



Interstate
BRIDGE
Replacement Program



Equity Advisory Group

March 18, 2024

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:

<https://ibr.news/captions>

Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ 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.
- ▶ To submit input after the meeting:
 - Email comments to info@interstatebridge.org with “EAG Public Comment” in the subject line
 - Call 888-503-6735 and state “EAG Public Comment” in your message



Today's agenda

- ▶ Icebreaker
- ▶ Program Administrator Update
- ▶ Community Engagement Report
- ▶ Visualization
- ▶ Workforce Market Study
- ▶ Hayden Island Transit Station
- ▶ Public Comment
- ▶ Close Out

Icebreaker

- ▶ Name + pronouns
- ▶ Affiliation
- ▶ If you could be any springtime plant or animal, which one would you choose and why? How does this choice reflect your connection to nature or your commitment to environmental stewardship?

Program Update

Greg Johnson, Program Administrator

Recent Activities

- ▶ **Community Forum**
 - Odyssey World International Educational Services
- ▶ **Listening Sessions**
 - Odyssey World International Educational Services
 - Slavic Community Center
- ▶ **Multilingual/CBO Tour**
- ▶ **Multilingual/CBO Press Conference**
- ▶ **Executive Steering Group**



Tolling Oregon & Washington Commission Coordination

- ▶ In January, the Commissions signed an intergovernmental agreement setting up a bi-state toll subcommittee that will recommend rates and policies to the full Commissions of each state.
- ▶ The Commissions will jointly determine:
 - Rate-setting
 - *Hours of operation*
 - *Time of day rates & truck multiplier rates*
 - *Escalation*
 - Exemptions and/or Discounts
 - *Low-income toll program, Tribes, emergency vehicles, public transit, vanpool*
- ▶ These topics will be part of ongoing commission discussions with rates and policies being set about 6-8 months before tolling begins.
- ▶ Next Meeting: April 19, 2024



Community Engagement Report

Salomé Chimuku, IBR Community Engagement Lead

High Level Engagement Numbers

- ▶ **Time frame: January 2024 – mid-March**
- ▶ **Number of Public Engagements: 45+**
 - Presentations
 - Interviews
 - Tours (Program Area and Bridge)
 - Office Hours
 - Public Briefings
 - Listening Sessions
 - Community Forums
 - CBO mini-grant events

Participating Community Organizations



CBO Mini Grant Engagement Numbers

- ▶ Listening Sessions: 7
- ▶ Community Forums: 2
- ▶ Community Participants: 235
- ▶ Equity Priority Community Members: 97%



What We Heard from CBO Engagement

- ▶ **Community members have difficulties connecting with the environmental evaluation process**
- ▶ **Recommended outlets to reach community members**
- ▶ **Community members are most interested in:**
 - Safety
 - Future economic opportunities related to workforce
 - Future economic impacts of construction on business and housing
 - Future impact of tolling on congestion and affordability
 - Traffic/congestion relief across the bridge, with special consideration for local traffic and freight
 - Bridge design for aesthetic, tourism, and recreational purposes

How We Plan to Incorporate Feedback

- ▶ Informing the type of events and style
- ▶ Direct outreach emails
- ▶ What we share after meetings
- ▶ Communications and slide development
- ▶ Closing feedback loops to show people how we used their data/feedback



Upcoming Engagement Opportunities

▶ Public Briefings

- Understanding the NEPA process and Environmental Impact Statements
- What to expect in the Draft SEIS

▶ Listening Sessions

- What is being studied, and why?

▶ Equity Roundtable

- Make your voice heard: Participating in the Draft SEIS public comment period





Visualizations

Shilpa Mallem, Design Manager

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

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 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.



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.



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 from the shared-use path, looking north, single-level bridge configuration.



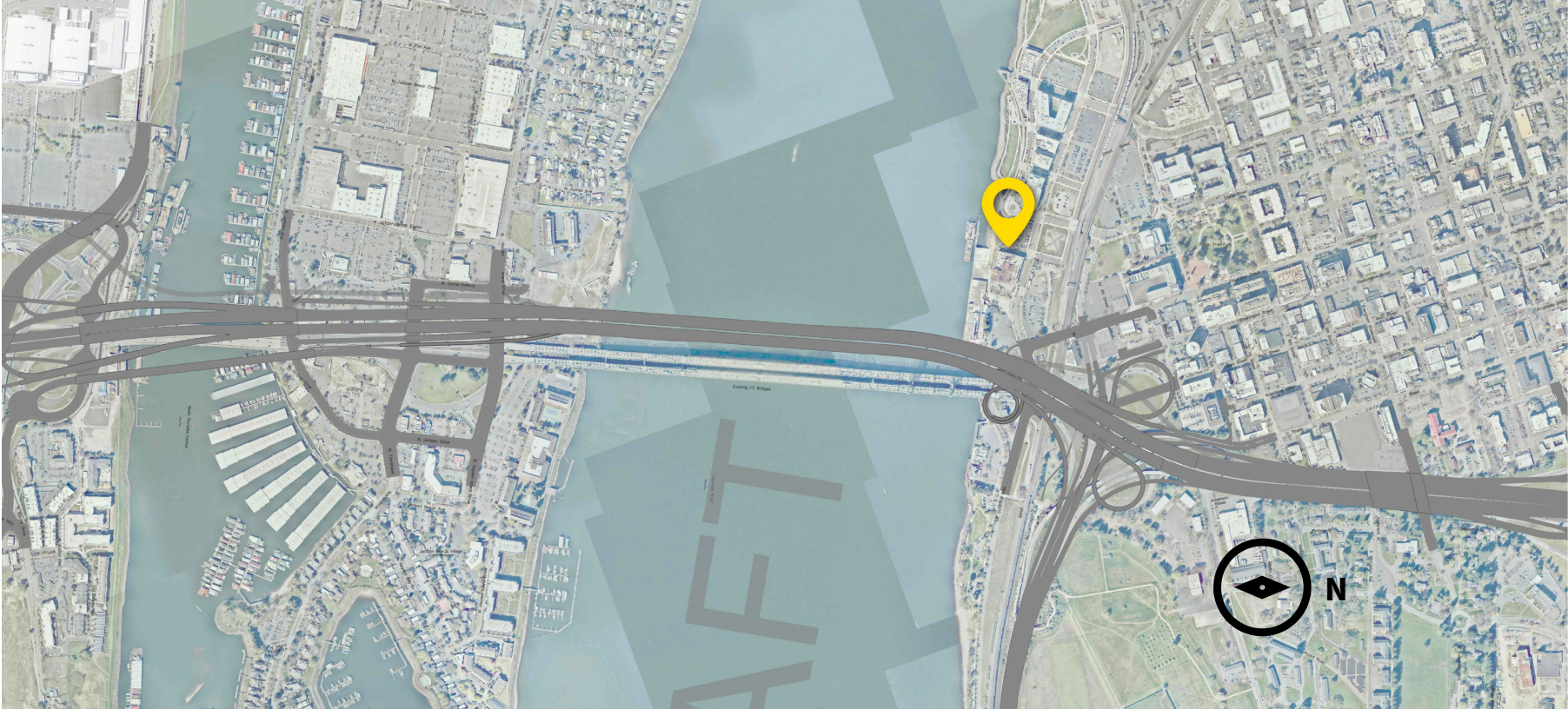
Visualizations are for illustration purposes only. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process.

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

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.

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, movable span 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, 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.

March 14, 2024

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.

March 14, 2024

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.

March 14, 2024



Workforce Study

Aidan Gronauer, Equity Team
Kelly Haines, Worksystems Inc.

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.

Caveats/Assumptions

- ▶ A worker is defined as working 2,080 hours a year (full-time, year-round employment).
- ▶ For those projects with only costs provided, the team used a ratio of 2,800 to 5,000 trades hours per \$1 million in hard costs, depending on project type. This ratio was informed by data from past projects and contractor interviews and feedback.
- ▶ To estimate occupational employment for those projects without detailed workforce needs, the team used staffing patterns for 16 different project types based on known data from past projects, contractor interviews, and contractor-reviewed national industry-based staffing patterns.
- ▶ Staffing patterns derived from a sample of projects are representative of all projects.
- ▶ Diversity and/or apprenticeship goals provided by 44 projects apply to those projects with no stated goals.
- ▶ Diversity and apprenticeship goals apply to each occupation.

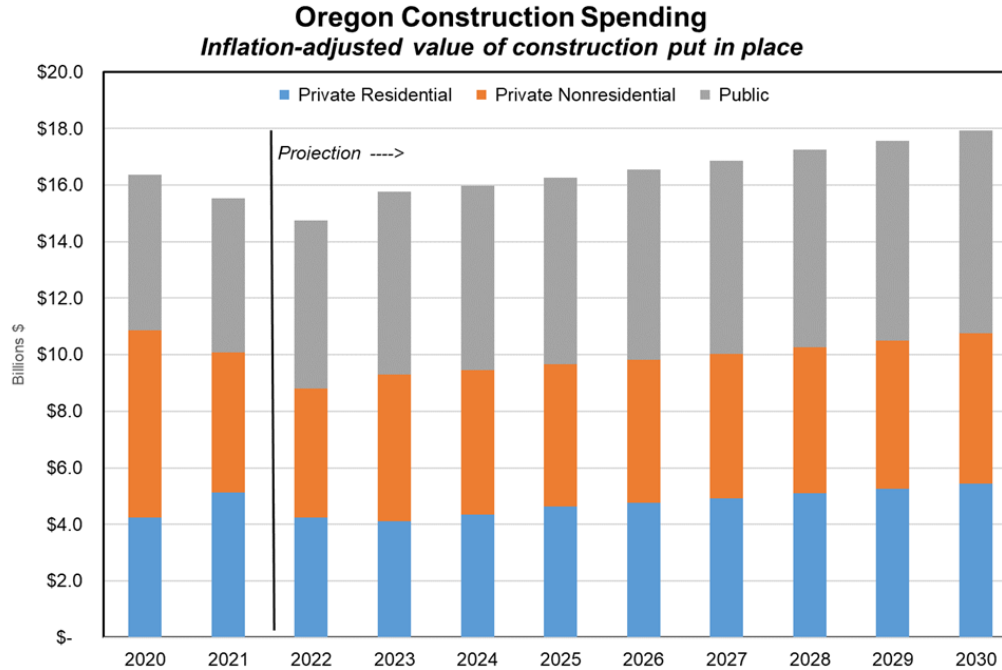
Findings: Existing Workforce Supply

- ▶ 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 equity opportunities.

Next Steps

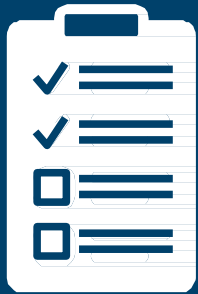
- ▶ **Publish workforce study to the IBR website (expected in March)**
- ▶ **This study is one important step to inform efforts as the program continues to develop specific workforce strategies**
 - Provides a foundation to understand the current and anticipated future state of the workforce and opportunities 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



Hayden Island Station

Mahlon Clements & Ben Deines

Design Team



Equity Objectives

Lenses to understand design

Equity Objectives

▶ Mobility and accessibility:

- Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.

▶ Physical design:

- Integrate equity, area history, and culture into the physical design elements of the program including bridge aesthetics, artwork, amenities, and impacts to adjacent land uses.

▶ Community benefits:

- Find opportunities for and implement local community improvements in addition to required mitigations.

▶ Workforce equity and economic opportunity:

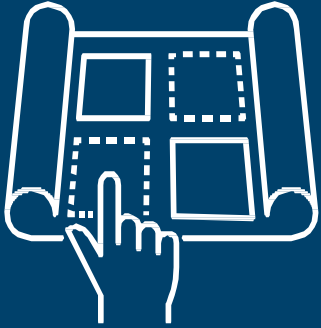
- Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.

▶ Decision-making processes:

- Prioritize access, influence, and decision-making power for Equity Priority Communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

▶ Avoid further harm:

- Actively seek out options with a harm-reduction priority rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.



Focus Area Planning

Vancouver Waterfront Focus Area

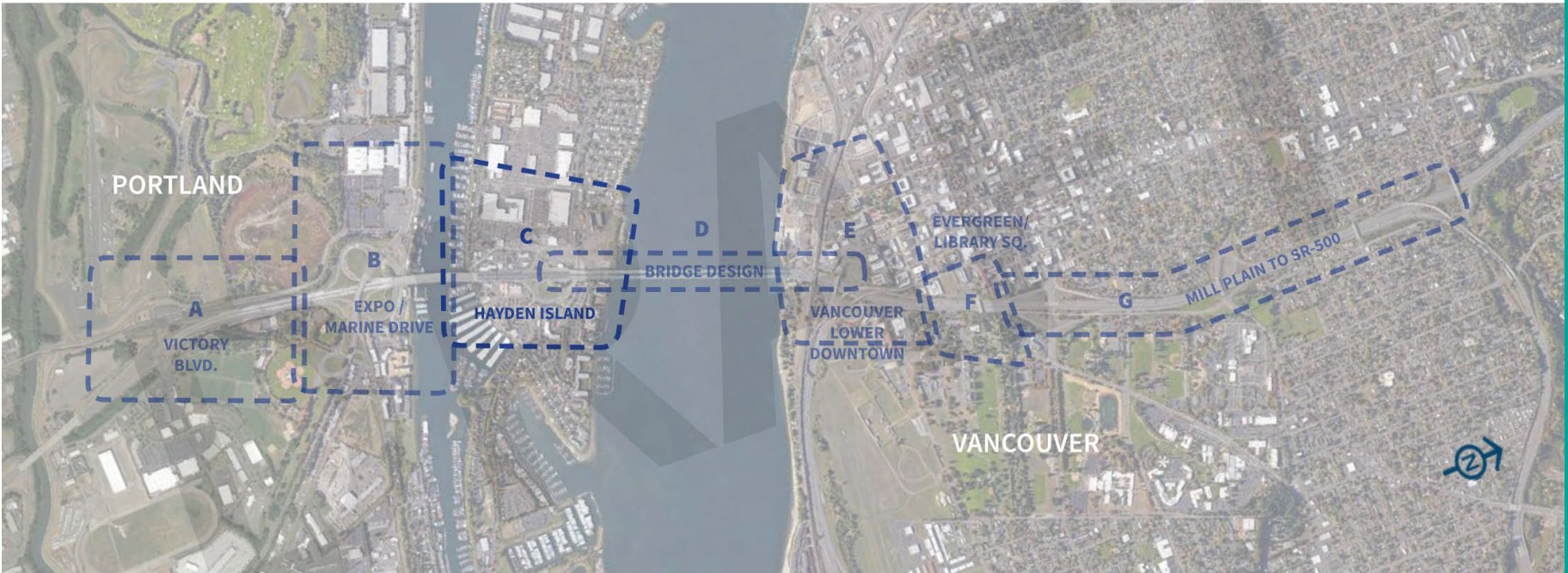


Questions?

For more information contact:
Ben Deines, Urban Design Team
Ben.Deines@interstatebridge.org

URBAN DESIGN FOCUS AREAS

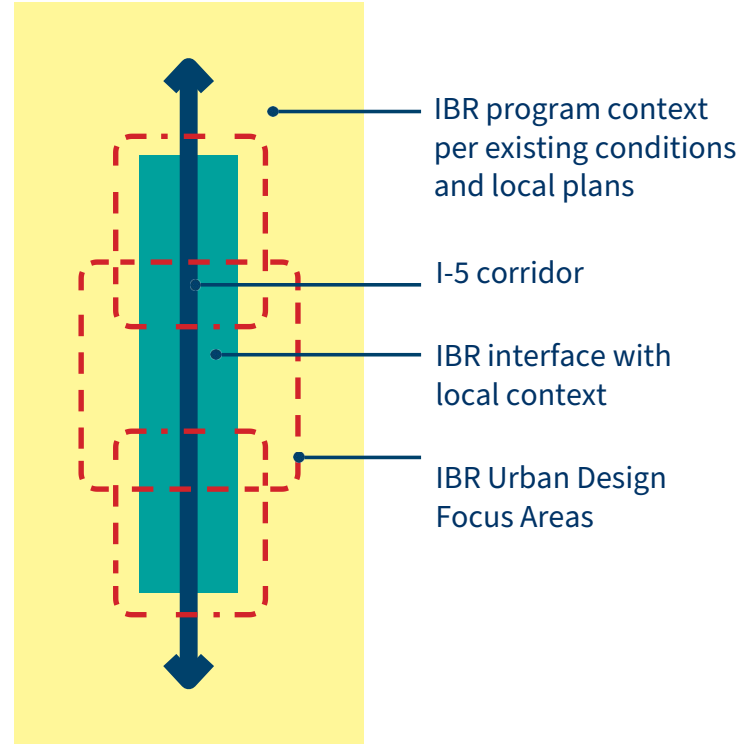
Urban Design Focus Areas



URBAN DESIGN FOCUS AREAS

To have a holistic conversation about the wide range of interrelated urban design issues, we will discuss urban elements both within and outside of the IBR program corridor. Not all topics, concepts, or spaces discussed during our urban design discussions will be part of the IBR program.


We will also be exploring a wide range of potential opportunities, many of which will be dependent on greater level of detail that we will work towards as we advance the coordinated design. The IBR program must reserve space needed for stormwater and other maintenance and operations functions before determining which specific locations will be available for other urban design programming.




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





Station Design Concepts

Hayden Island Station

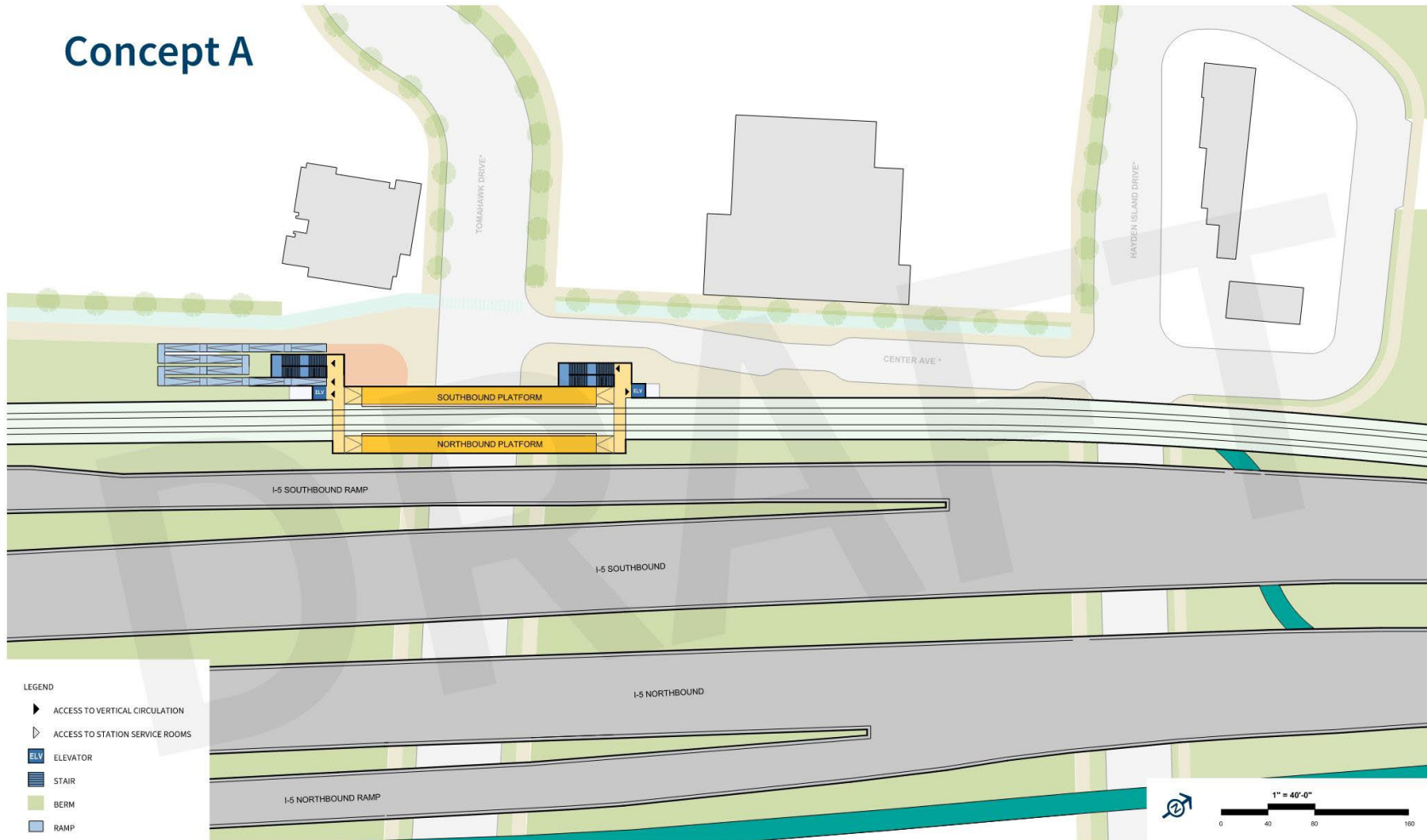
Hayden Island Station Comparison Matrix

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

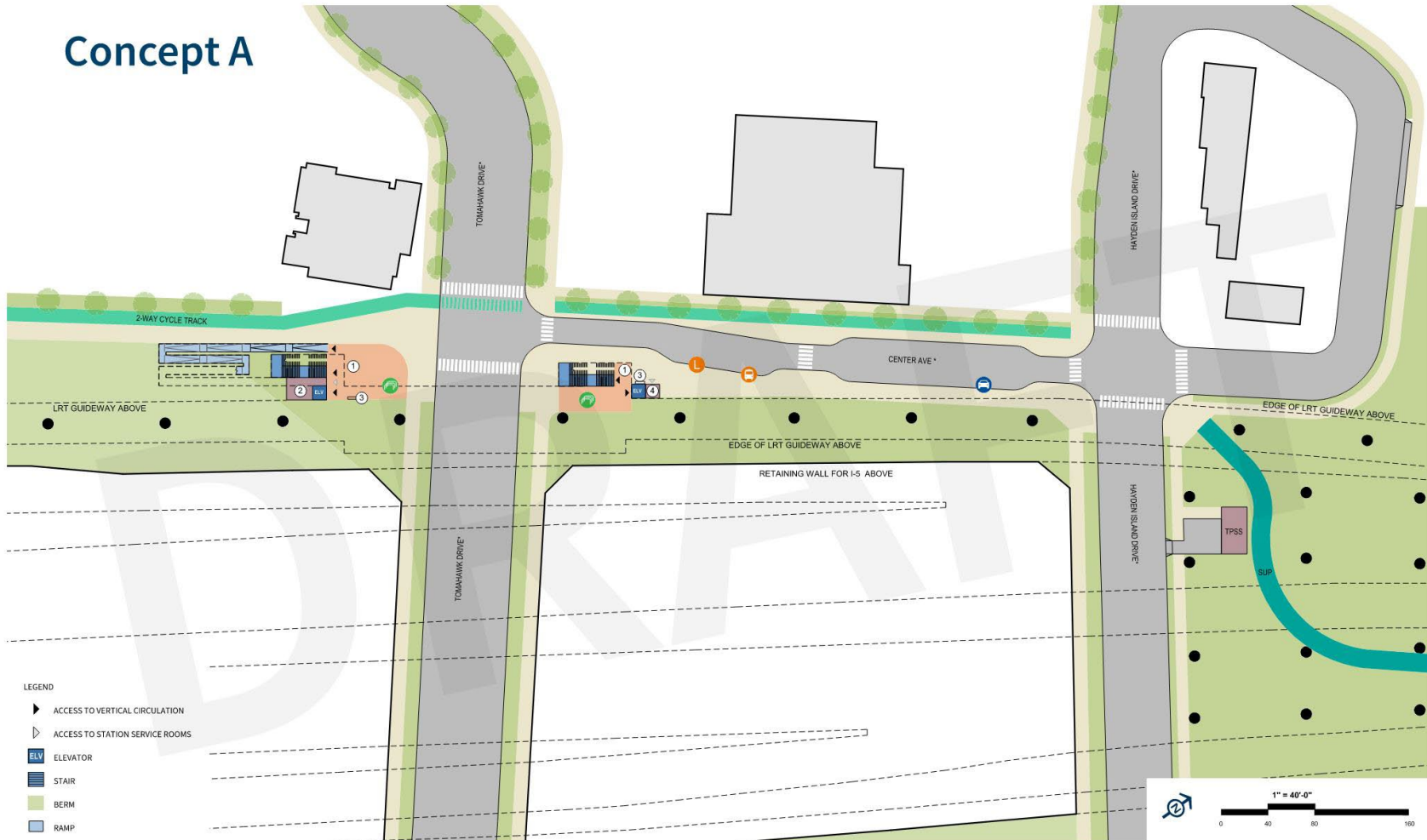
LRT System	Platform length (200') and height (30')
	Ground-level context: 2 entrances w/ entry plaza, bus integration, bike parking, PUDO
Space Constraints	West edge of I-5 and Center Ave tightly constrain East-West location options
	Mid-block location is more constrained than Straddling Tomahawk location
	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 & Doproff

Concept A



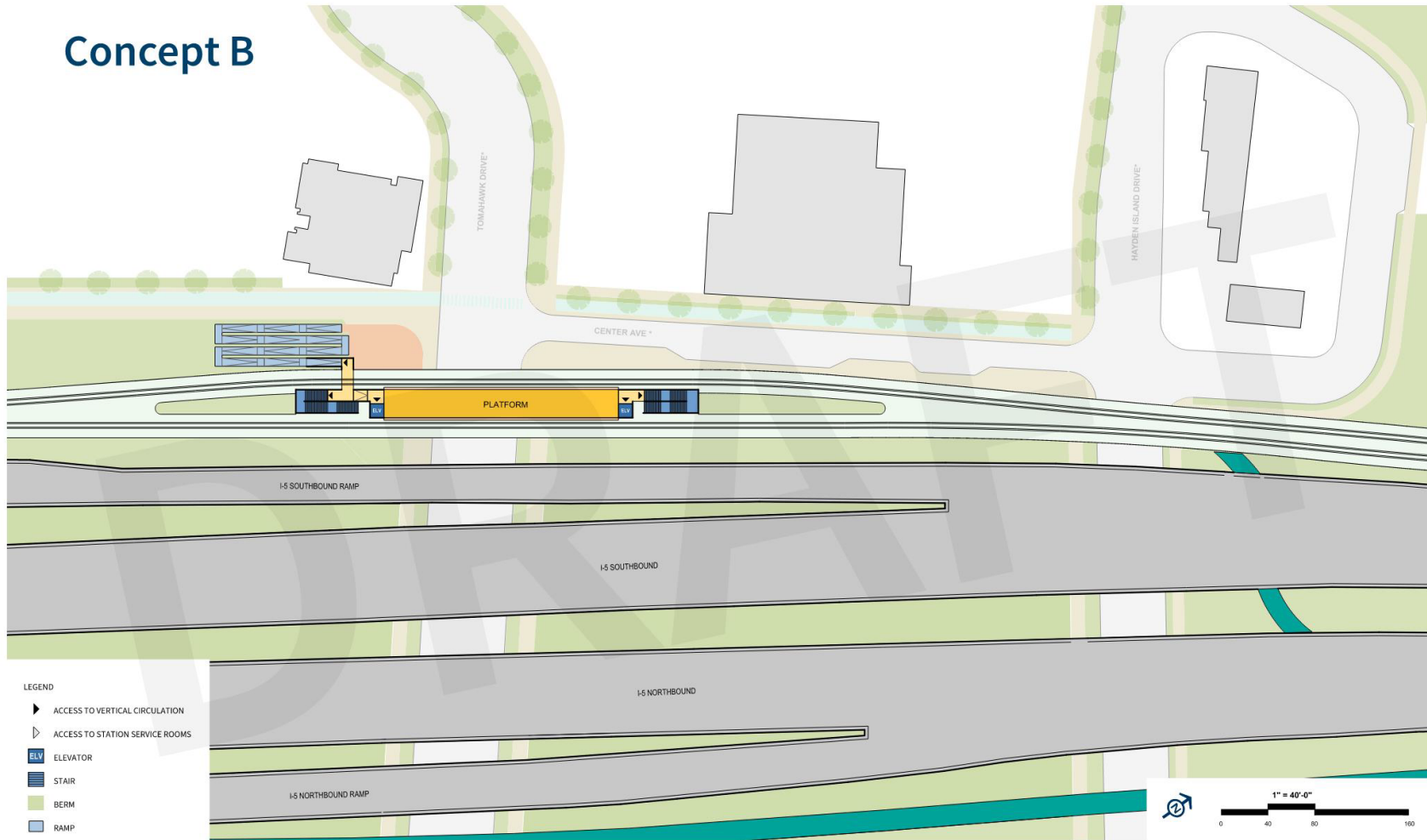
Concept A



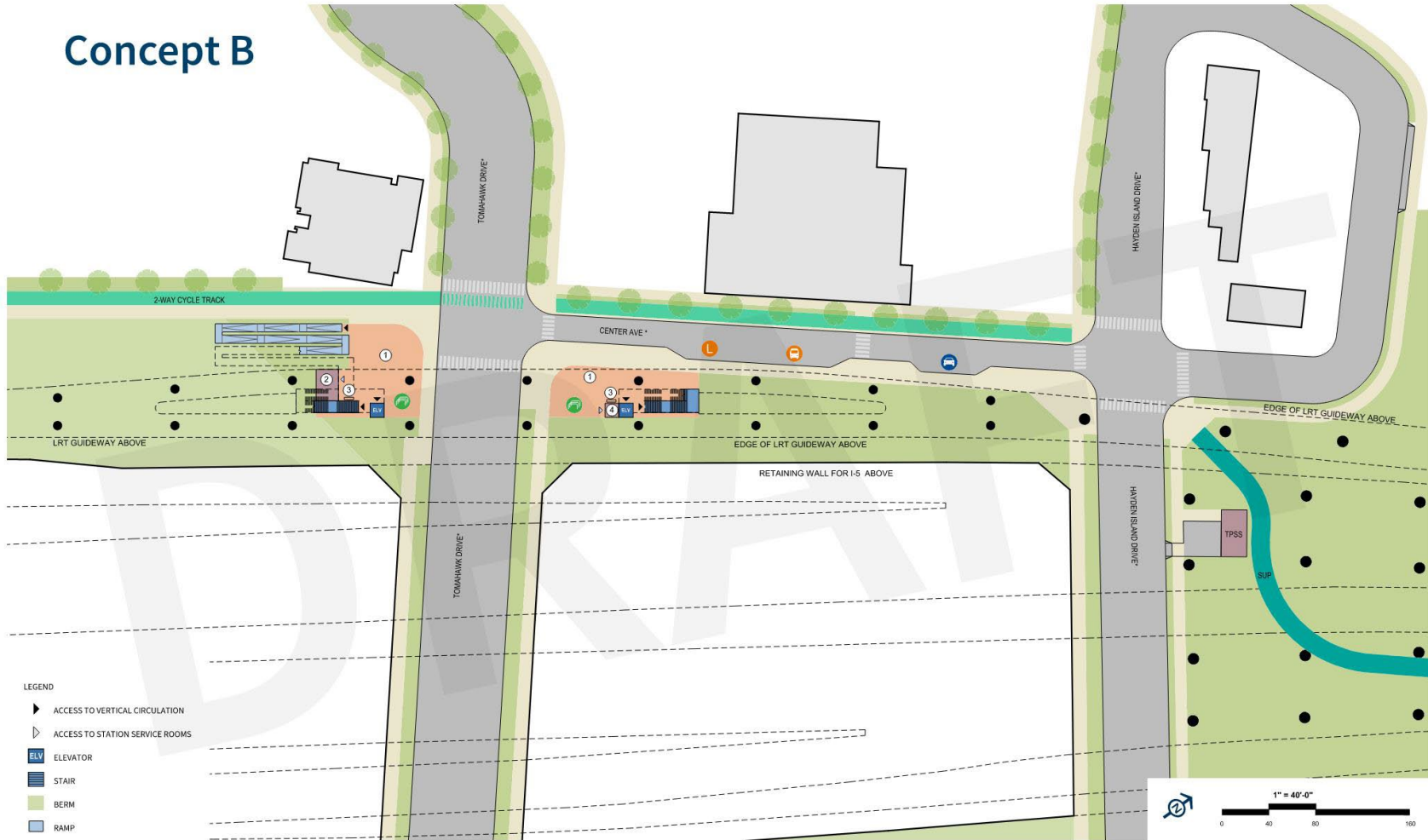
- LEGEND
- ACCESS TO VERTICAL CIRCULATION
 - ACCESS TO STATION SERVICE ROOMS
 - ELEVATOR
 - STAIR
 - BERM
 - RAMP

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

Concept B

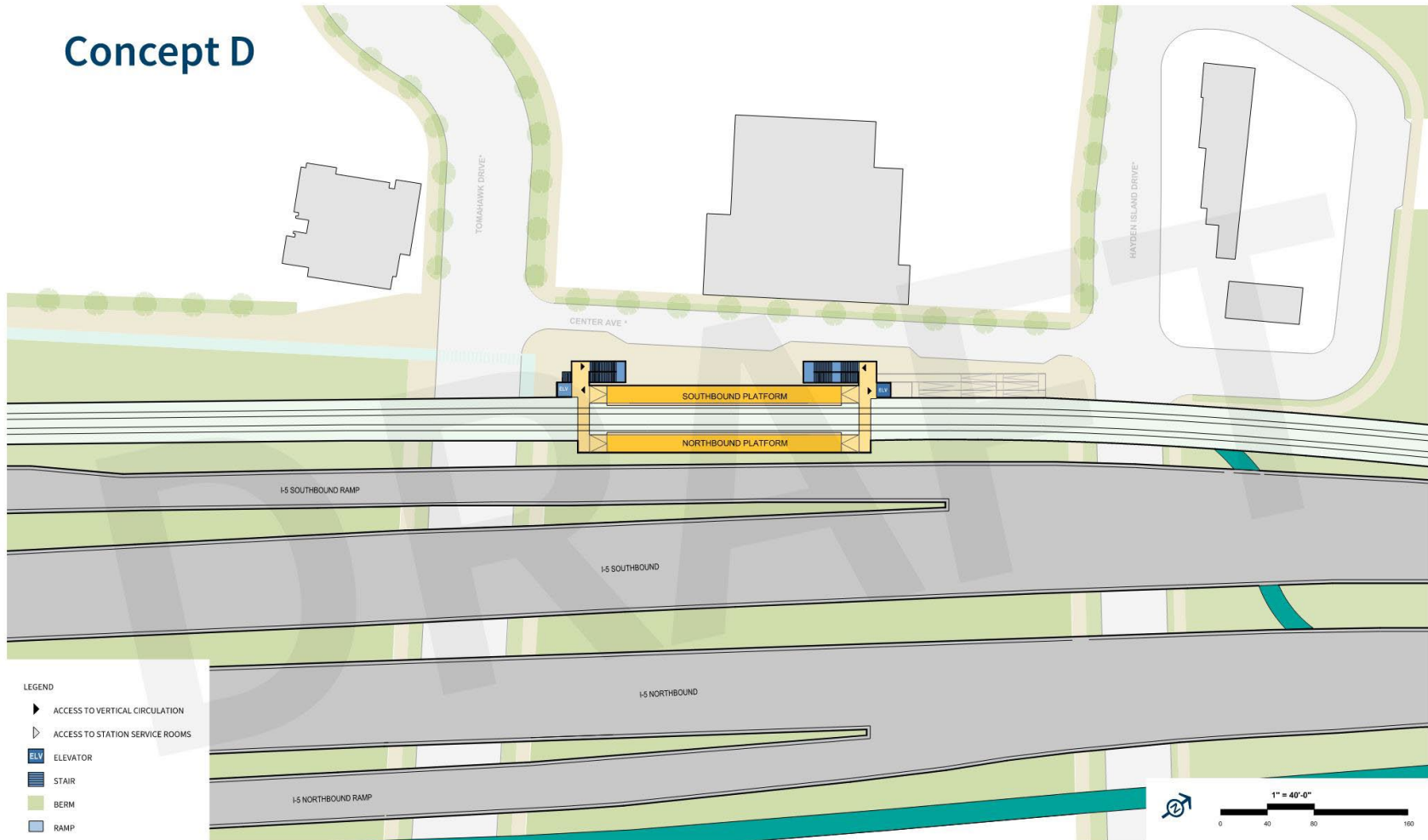


Concept B



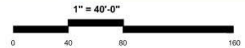
Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept D

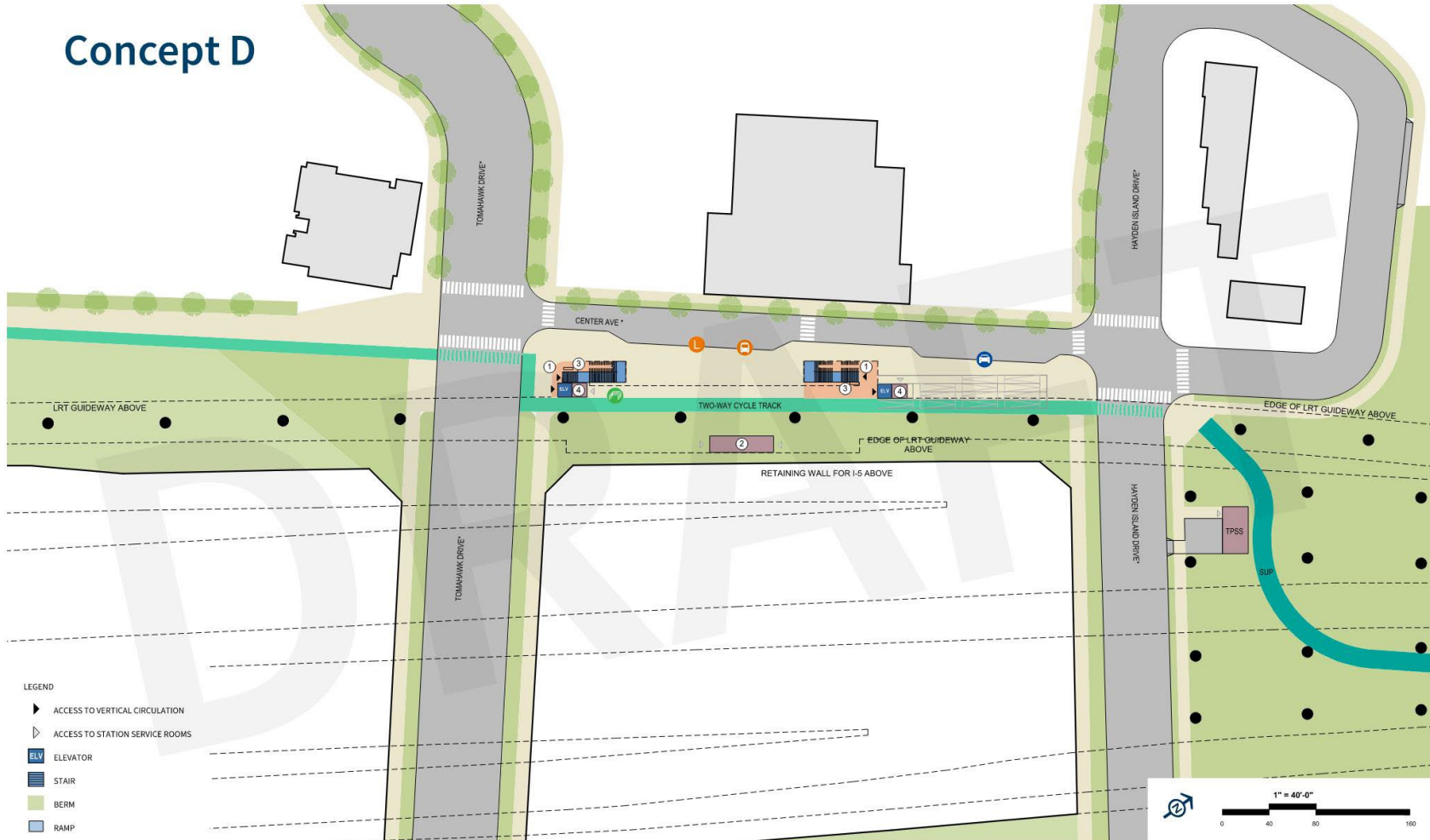


LEGEND

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

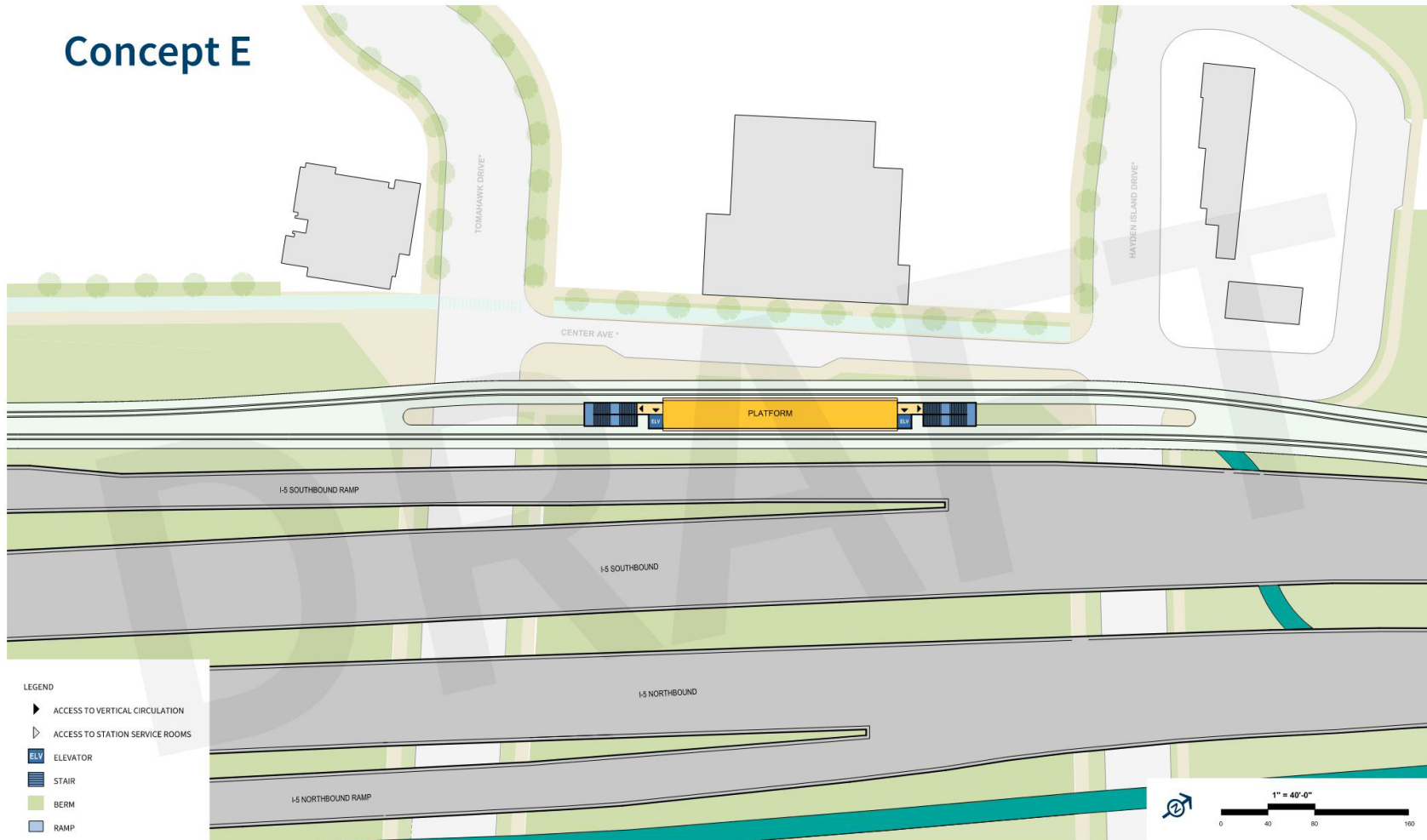


Concept D



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



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 IBR Equity Objectives?**
- ▶ **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 CAG, CBAG)?**



Public Comment

Comment Instructions

- ▶ Through Zoom:
 - ▶ Please use the link located in the meeting description on the YouTube meeting page or on the IBR EAG meeting webpage.
 - ▶ Commenters will be allowed to turn on their webcams, but will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ By phone:
 - ▶ Dial 253-215-8782
 - ▶ Meeting ID: 986 0940 5983
 - ▶ Passcode: 701376
 - ▶ Dial *9 to raise your hand
 - ▶ Dial *6 to unmute yourself
- ▶ The facilitator will call on participants to provide comment
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.



or



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 “**EAG Public Comment**” in the subject line.



- ▶ Call **888-503-6735** and state “EAG 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 advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.

Wrap up

- Meeting evaluation
- Next meeting: April 15, 5:30 – 7:30pm