will call on participants. You will receive an “unmute” request. Please accept it. If you are commenting by phone, dial *6 to unmute.
- ▶ Please provide your name and affiliation.
- ▶ Attendees will be allocated up to 2 minutes for public comment depending on the number of commenters up to a total of 10 minutes.

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 comment after the meeting:



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



- ▶ Call **888-503-6735** (toll-free) and state “ESG Public Comment” in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to ESG members. Comments received after that point will be distributed to members in advance of their next meeting. All comments are posted on the IBR website.



For more information contact:

info@interstatebridge.org

360-859-0494 or 503-897-9218

888-503-6735

<https://www.interstatebridge.org>

Follow us on social: @IBRprogram



Thank you!

www.interstatebridge.org