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# Interstate Bridge Replacement Program

July 13, 2023

# IBR Program Location

Port of Portland



39th St



500

Fourth Plain Blvd

Vancouver, Washington

Mill Plain Blvd

Port of Vancouver



Downtown Vancouver

I-5 Bridge

Hayden Island

Marine Drive

N Interstate/  
N Victory

Portland, Oregon

Portland International  
Airport



= Interchanges less than 1 mile apart

# Program Milestones

## 2004-2014

- ▶ Previous planning efforts

## 2019

- ▶ At the direction of Oregon and Washington Governors, both Departments of Transportation reinitiated planning work, building on previous efforts

## 2020

- ▶ IBR program office established
- ▶ Community Advisory Group, Equity Advisory Group & Executive Steering Group launched
- ▶ Initial Conceptual Finance Plan

## 2021

- ▶ Reconfirmed Purpose & Need, Vision & Values through community engagement
  - Equity and Climate identified as community priorities
- ▶ Design options and screening criteria developed; community input solicited

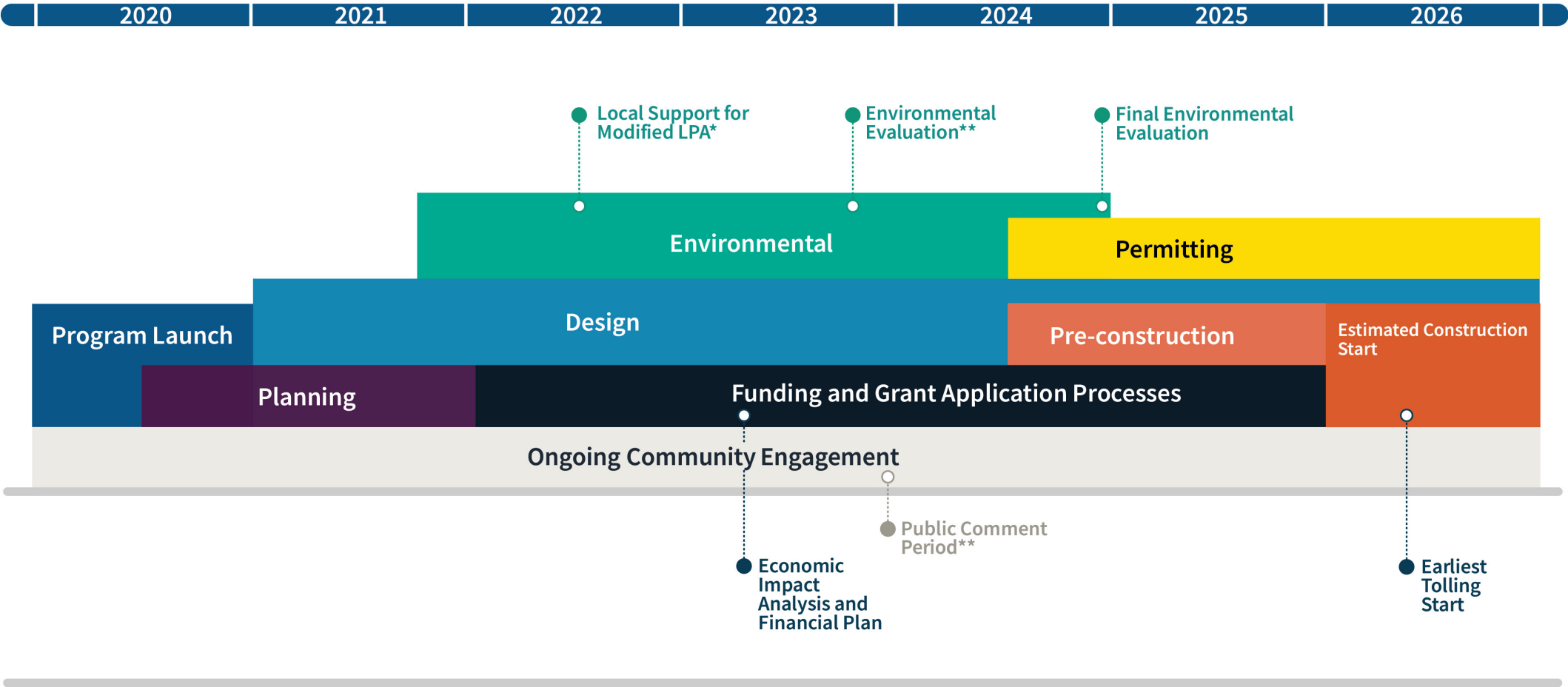
## 2022

- ▶ IBR recognized by President Biden as “one of the most economically significant bridge projects in the nation”
- ▶ program recommends Modified Locally Preferred Alternative (LPA)
- ▶ Commitment of \$1 billion for construction from Washington through the Move Ahead Washington revenue package
- ▶ Modified 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

# Program Schedule



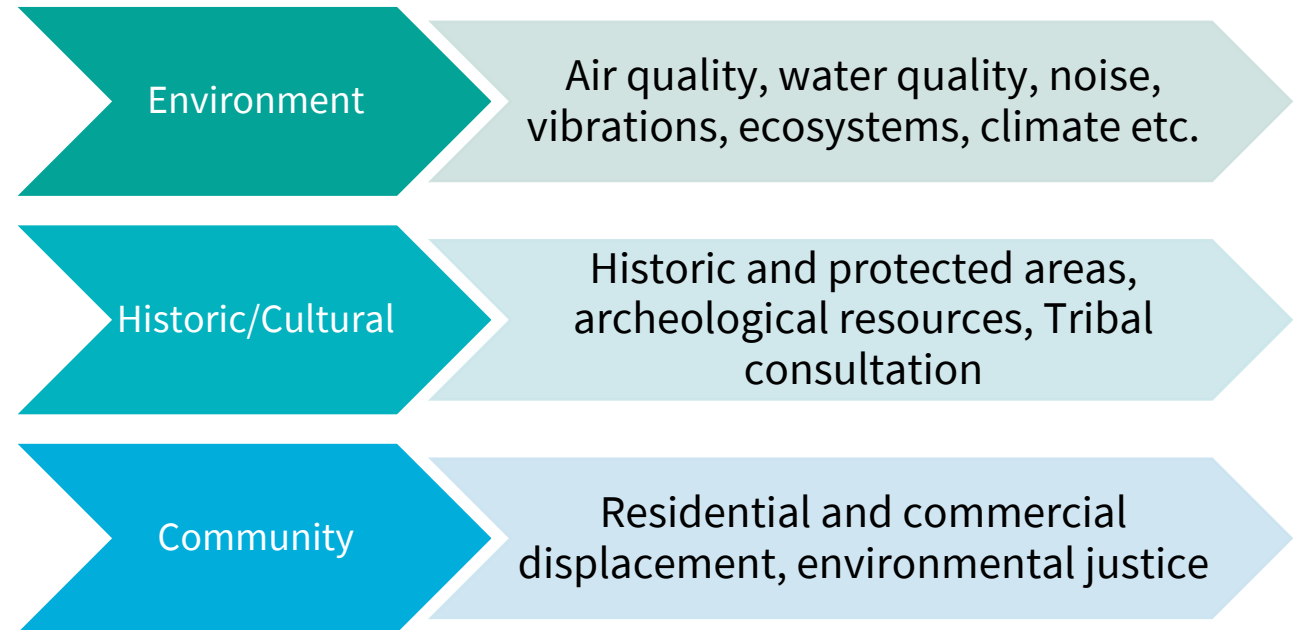
\*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).

\*\* 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.

# What is NEPA?

## National Environmental Policy Act of 1970

- ▶ Requires federal agencies to **assess and disclose environmental effects of proposed actions** prior to making decisions
- ▶ Ensures agencies consider public comments as part of their decision making.



# 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

- 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*
- Park & Ride locations at Waterfront and Evergreen Transit Stations

# Alternatives and Options Being Studied in the Draft SEIS

## ▶ Modified LPA

- Modified LPA will be compared to the No-Build Alternative
  - *Full program alternative that includes the corridor-wide multimodal improvements*
- Design Options
  - *Options considered for specific locations or components*
  - *Options can represent “bookends” that will be evaluated in the Draft SEIS*
  - *After the public comments are reviewed, many options will be narrowed to a single solution, which may be a specific option evaluated or a solution that is between the “bookends”*

## ▶ No-Build Alternative

- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR program would proceed

# 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:

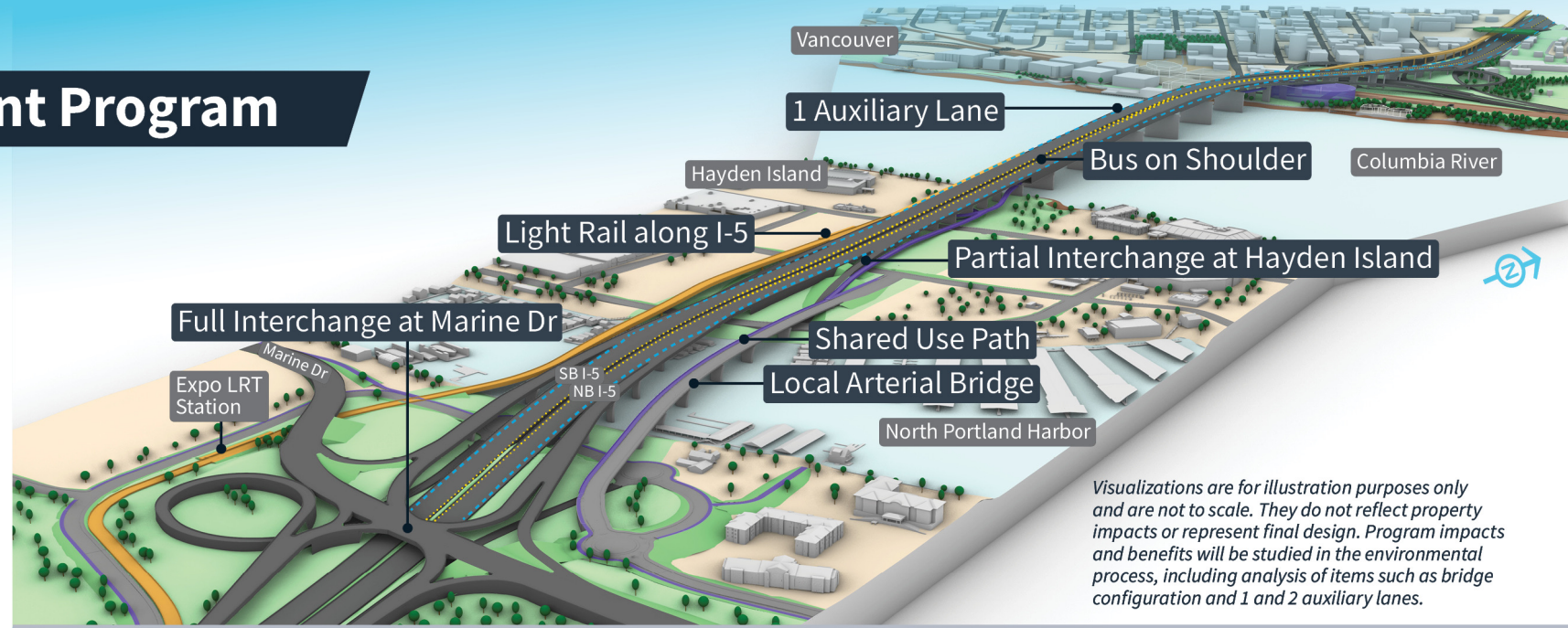
Extends Light Rail and adds express bus on shoulder to better connect transit systems

## Active Transportation:

Safe and accessible shared use paths

## North Portland Harbor:

New earthquake-resilient bridge



## Benefits:

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

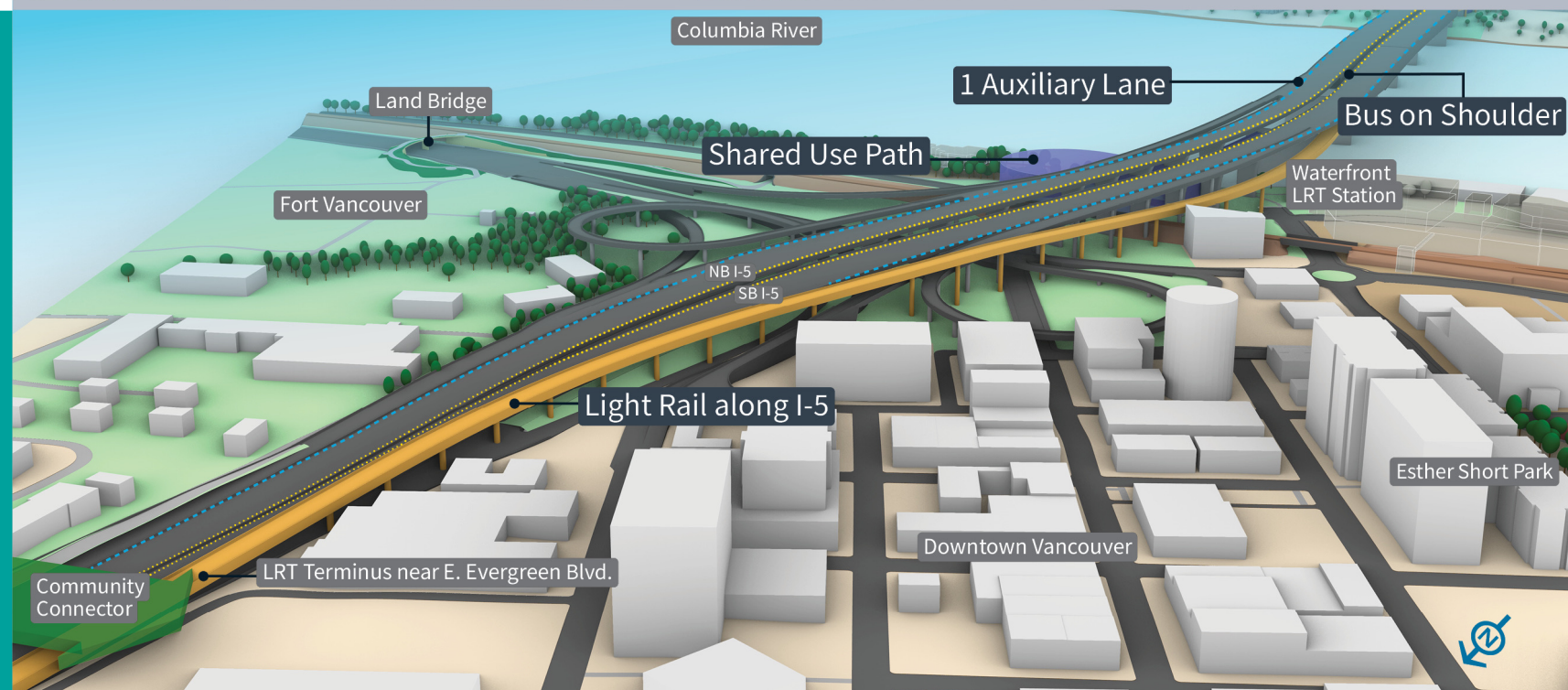
Maximizes benefits and minimizes burdens for equity-priority communities

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





# Single-level Bridge - Extradosed

*Vancouver Grant Street Pier, west of bridge*



## Single-level Bridge - Finback

*Vancouver Grant Street Pier, west of bridge*



## Single-level Bridge - Concrete

*Vancouver Grant Street Pier, west of bridge*



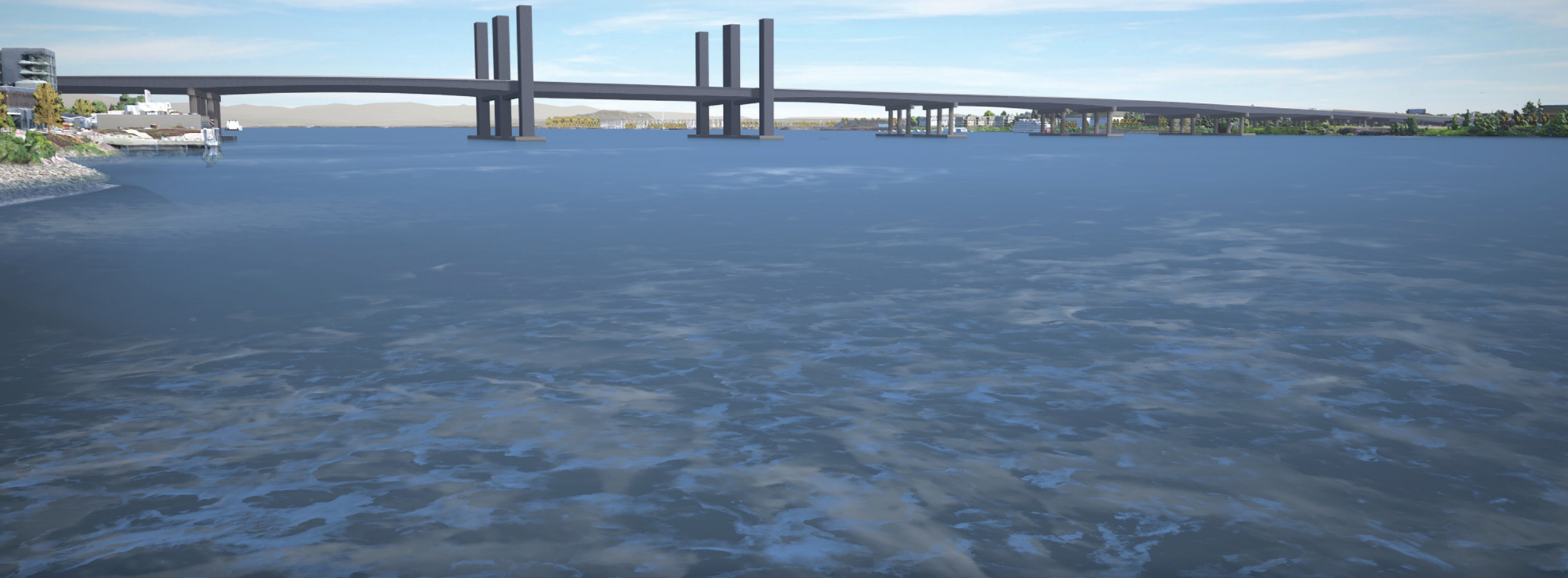
## Single-level Bridge - Steel Girder

*Vancouver Grant Street Pier, west of bridge*



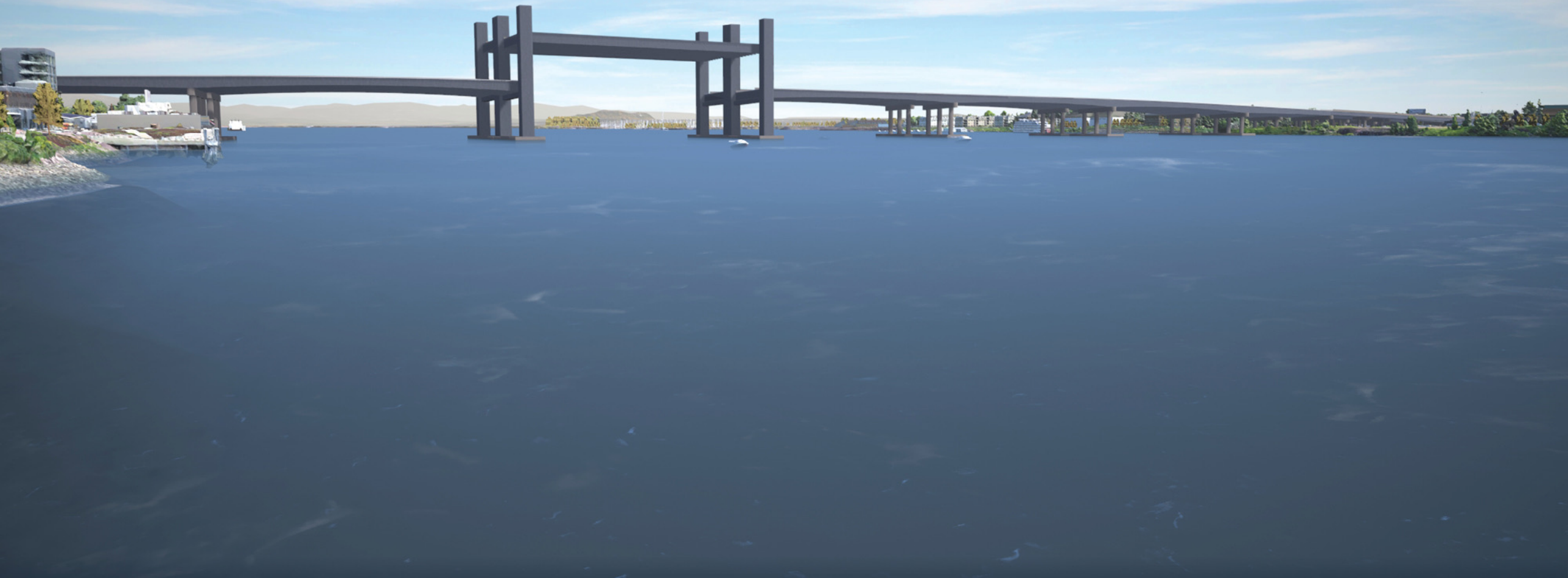
# Movable Bridge - Steel Girder - Closed

*Vancouver Grant Street Pier, west of bridge*



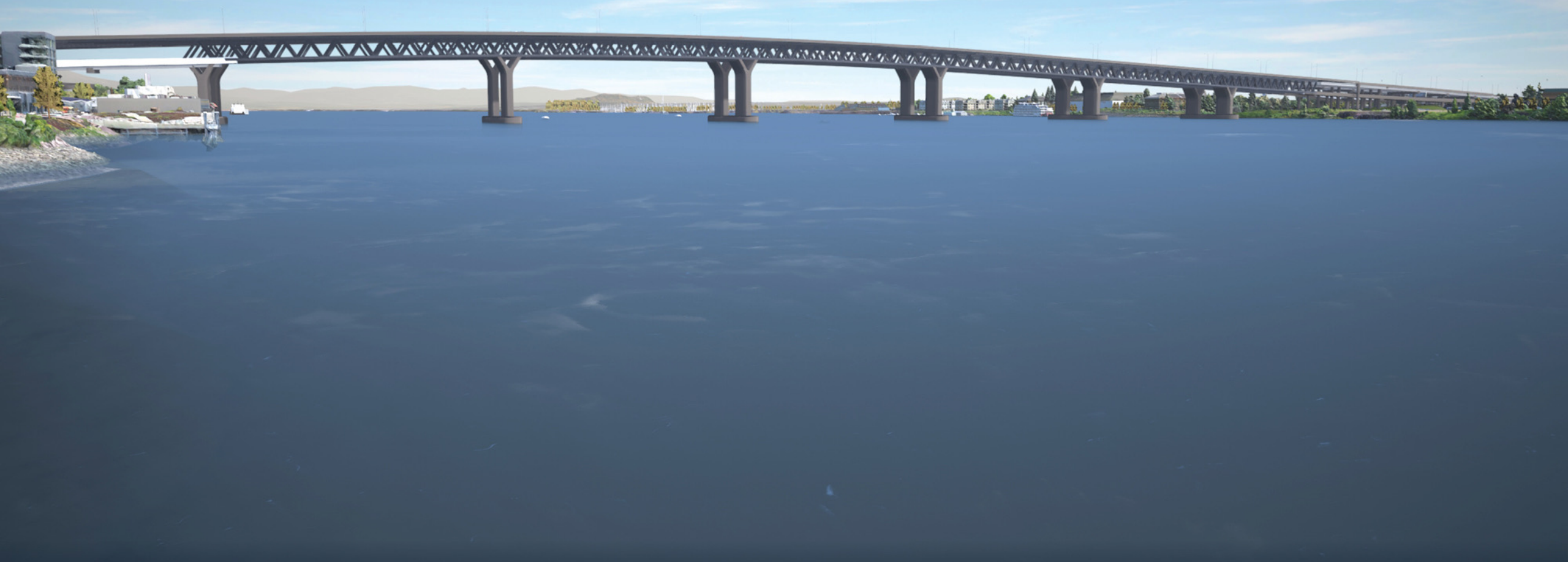
# Movable Bridge - Steel Girder - Open

*Vancouver Grant Street Pier, west of bridge*



## Double-level Bridge - Truss

*Vancouver Grant Street Pier, west of bridge*



# 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**

### What is included:

- ▶ Replacement bridge over the Columbia River
- ▶ Replacement of the North Portland Harbor Bridge
- ▶ One auxiliary lane northbound and southbound
- ▶ Extension of light rail from Portland to Vancouver, with the addition of three new station locations
- ▶ Partial interchange on Hayden Island
- ▶ Full interchange on Marine Drive
- ▶ Access bridge from Hayden Island to Marine Drive

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



# IBR Cost Estimate Breakdown

- ▶ All elements of the program are needed to ensure a safe and effective multimodal corridor
- ▶ The cost breakdown does not indicate the anticipated sources of funds.

**A**

Washington Interchanges, Roadway and Shared Use Path  
**Cost Range: \$0.99 - \$1.49 billion**

**C**

Interstate Bridge Replacement and Approaches\*\*  
**Cost Range: \$1.64 - \$2.45 billion**

**B**

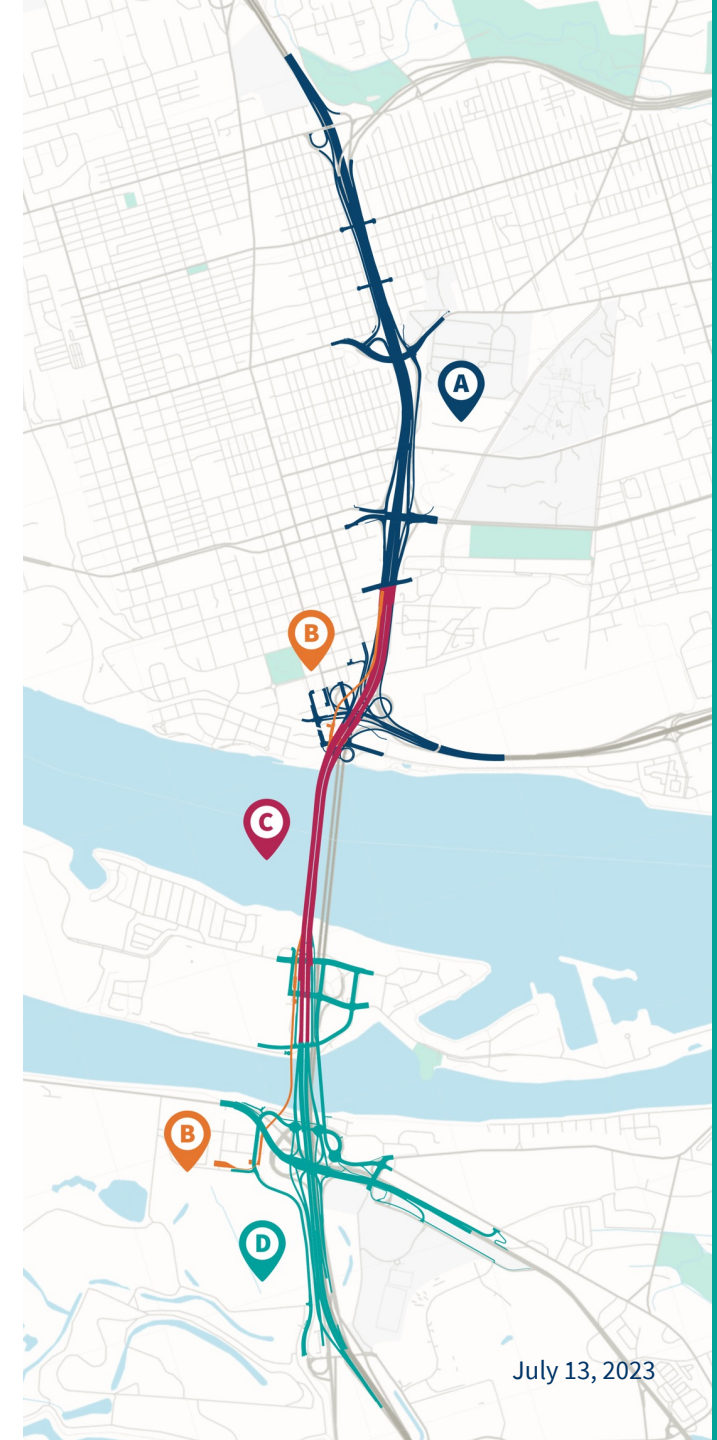
Transit Investments\*  
**Cost Range: \$1.32 - \$1.99 billion**

**D**

Oregon Interchanges, Roadway and Shared Use Path  
**Cost Range: \$1.05 - \$1.57 billion**

\* *Transit Investments cost estimate includes new stations, potential park and rides, and facilities to operate transit. This excludes a portion of the river bridge and approaches that will be included in transit costs when seeking federal grant funding.*

\*\**The Replacement Bridge and Approaches cost estimate includes 100% of the cost of the bridge across the river (including shared use path and the transit share of the bridge structure), as well as bridge approaches and removal of the existing bridge.*



# Proposed Funding Sources / Needs

► Cost Estimate: \$5 B - \$7.5 B

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

	Status	Funding Range	Financial Plan
Existing State Funding	Committed	\$100 M	\$100 M
Connecting WA Funding—Mill Plain Interchange	Committed	\$98 M	\$98 M
Move Ahead WA Funding	Committed	\$1,000 M	\$1,000 M
Oregon Funding Contribution	Anticipated	\$1,000 M	\$1,000 M
Toll Funding	Anticipated	\$1,100 – 1,600 M <sup>1</sup>	\$1,237 M
FTA New Starts CIG Funding	Prospective	\$900 – 1,100 M	\$1,000 M
FHWA/USDOT Federal Grants	Prospective <sup>2</sup>	\$860 – 1,800 M	\$1,500 M
<b>Draft 2023 IBR Financial Plan Total</b>		<b>\$5,058 – 6,698 M</b>	<b>\$5,935 M</b>

<sup>1</sup> The preliminary financial capacity assessment by the OSTs confirms the viability of a \$1.24 B contribution under a base case financing scenario. Additional work will be done to assess the full financial capacity of net toll revenues.

<sup>2</sup> \$1.0 M in Federal Grants total is committed via FFY 2022 BIP Planning Grant award.

# IBR Construction Economic Impacts

- ▶ **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 EIA analysis**



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

# IBR Commitment to DBE Participation

- ▶ The IBR DBE plan will integrate best practices from around the country with input from local, state, and federal partners as part of our equity commitment.
- ▶ We are committed to DBE firm participation.
  - ODOT and WSDOT coordinated with FHWA to set an aggressive goal of 15% DBE participation for the GEC contract
  - We will work to maximize DBE participation and goals as the program moves forward on future contracts.
- ▶ Reduce contracting barriers and build capacity for small businesses and minority- and women-owned companies.
  - De-bundling contracts, providing supportive services and training, as well as bonding and insurance programs.
  - We will also have a Workforce Equity Program, including apprenticeships and On the Job Training, as well as a TERO program.



# IBR Commitment to DBE Participation

- ▶ **The IBR program will assist firms in obtaining their DBE certification**
  - Work with local contracting groups that represent DBE firms as we put together our plan and incorporate their ideas
  - Work to maximize DBE participation and goals as the program moves forward on future contracts.
- ▶ **Develop a DBE and workforce capacity-building strategy to ensure a workforce is ready to deliver the program.**
  - Ties to our Equity Objective to “Ensure that economic opportunities generated by the program benefit minority and women owned businesses, BIPOC workers, workers with disabilities, and young people.”



# Potential Future Workforce Opportunities

- ▶ Many opportunities will be available over the next 10+ years as the program works to finalize design and construct a safe, reliable multimodal connection across the Columbia River:

- Architecture
- Engineering
- Surveying
- Planning and Scheduling
- Permit Coordination
- Public Outreach
- Quality Control and Testing
- Construction Management
- Bridge Construction
- Bicycle/Pedestrian Path Construction
- Highway Cover
- Road Construction
- Light Rail Construction
- Transit Station Shelters
- Buildings Construction
- Steel Fabrication and Erection
- Electrical
- Concrete
- Stormwater and Trenching
- Drilled Shafts
- Asphalt Paving
- Retaining Walls
- Painting
- Excavation
- Site Work
- Utilities Relocation
- Trucking
- Landscaping
- Security
- Guardrails
- Signage
- Traffic Control
- Demolition
- Debris Removal
- Final Cleaning

# Contracting with ODOT and WSDOT

- ▶ **The ODOT Procurement Office uses the eBids system for highway and bridge construction projects**
  - For more information on how to do business with ODOT, subscribe for email updates, or create an eBids account, please visit <https://www.oregon.gov/ODOT/Business/Pages/index.aspx>
- ▶ **WSDOT has a business webpage you can access for more information on how to do business with WSDOT and subscribe for email updates.**
  - For more information, please visit <https://wsdot.wa.gov/business-wsdot>

# Community Engagement Update

- ▶ **Recent Community Engagement**
  - In-person neighborhood forums in Vancouver and Portland
  - DBE Meet & Greet
- ▶ **Upcoming Community Engagement**
  - Mini-grant partnerships with CBOs
  - IBR staff office hours
  - Summer fairs and festivals in Vancouver and Portland





# Next Steps

- ▶ **Draft SEIS: Late 2023**
  - 60-day Public Comment Period
    - *Hold public hearing(s) and other community engagement activities*
- ▶ **Federal Grant Applications: Summer 2023**
  - Mega Grant and Bridge Investment Program Grant Federal grants
  - IBR will apply for entry into program development for the Capital Investment Grant process to fund a portion of transit
  - Require demonstrating a committed state funding match portion to be competitive
- ▶ **Final SEIS and Amended Record of Decision: 2024**
- ▶ **Begin construction: Late 2025 / Early 2026**

# Stay Connected & Get Involved

- ▶ Sign-up for our monthly newsletter: [interstatebridge.org/news](https://interstatebridge.org/news)
- ▶ Attend a program meeting or community engagement event: [interstatebridge.org/calendar](https://interstatebridge.org/calendar)
- ▶ Comments? Questions? Email [info@interstatebridge.org](mailto:info@interstatebridge.org)
- ▶ Follow us on social media: @IBRprogram





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# Thank you!

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