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Interstate Bridge Replacement Program Session

March 6, 2024

IBR Program Update

Greg Johnson, IBR Program Administrator

Recent Program Milestones

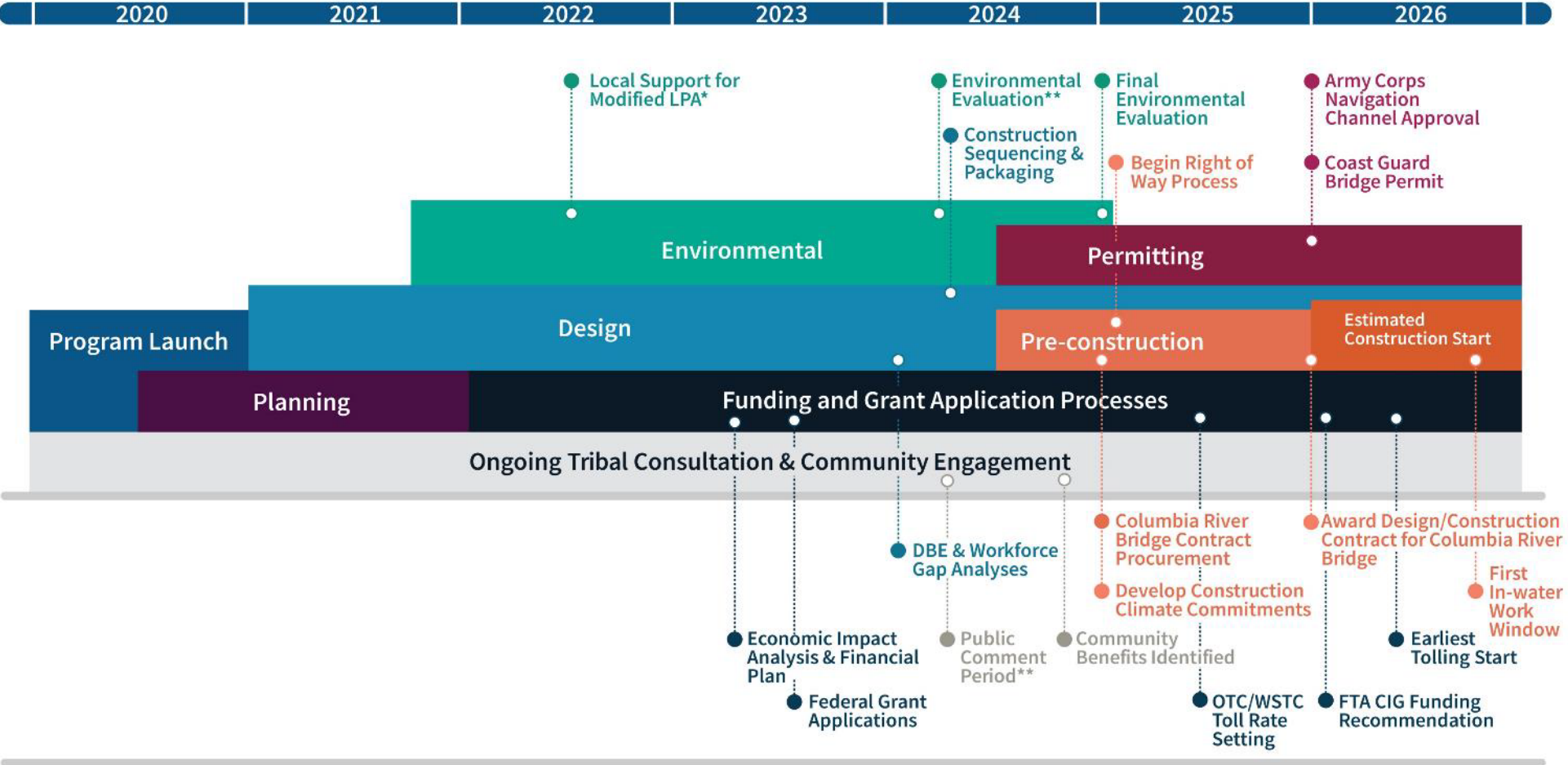
2022

- ▶ IBR recognized by President Biden as “one of the most economically significant bridge projects in the nation”
- ▶ Commitment of \$1 billion for Washington’s share of funding through the Move Ahead Washington revenue package
- ▶ Modified Locally Preferred Alternative (LPA) endorsed by local agency partners and Executive Steering Group
- ▶ Supplemental environmental review process begins as required by NEPA
- ▶ Risk-based cost estimate for the Modified LPA completed

2023

- ▶ Financial Plan released
- ▶ Washington state tolling authorization secured
- ▶ Commitment of \$1 billion for Oregon’s share of funding through Oregon HB 5005
- ▶ Federal Transit Administration approval to enter into Project Development for Capital Investment Grant process
- ▶ Community Benefits Advisory Group launched
- ▶ USDOT awards IBR program \$600 million in Mega Grant funding

Program Schedule



Working draft: 11.21.2023. Schedule will be updated as needed to reflect program changes and timeline.

*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).

** The public comment period will extend for 60 days. Following public review of the Draft SEIS, refinements will be made to address comments and a corridor-wide alternative for analysis in the Final SEIS will be confirmed

Interstate Bridge Replacement Program

River Crossing:

New earthquake-resilient, multimodal bridge

Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

Transit:

Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

Maximizes benefits and minimizes burdens for equity-priority communities



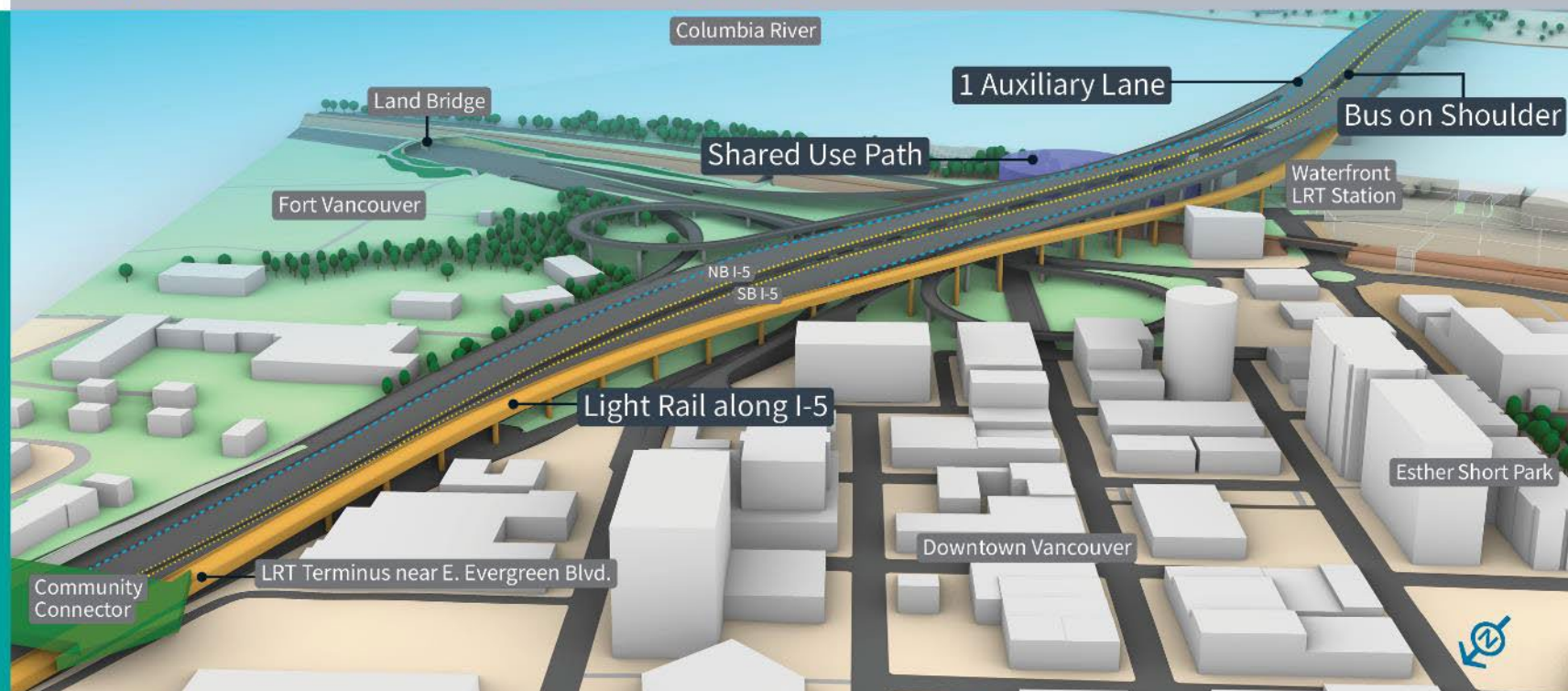
Improves freight movement and connections

Expands transit options and accessible alternatives to single-occupancy vehicles



Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



Modified LPA and Design Options

► Modified LPA

- Improve active transportation facilities and connections
- Extend LRT from Expo to Evergreen Blvd and provide bus on shoulder
- Add three new LRT stations and up to two Park & Rides
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven I-5 interchanges
- Three through lanes and one auxiliary lane in each direction

► Design Options Being Studied

- Configurations of the Columbia River bridges
 - *Movable Span; Single Level; Double Deck/Stacked*
- C Street ramps to/from I-5
- Operations and safety
 - *One auxiliary lane*
 - *Two auxiliary lanes**
- Possible Park & Ride locations at Waterfront and Evergreen Transit Stations
- I-5 alignment shift between SR14 and Mill Plain
 - *Maintain existing alignment; Westerly shift toward downtown**

Program Area Map

- ▶ Investments shown represent the areas being studied in the Draft SEIS and do not reflect a final decision about what will be built.



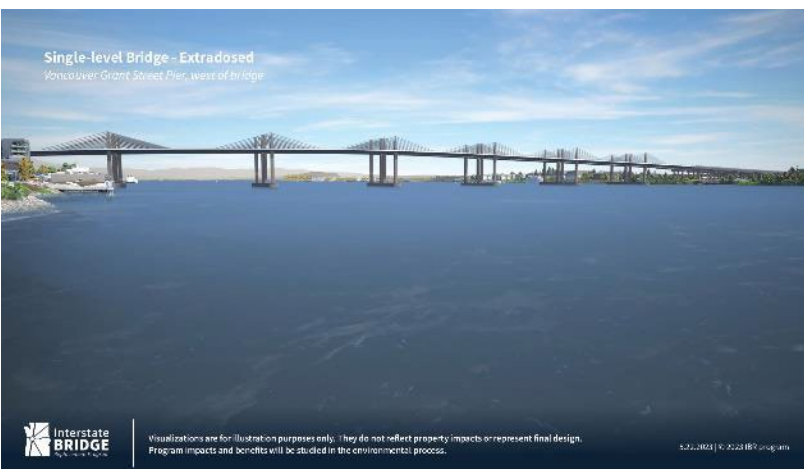
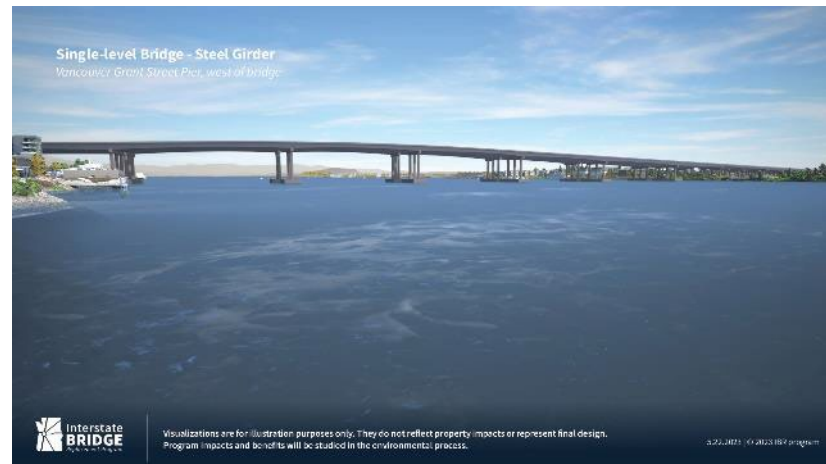
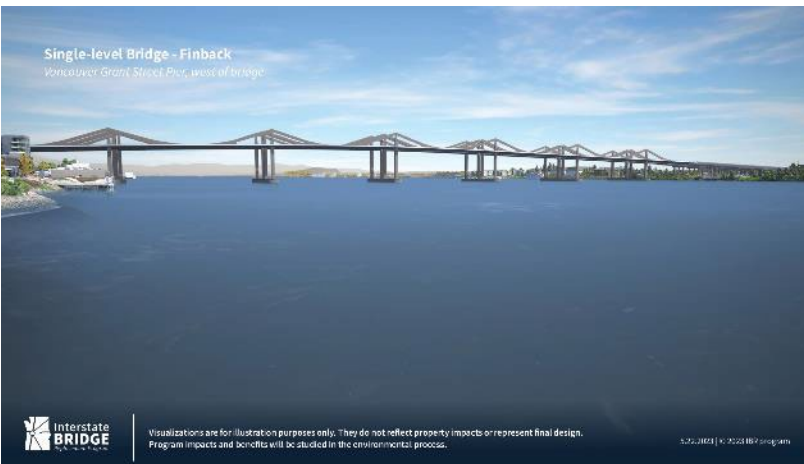
Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

River Crossing Visualizations

- ▶ **These images show five 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.

River Crossing Visualizations

- ▶ Conceptual visualizations shared in May show a variety of bridge types applied to the three different configurations being analyzed in the Draft SEIS (single-level, double-level, movable span).
 - Bridge type is not being analyzed in the Draft SEIS.



Bridge Clearance Permit Update

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

Building Blocks of the IBR Cost Estimate



Updated Cost Estimate

- + Base Cost
- + Range of Identified Project-Specific Risks
- + Inflation (Year of Expenditure)



Updated Cost Estimate

- ▶ The base estimate range is from \$5 B - \$7.5 B
 - The most likely cost is approximately \$6 billion, with actively managed risks

Proposed Funding Sources / Needs

► Cost Estimate: \$5 – 7.5 B

– Most likely \$6 B, assuming actively mitigated risks

	Status	Funding Range	Expected Value
Existing State Funding	Committed	\$100 M	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed ¹	\$117 M	\$117 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Committed	\$1,000 M	\$1,000 M
Toll Funding	Committed ²	\$1,100 – 1,600 M	\$1,240 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Partially Committed ³	\$860 – 1,800 M	\$1,500 M
IBR Funding Totals		\$5,077 – 6,717 M	\$5,957 M

Updated as of 12.28.2023

¹ These funds were deferred to a later date and adjusted for inflation by the Washington State Legislature in the 2023 session.

² Legislative authorization to toll has been secured in both states and toll funding of \$1.24 B has been confirmed by both states at toll rates assumed in the 2023 Financial Plan under a base case financing scenario. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.

³ \$600 M is committed via FFY 2023 Mega Grant award and \$1.0 M is committed via FFY 2022 BIP Planning Grant award.

Potential Construction Benefits

- ▶ **Total Economic Activity:**
 - Direct Project Expenditures (Project Cost): **\$5.9 B**
 - Total Gross Economic Activity: **\$11.6 B**
 - Minimum Net New Economic Activity: **\$3.6 B***
- ▶ **Total Employment (person-year jobs):**
 - Direct Project Construction Employment: **18,700**
 - Total Gross Employment: **43,300**
 - Minimum Net New Employment: **13,460***
- ▶ **As the IBR scope and cost estimates are refined, we will continue to update the Economic Impact Analysis**

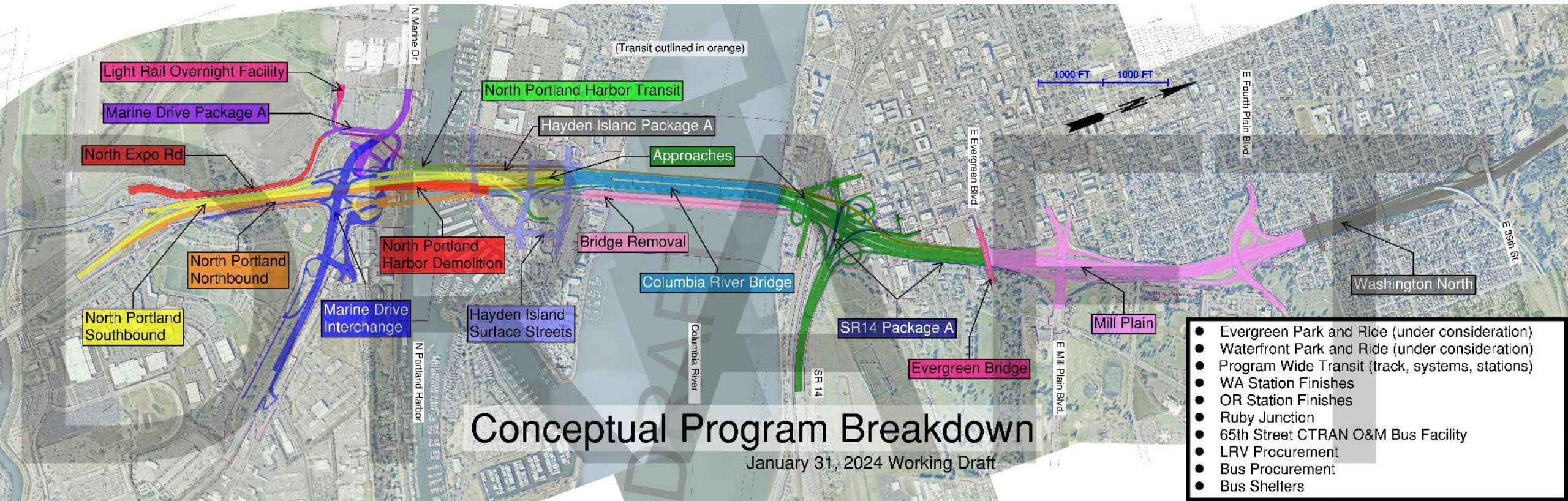


**Minimum net values capture the effects attributed to anticipated federal discretionary grants that without IBR would not be received and expended locally*

IBR Construction Delivery

- ▶ The program is developing a construction delivery plan that will identify construction contracting information for delivery of the 5-mile corridor.
- ▶ Construction is expected to be sequenced, starting with the river crossing and its approaches.
 - Construction of the river crossing is expected to occur between the end of 2025 – 2032.
- ▶ In 2024, we anticipate providing preliminary information on packaging including sequencing, schedule, delivery methods and number and value of contracts.

Conceptual Construction Packaging Map



This graphic is intended only to show potential contract packages. It does not reflect all design options under environmental study, and does not reflect design decisions.

The IBR program delivery plan is a work in progress; this map is subject to ongoing modifications.

IBR Workforce Opportunities

- ▶ **ODOT and WSDOT are committed to supporting labor and providing opportunities for a diverse workforce to grow and thrive, leveraging the economic investment opportunity for the advancement of the region.**
 - The IBR program will work in partnership with the state building trades, workforce, and contracting organizations as details of construction contracts are developed.
- ▶ **We have partnered with regional workforce development agencies to conduct a comprehensive workforce study.**
 - This will identify gaps and opportunities to foster readiness and access to family sustaining jobs for the local workforce.
- ▶ **Contractor Meet & Greets**
 - Opportunity for Disadvantaged Business Enterprises & Small Business Enterprises to learn about potential future contracting work, discover resources for technical support and network with other contractors.

IBR Commitment to Disadvantaged Business Enterprise Participation

- ▶ IBR collaborated with federal partners to set a mandatory 15% DBE goal on the current consultant contract.
- ▶ DBE best practices will be integrated throughout the life of the program, with input from local, state and federal partners.
 - Seek input from local contracting groups that represent DBE firms
 - Work to maximize DBE participation on future contracts
- ▶ Develop a DBE and capacity-building strategy to ensure the workforce is prepared to deliver the program.
 - IBR program Equity Objective:
 - *“Ensure that economic opportunities generated by the program benefit minority and women owned businesses, BIPOC workers, workers with disabilities, and young people.”*

Next Steps

- ▶ **Draft SEIS: Spring 2024**
 - Ongoing Community Engagement to support Draft SEIS process
 - Tribal Consultation
 - 60-Day Public Comment period
 - *Additional community engagement activities including public hearing(s)*
- ▶ **Refinements to design will be made to address public comments, identify mitigation and confirm a corridor-wide alternative**
- ▶ **Oregon and Washington Transportation Commission tolling coordination**
 - Commission toll rate-setting anticipated to occur in 2025
- ▶ **Final SEIS and Amended Record of Decision: Late 2024 / Early 2025**
- ▶ **Begin construction: Late 2025 / Early 2026**