



Community Advisory Group Meeting



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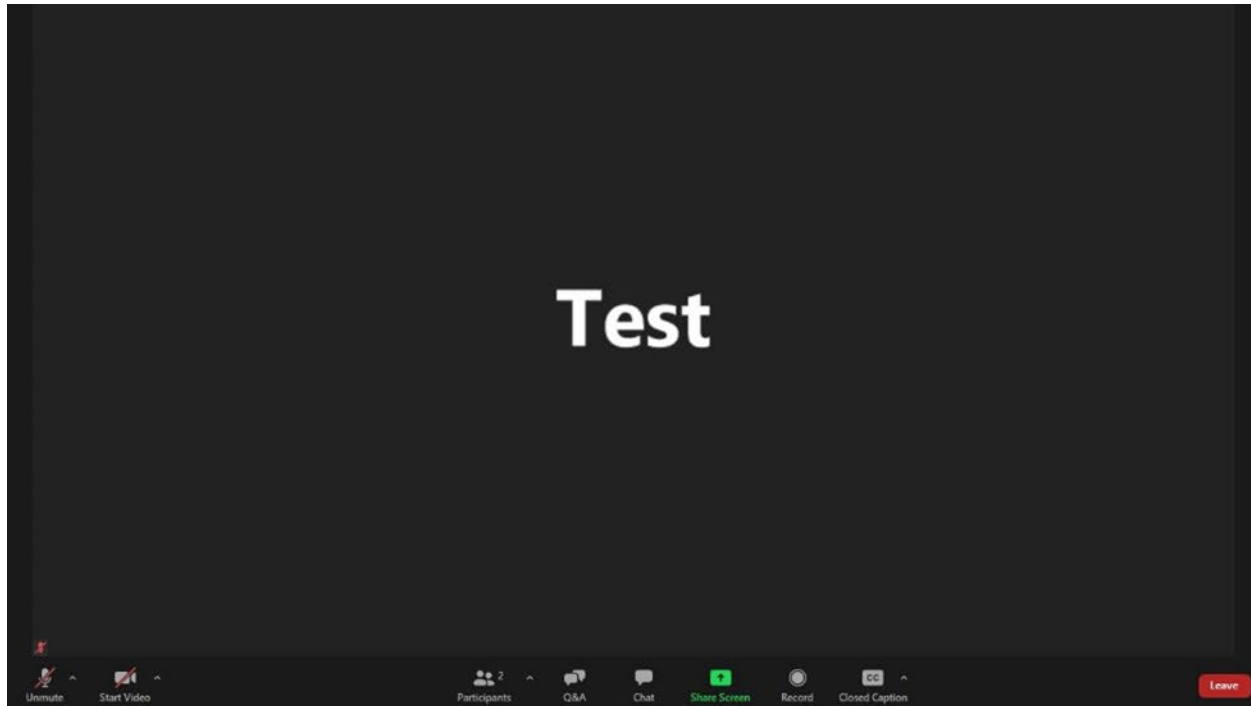
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<https://ibr.news/captions>

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
4:20 p.m.	Visualizations <ul style="list-style-type: none">○ Overview○ Discussion
4:45 p.m.	Hayden Island Transit Station <ul style="list-style-type: none">○ Follow-up Discussion from Last Meeting
5:15 p.m.	Workforce Study <ul style="list-style-type: none">○ 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: What's your superpower?**

Program Update

Frank Green, Assistant Program Administrator

Recent Activities

- ▶ U.S. Sec. of Transportation Pete Buttigieg visit
- ▶ Listening Sessions
 - Odyssey World International Educational Services
 - Slavic Community Center
- ▶ CBO and Multilingual Press Tour
- ▶ Multilingual Press Conference
- ▶ Transportation Commissions form Bi-State Tolling Subcommittee
 - First meeting: Feb. 23
 - Next meeting: March 15



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

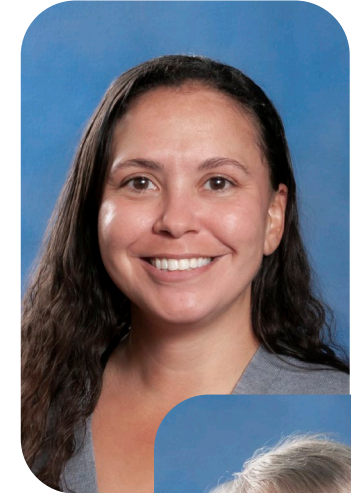
► Monthly subcommittee meetings

- 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.



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.



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



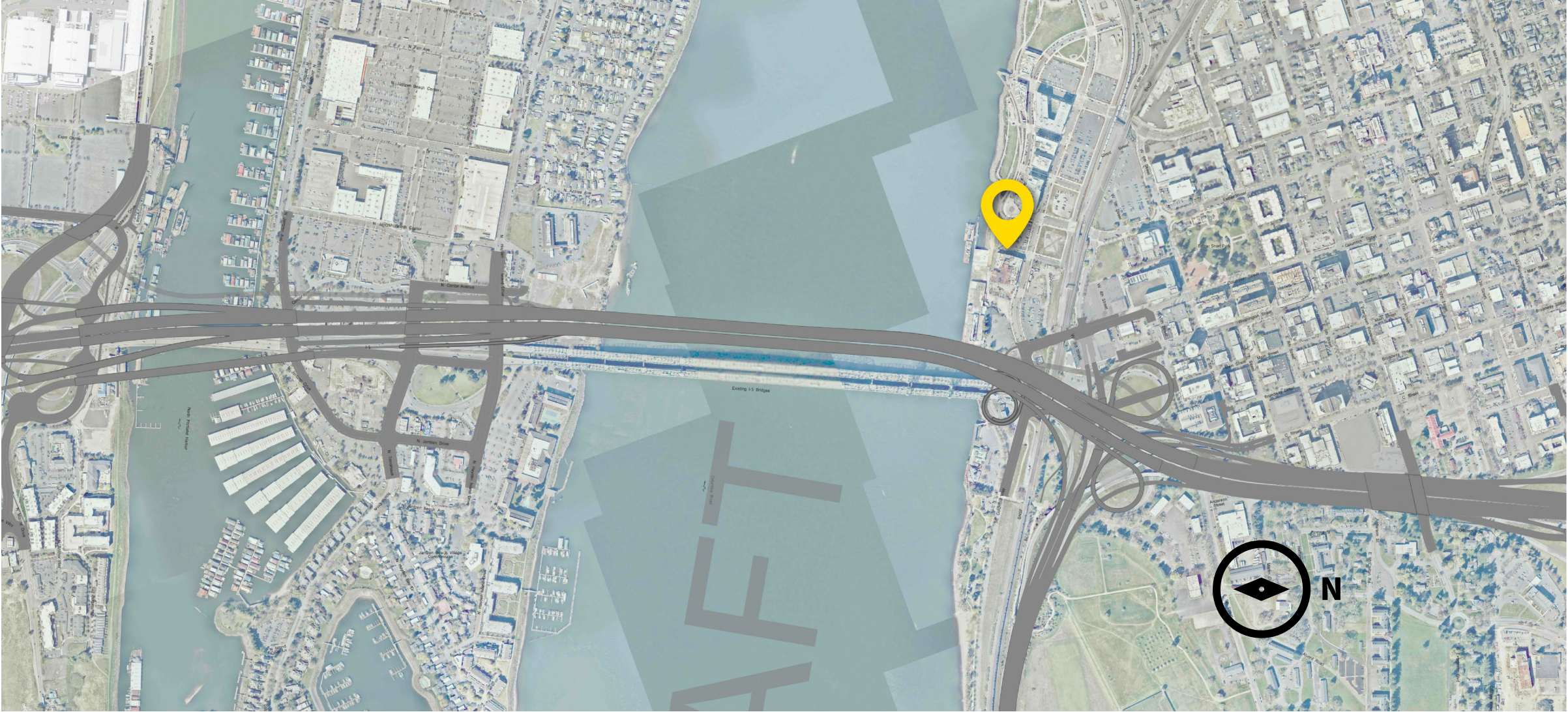
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Hayden Island, east side of bridge from the shared-use path, looking north, single-level bridge, movable span configuration.



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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.

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



Port of Vancouver Development Area

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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.

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Hayden Island Station Cont.

Matt Deml, Mahlon Clements, & Nolan Lienhart

IBR Design Team

Upcoming Urban Design Discussions

- ▶ **Last Month**

- Hayden Island Station

- ▶ **Today**

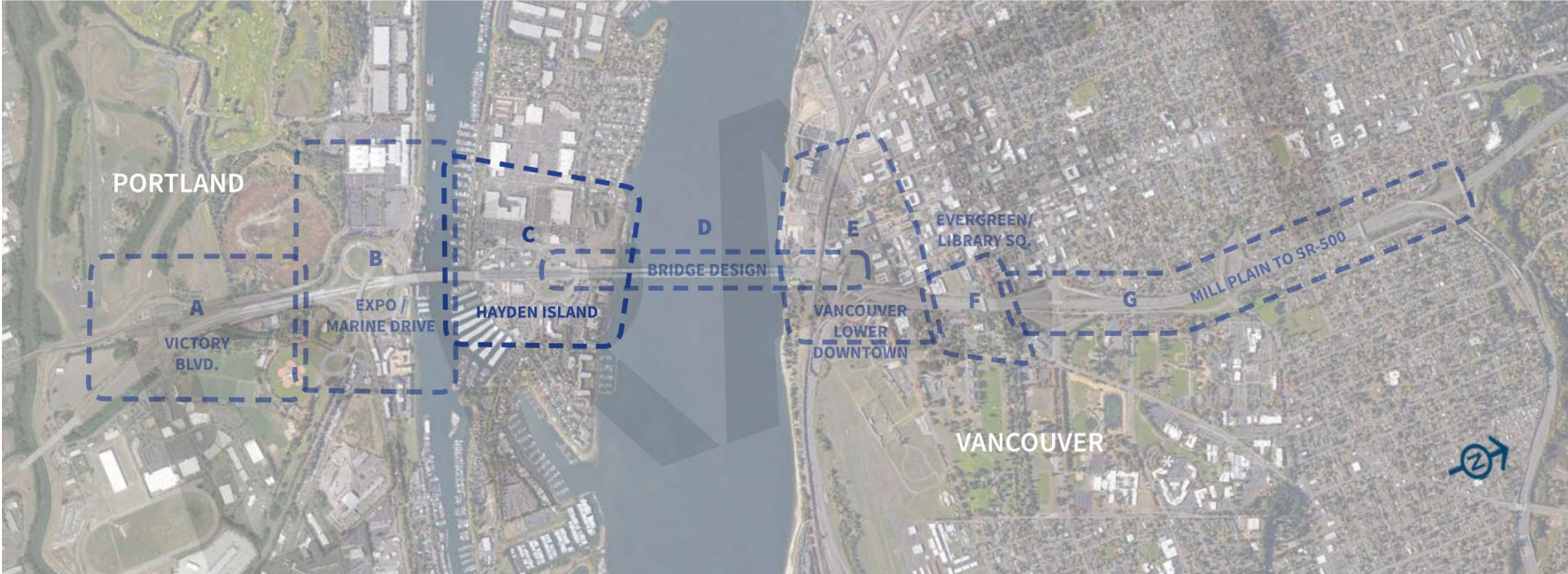
- Hayden Island Station Continued: All slides below are the same slides from the February CAG meeting included as a reminder.

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:

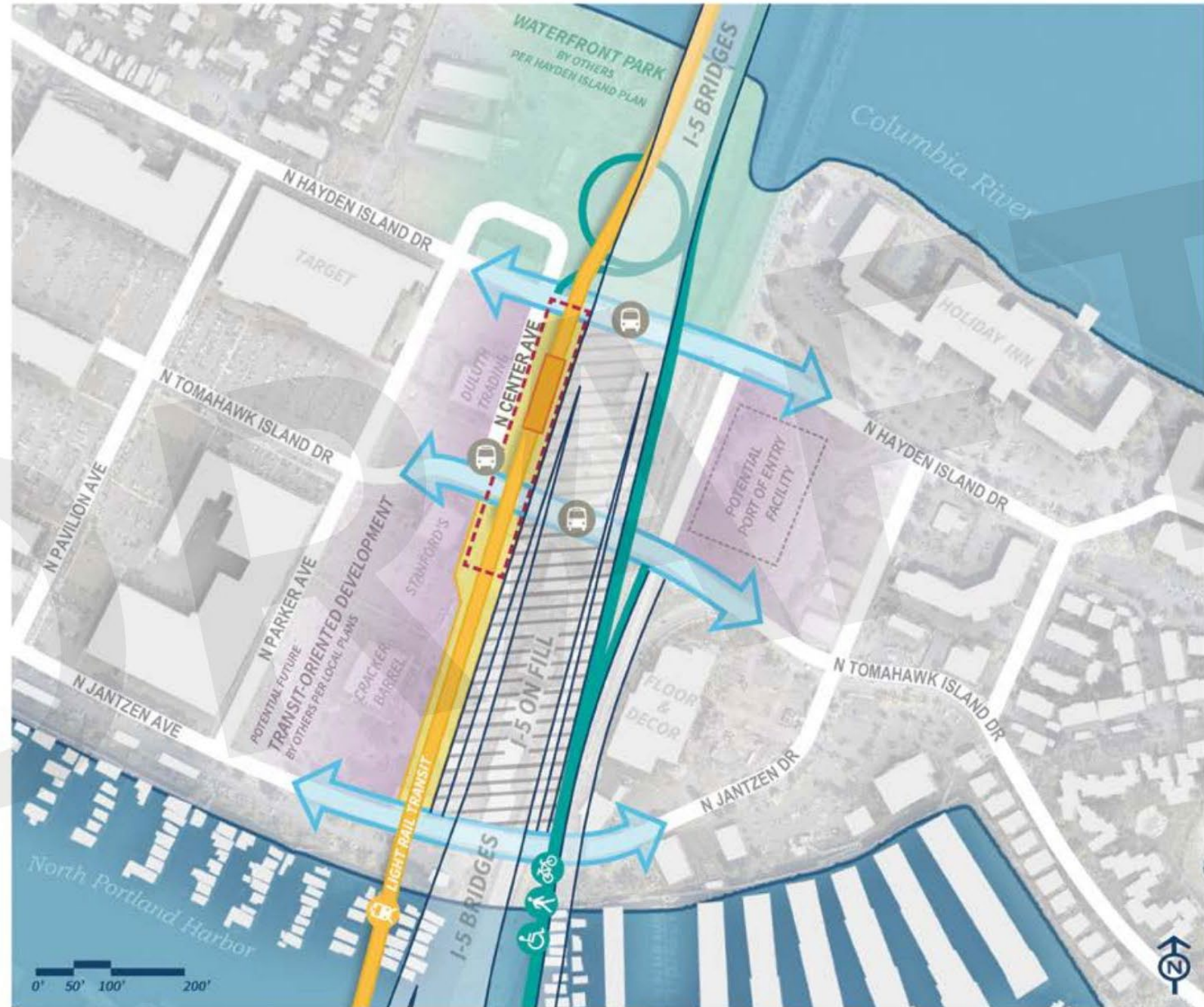


- A) Center Ave
or
- B) Tomahawk Island Drive
or
- C) Hayden Island Drive

Context:



- Future Development by others
- Future Open Space by others



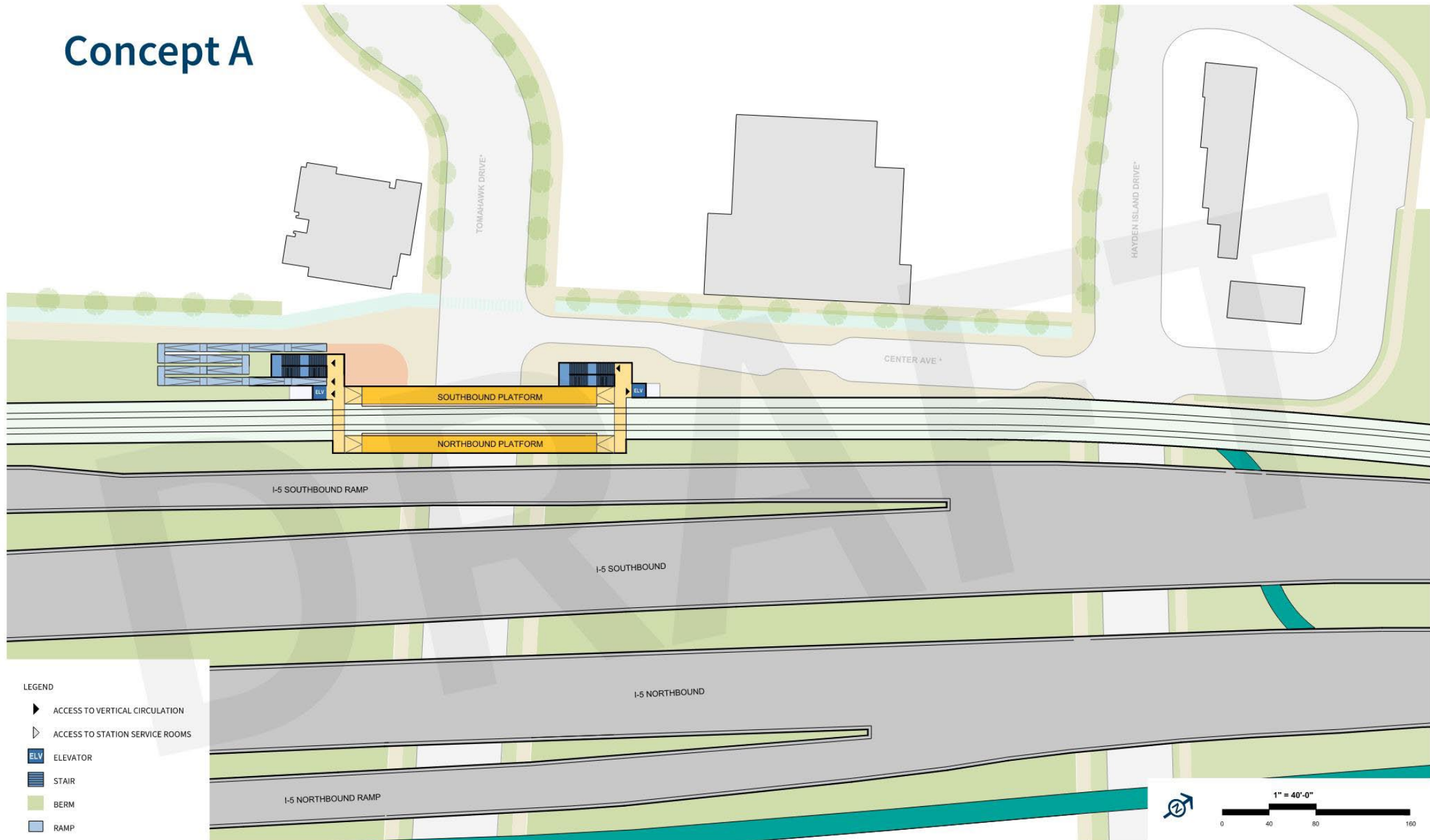
Hayden Island Station Comparison Matrix

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

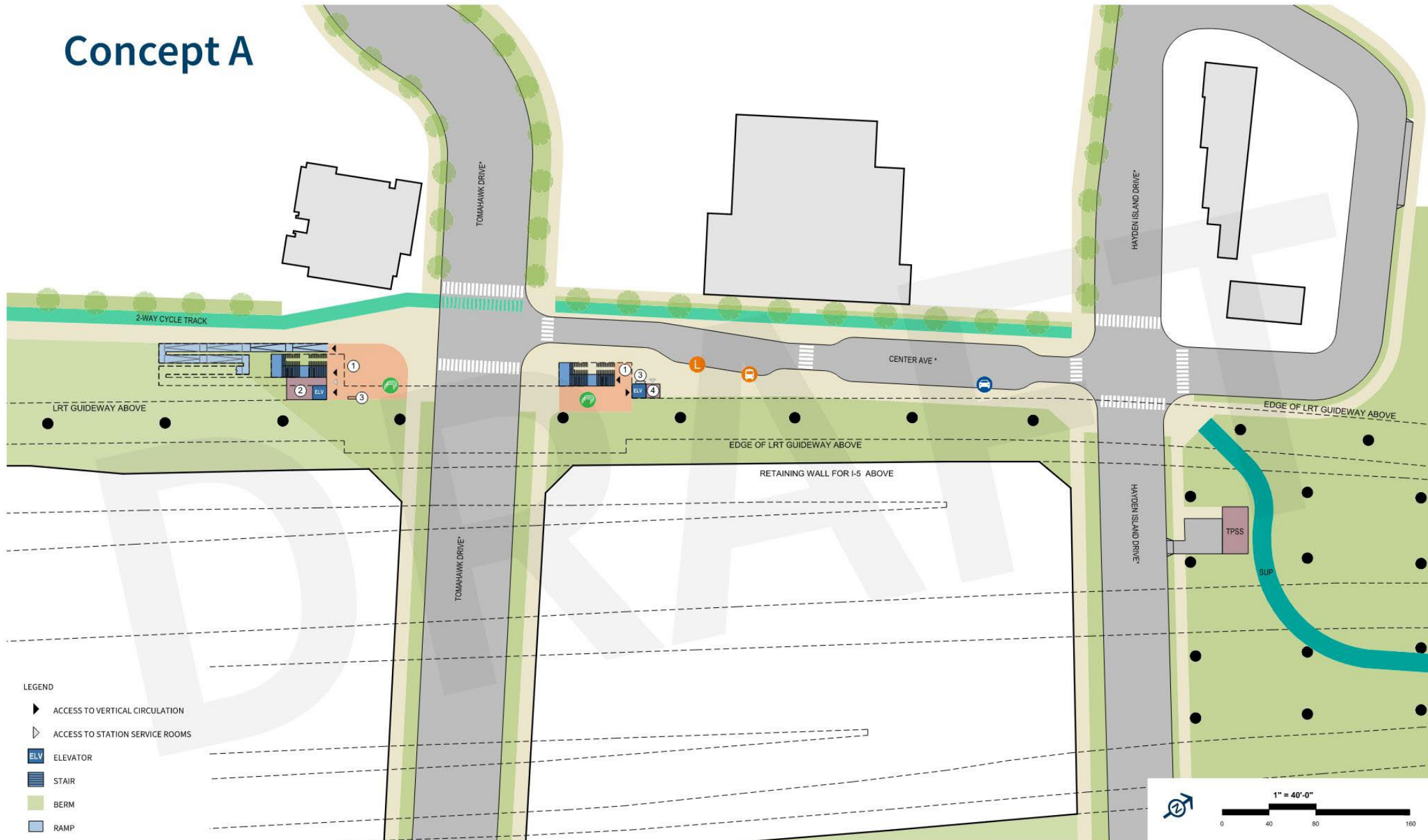
Concept A



LEGEND

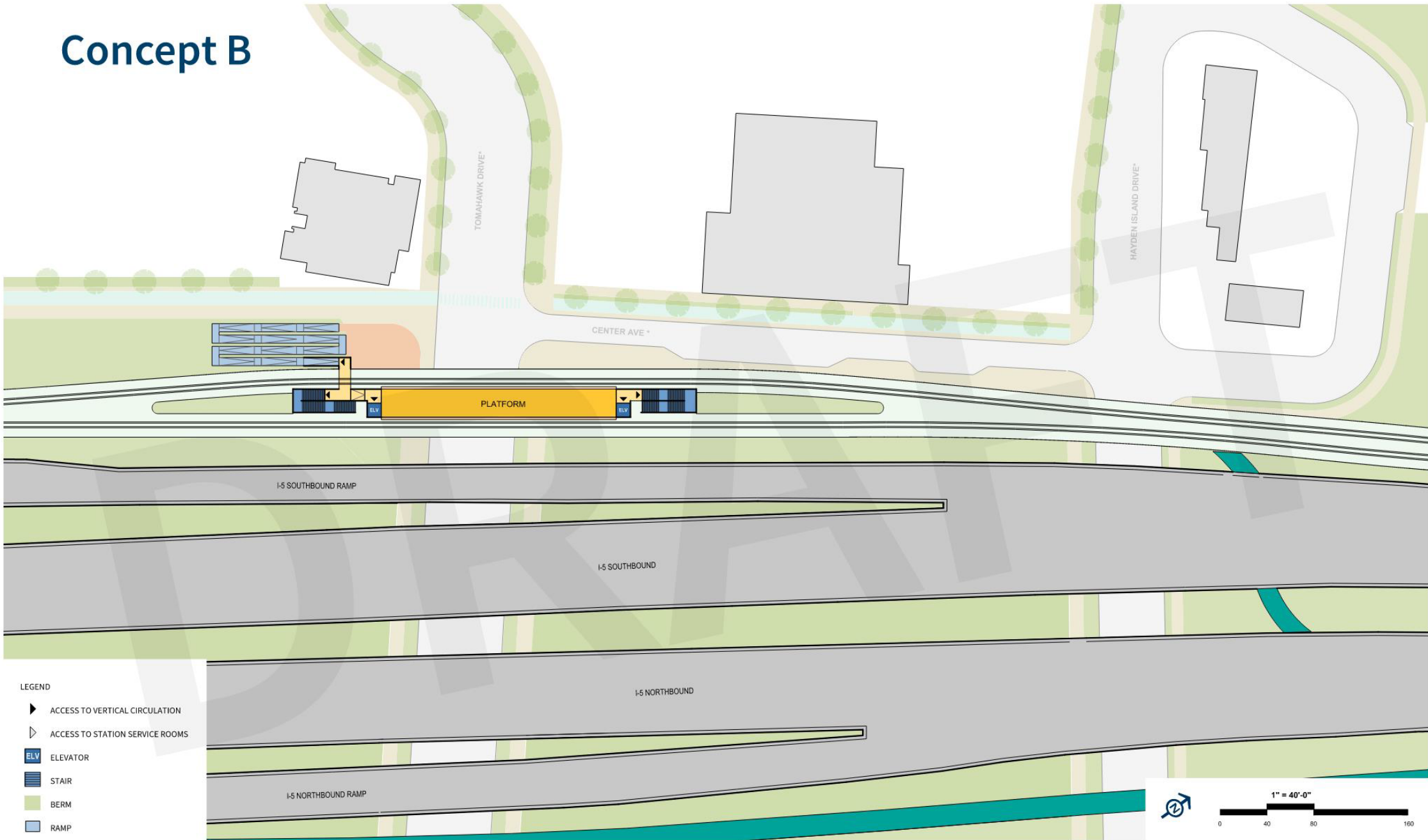
- ▶ ACCESS TO VERTICAL CIRCULATION
- ▷ ACCESS TO STATION SERVICE ROOMS
- ELV ELEVATOR
- STAIR
- BERM
- RAMP

Concept A

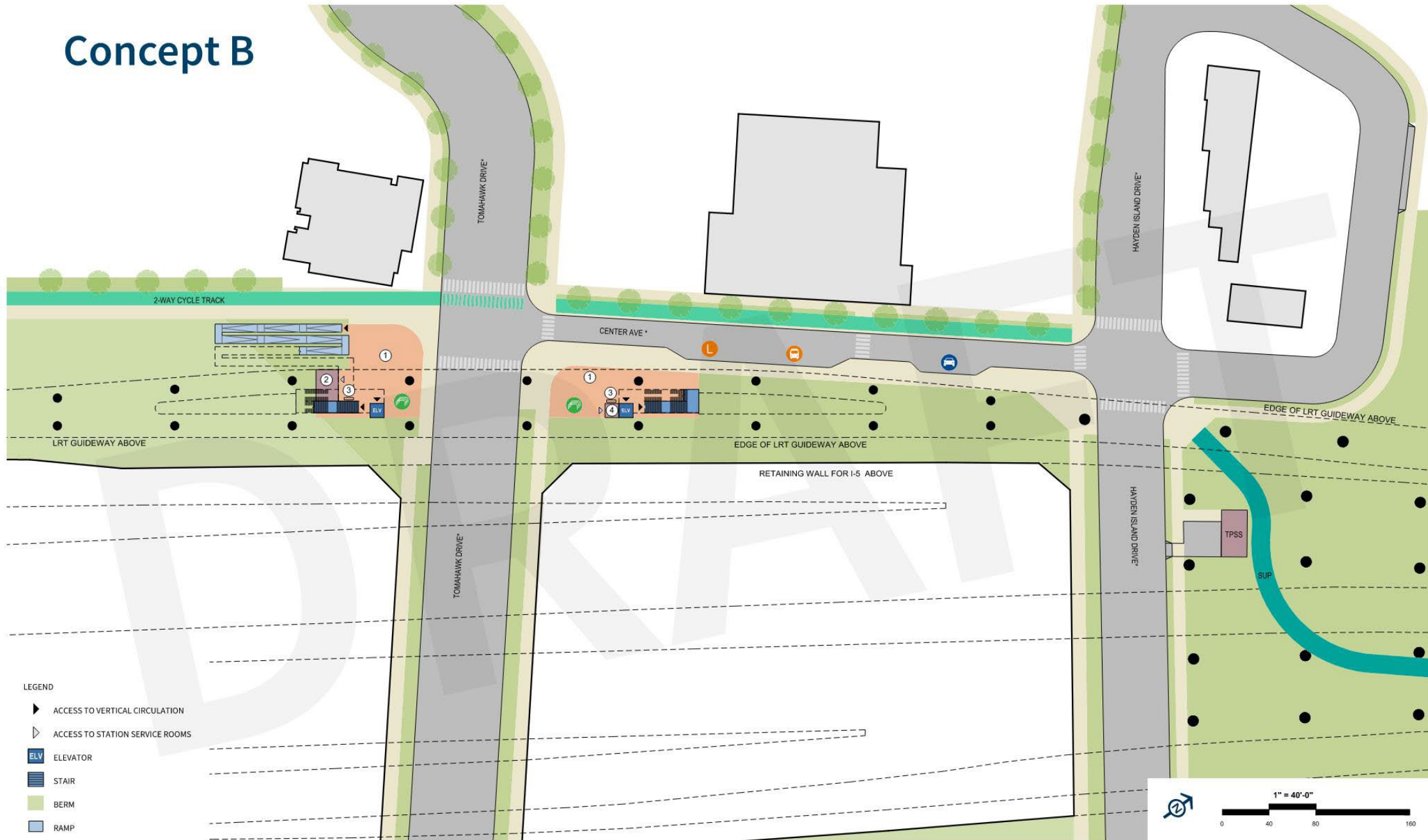


Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design







Concept B

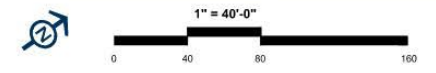


Concept B



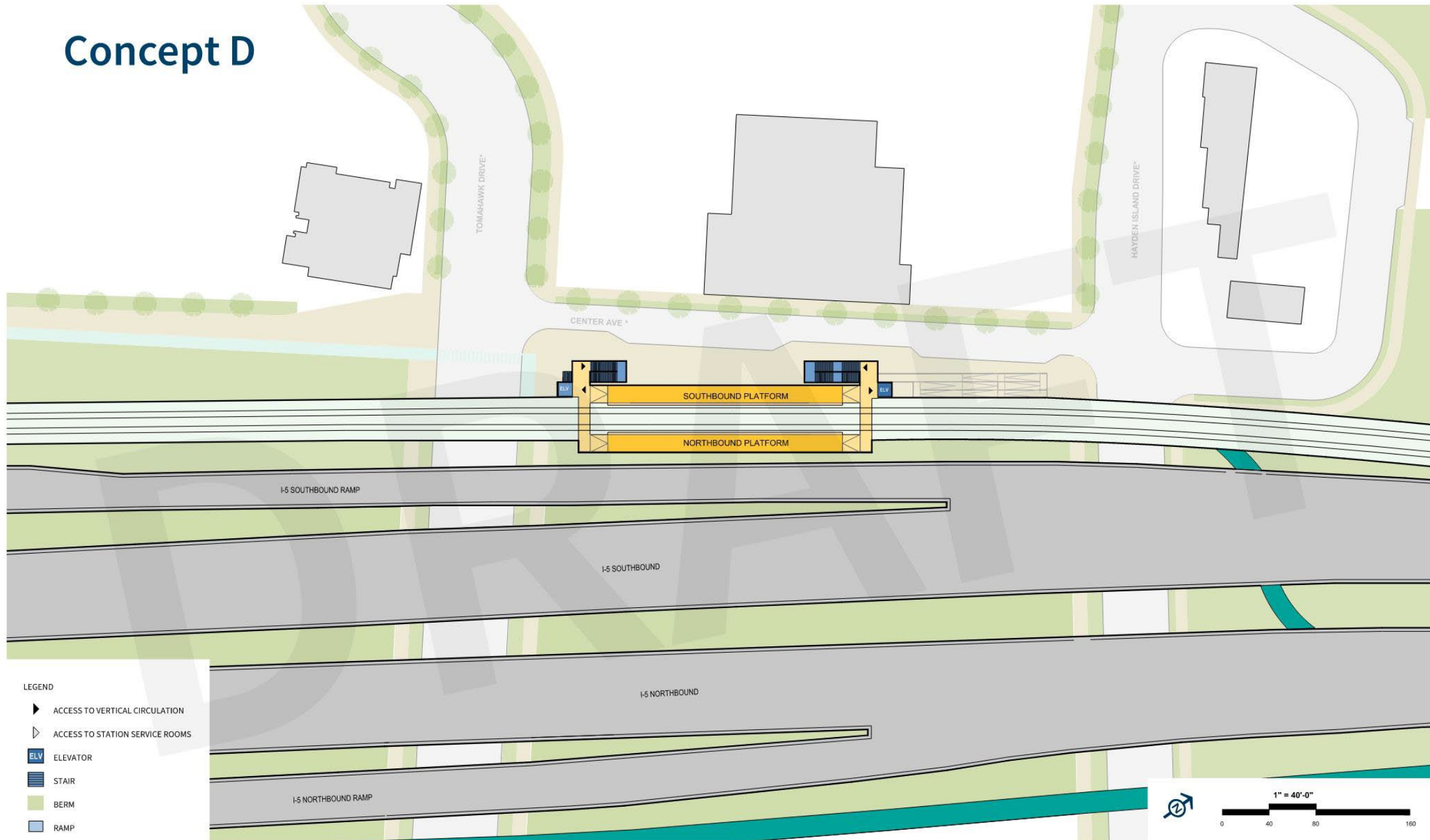
LEGEND

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

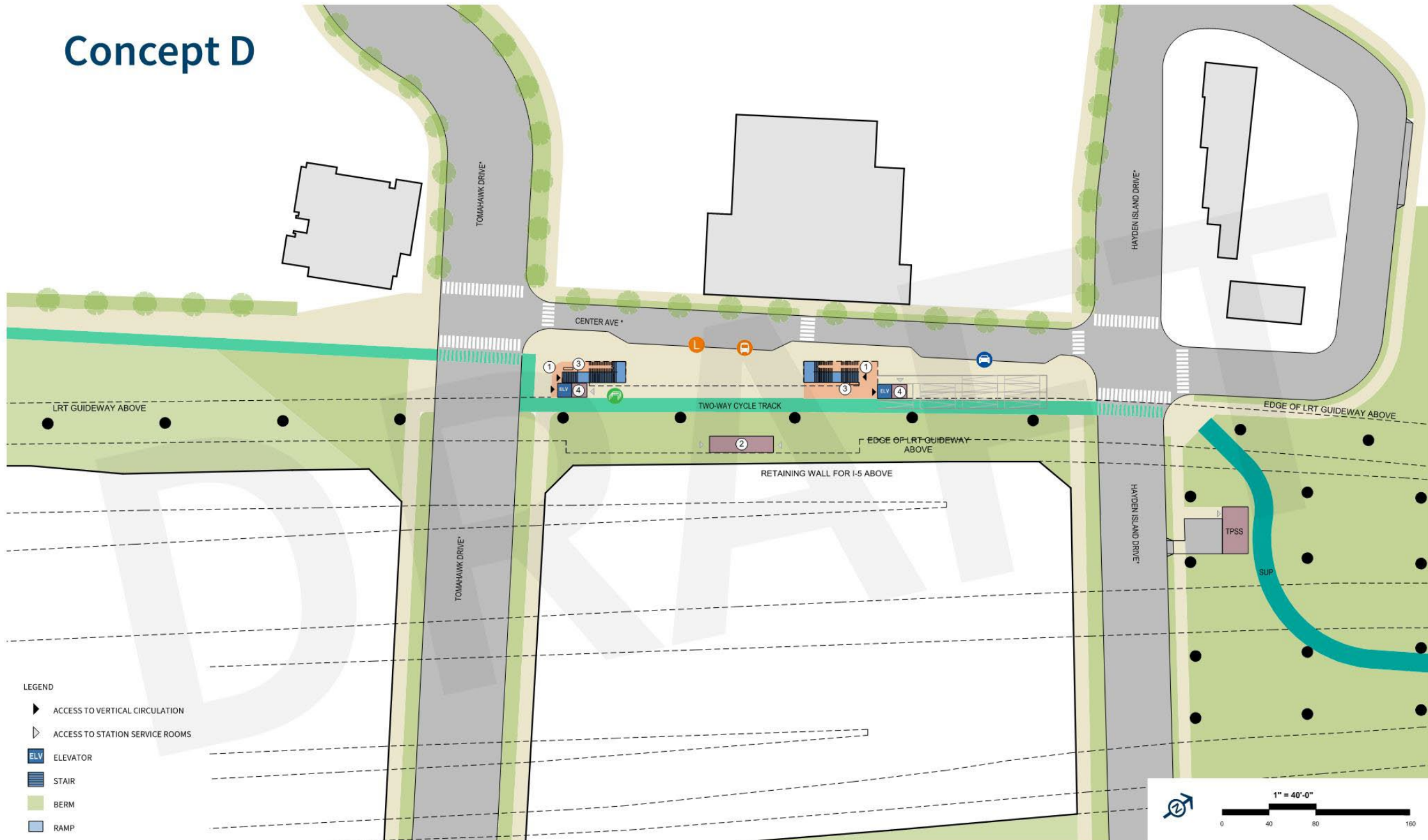


Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept D

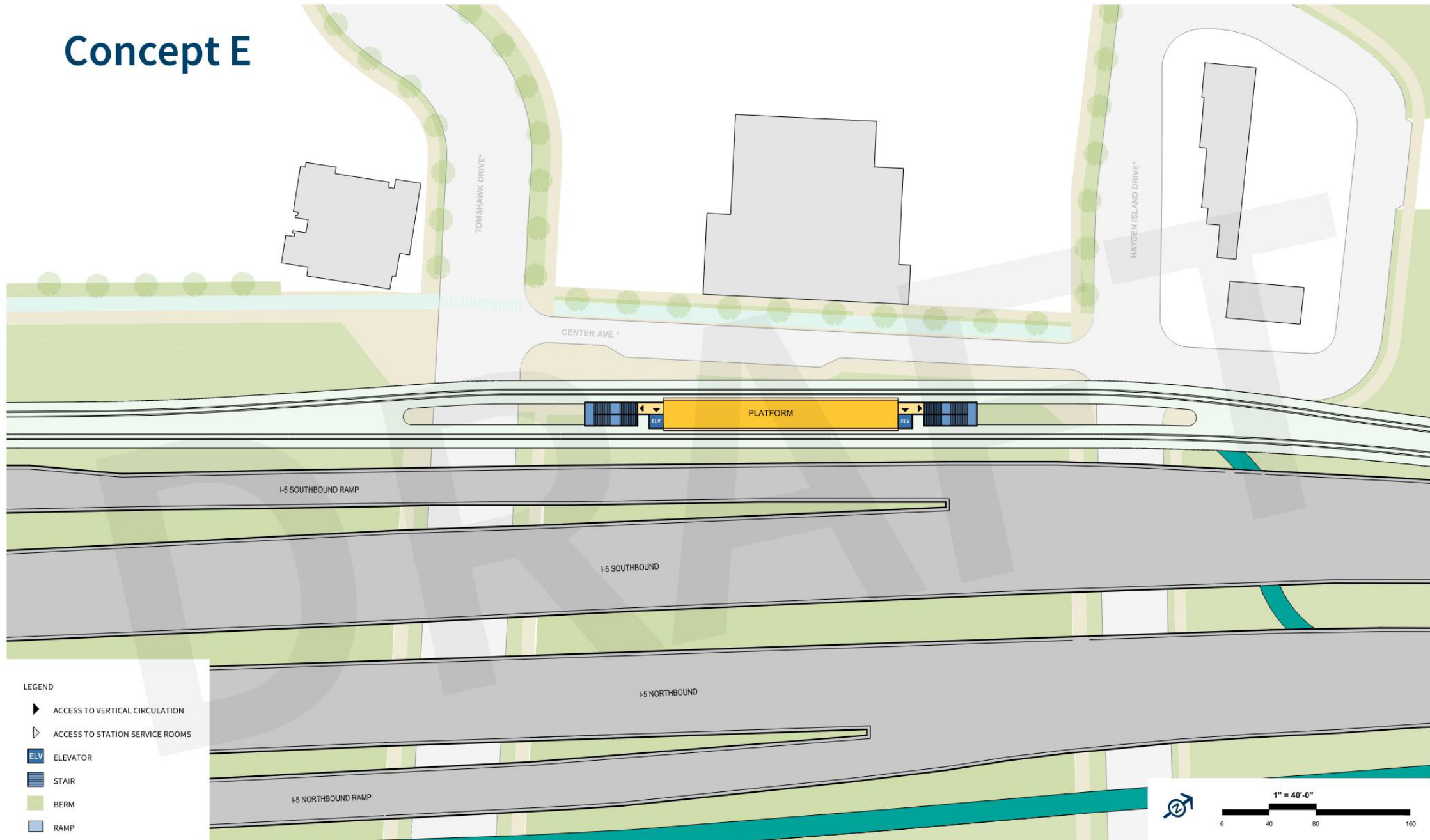


Concept D



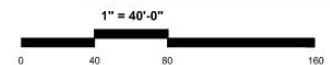
Note: Active transportation facilities on Hayden Island Drive and Tomahawk Island Drive are not shown, to be developed in the next phase of design

Concept E



LEGEND

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



Concept E



- 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

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)?**

Workforce Study

Erika McCalpine, Equity Team

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.

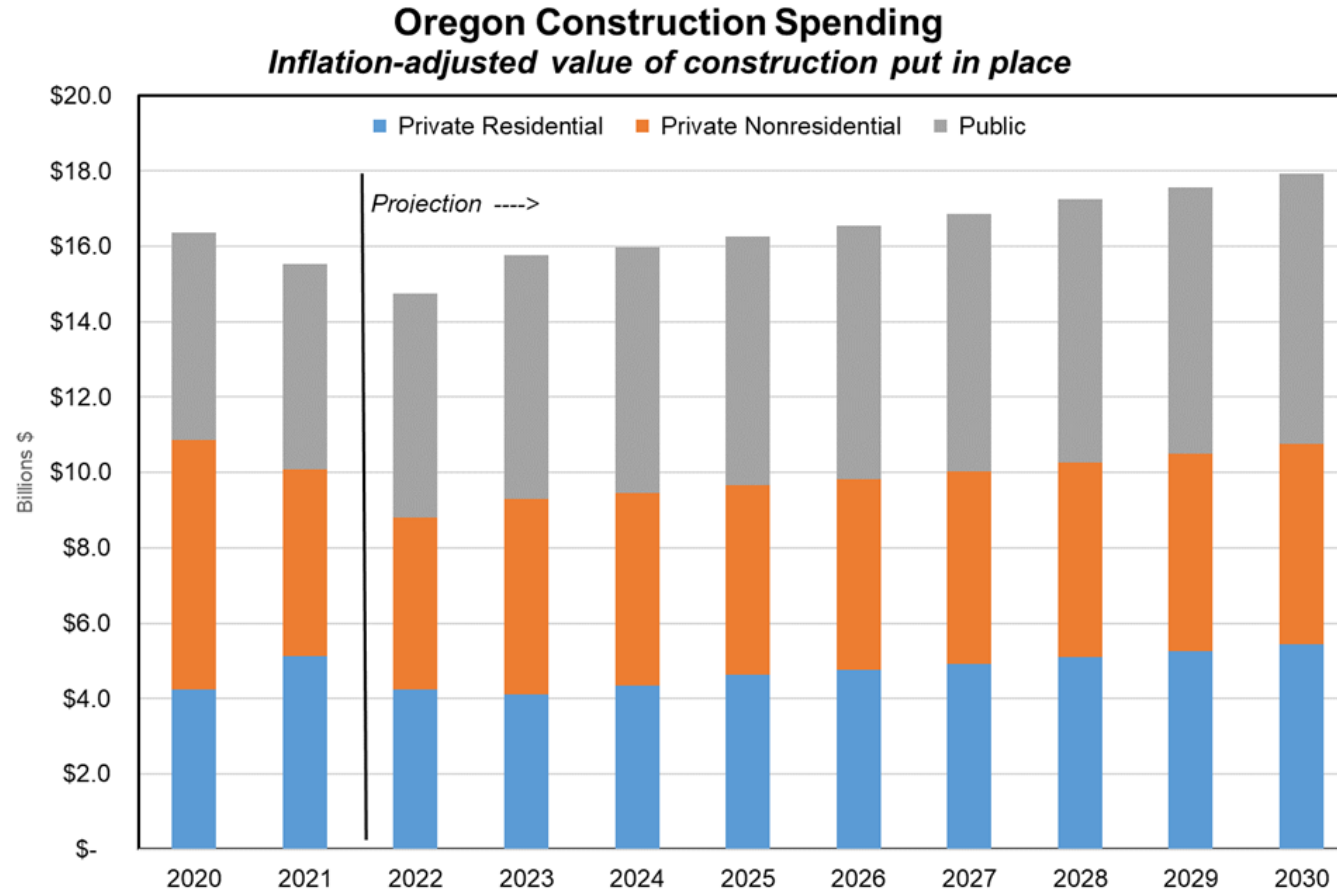
Findings: Existing Workforce Supply

- ▶ 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

What's Next?

Upcoming Advisory Group Meetings

- ▶ Equity Advisory Group (EAG)
 - March 18, 2024 – 5:30 - 7:30 PM
- ▶ Community Benefits Advisory Group (CBAG)
 - March 28, 2024 – 9:30 - 11:30 AM



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

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Thank you!

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