



**Interstate
BRIDGE**
Replacement Program



IBR Program Update

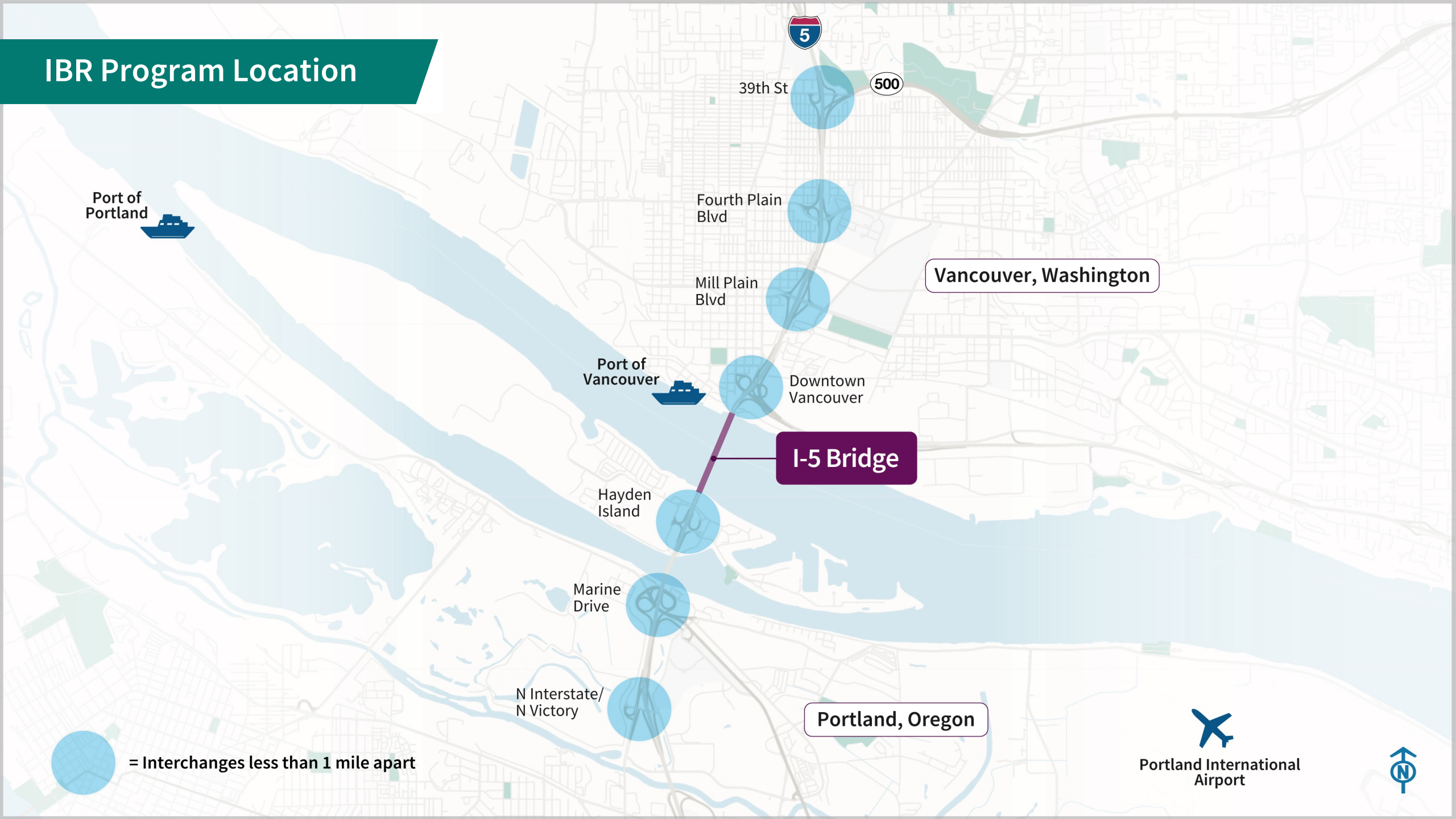
Association of Women and Minority Businesses

July 10, 2024

Greg Johnson

Program Administrator

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



= Interchanges less than 1 mile apart



Portland International
Airport



Purpose and Need



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



Earthquake vulnerability: In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.



Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.



Inadequate bike & pedestrian paths: Narrow shared use paths, low railing heights, and lack of dedicated pathways impede safe travel.



Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in more than 10 hours of congestion during peak travel times.



Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and bridge lifts.

Equity and Climate are Key Priorities



Members of Advisory Groups on Bridge Tour

- ▶ Maximize benefits and minimize burdens for equity priority communities
- ▶ Center equity priority community engagement and feedback
- ▶ Support Oregon and Washington’s goals of reducing greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions

Program Schedule



Schedule will be updated as needed to reflect program changes and timeline.

What is Being Studied in the Draft SEIS?

The Modified LPA will be compared to a No-Build Alternative

▶ Modified Locally Preferred Alternative

- Improve active transportation facilities and connections
- Extend LRT from Expo to Evergreen Blvd + bus on shoulder
- Three new LRT stations
- Replace bridges over Columbia River and North Portland Harbor
- Modify seven interchanges on I-5
- Three through lanes and at least one auxiliary lane in each direction

▶ No-Build Alternative

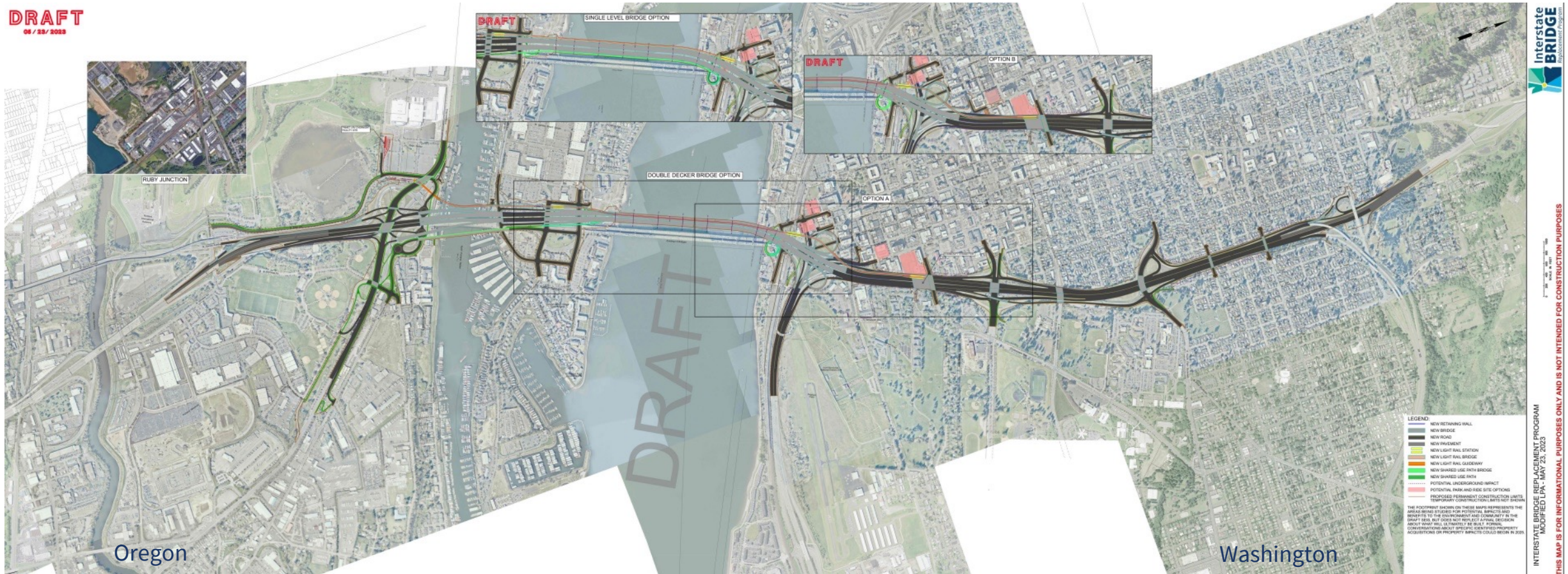
- None of the improvements associated with Modified LPA would be implemented
- Other planned projects that are independent of the IBR program would proceed

▶ Design Options being Studied

- Bridge configuration: Movable span, single-level, double-deck/stacked
- C Street ramps to/from I-5
- Inclusion of one or two auxiliary lanes
- Possible park & rides at Waterfront and Evergreen Transit stations
- I-5 alignment shift between SR14 and Mill Plain Blvd

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

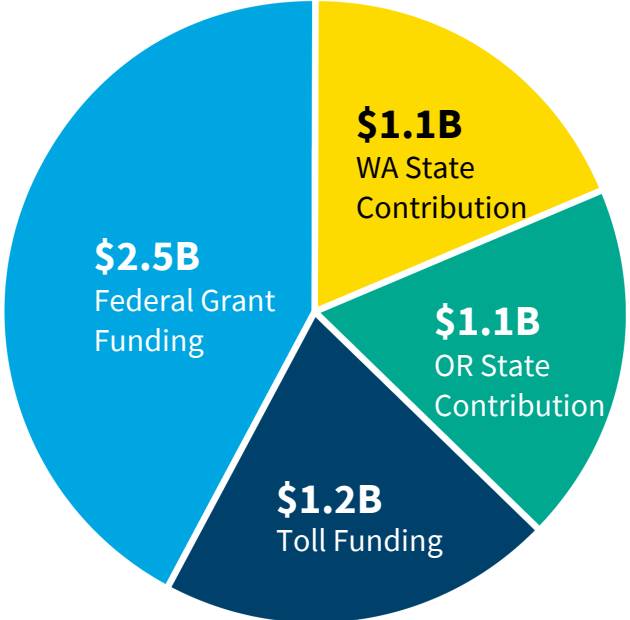
Public Comment Overview

- ▶ **The public will have 60 days to submit comments following release of the Draft SEIS expected in 2024.**
 - Information on the Modified LPA and design options is already available online at interstatebridge.org/nextsteps for you to review as you begin preparing to submit public comment.
- ▶ **Over the coming months, IBR will provide more information about what is being studied to aid in preparing for the public comment period.**
- ▶ **When you submit a public comment, the program will record the comment, and provide a response to the comment in the Final SEIS.**

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.

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; Toll bonding authorization not yet secured

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*



Considerations and Challenges

- ▶ Cost
- ▶ DBE participation
- ▶ Sequence
- ▶ Constructability

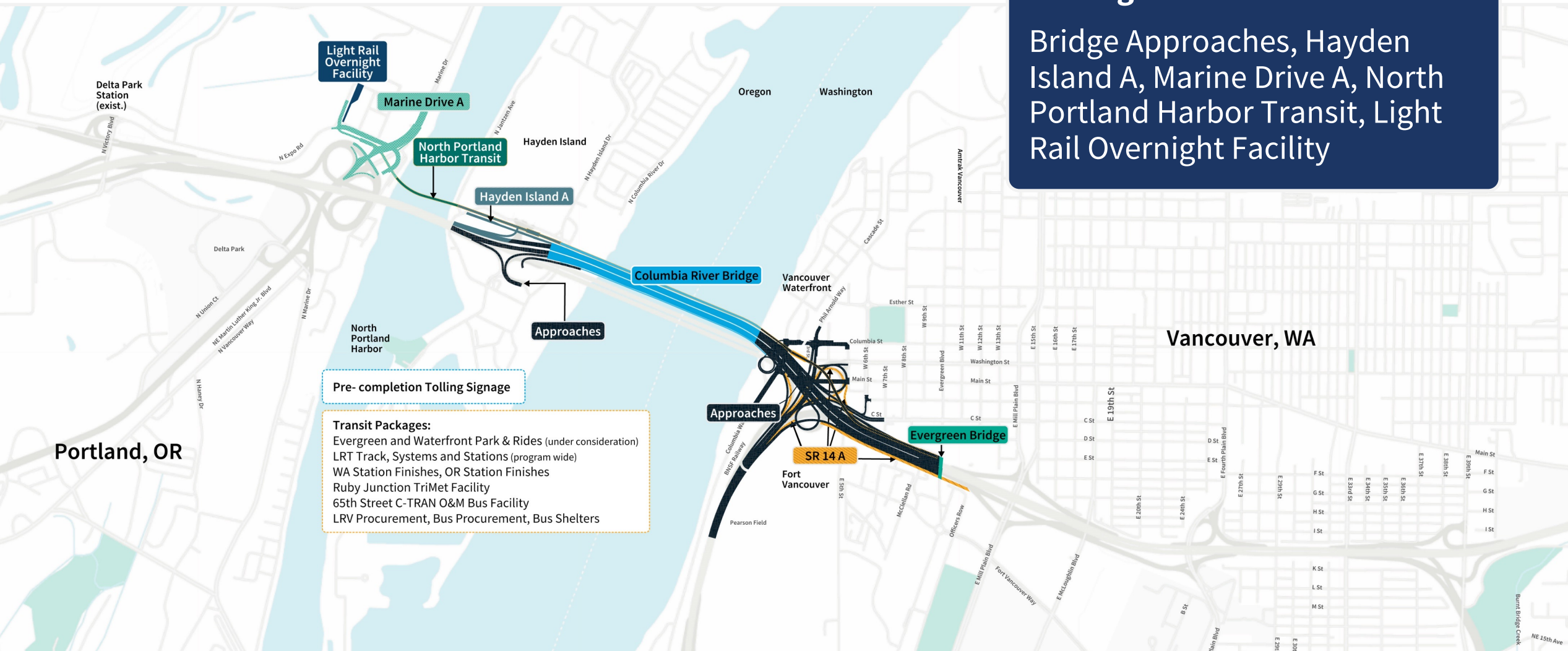
Conceptual Packages Sequence

Packages:
Pre-completion Tolling Signage,
Columbia River Bridge, SR 14 A,
Evergreen Bridge



Construction Package Sequence

Packages:
 Bridge Approaches, Hayden Island A, Marine Drive A, North Portland Harbor Transit, Light Rail Overnight Facility



Pre- completion Tolling Signage

- Transit Packages:**
- Evergreen and Waterfront Park & Rides (under consideration)
 - LRT Track, Systems and Stations (program wide)
 - WA Station Finishes, OR Station Finishes
 - Ruby Junction TriMet Facility
 - 65th Street C-TRAN O&M Bus Facility
 - LRV Procurement, Bus Procurement, Bus Shelters

Construction Package Sequence

Packages:
 Transit Packages,
 Columbia River Bridge Removal,
 Oregon I-5 Southbound,
 North Expo Road



Construction Package Sequence

Packages:
 North Portland Harbor Bridge Removal, Mill Plain, Washington North



Conceptual Packages Sequence

Packages:
Oregon I-5 Northbound,
Marine Drive Interchange,
Hayden Island Surface Streets



Pre-completion Tolling Signage

Transit Packages:
Evergreen and Waterfront Park & Rides (under consideration)
LRT Track, Systems and Stations (program wide)
WA Station Finishes, OR Station Finishes
Ruby Junction TriMet Facility
65th Street C-TRAN O&M Bus Facility
LRV Procurement, Bus Procurement, Bus Shelters

Conceptual Packages

DRAFT

Package Name	Duration	Cost Estimate	Proposed Delivery	Agency
Bridge Approaches	6-7 years	\$720 million-1.1 billion	Design Build or Progressive Design Build	WSDOT
Bus & BRT Infrastructure	1-1.5 years	\$3-5 million	Design Bid Build	C-TRAN
Bus Procurement	Less than a year	\$30-45 million	Two-step Sealed Bid	C-TRAN
Columbia River Bridge	5-6 years	\$1-1.5 billion	Design Build or Progressive Design Build	WSDOT
Columbia River Bridge Removal	2.5-3 years	\$120-180 million	Design Bid Build	WSDOT/ODOT
Evergreen Boulevard Bridge	2.5-3 years	\$9-14 million	Design Bid Build	WSDOT
Evergreen Park and Ride	1-1.5 years	\$90-140 million	Design Build	WSDOT
Hayden Island Package A	2-2.5 years	\$55-85 million	CM/GC or Design Bid Build	ODOT/TriMet
Hayden Island Surface Streets	2-2.5 years	\$53-80 million	Design Bid Build	ODOT

Conceptual Packages

DRAFT

Package Name	Duration	Cost Estimate	Proposed Delivery	Agency
Light Rail Overnight Facility	1.5-2 years	\$9-14 million	CM/GC	TriMet
Light Rail Track, System and Stations	3 years	\$190-290 million	CM/GC	TriMet
Light Rail Vehicle Procurement		\$190-290 million	Two-step Sealed Bid	TriMet
Marine Drive Interchange	3-3.5 years	\$240-360 million	CM/GC or Design Build	ODOT
Marine Drive Package A	2-2.5 years	\$28-58 million	CM/GC or Design Build	ODOT/TriMet
Mill Plain	3.5-4 years	\$550-830 million	Design Build	WSDOT
North Expo Road	2-2.5 years	\$14-21 million	Design Bid Build	ODOT
North Portland Harbor Bridge Removal	2-2.5 years	\$32-48 million	Design Bid Build	ODOT
North Portland Harbor Transit Bridge	2-2.5 years	\$25-53 million	CM/GC	TriMet

Conceptual Packages

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Package Name	Duration	Cost Estimate	Proposed Delivery	Agency
Oregon I-5 Northbound	3-3.5 years	\$700 million-1 billion	CM/GC or Design Build	ODOT
Oregon I-5 Southbound	3-3.5 years	\$640-960 million	CM/GC or Design Build	ODOT
Oregon Station Finishes	1-1.5 years	\$1-2 million	Design Bid Build	TriMet
Pre-completion tolling signage	Less than a year	\$4-6 million	Design Bid Build	ODOT or WSDOT
Ruby Junction TriMet Facility	2 years	\$45-65 million	CM/GC	TriMet
65 th Street C-TRAN Operations & Maintenance Bus Facility	1-1.5 years	\$8-12 million	Design Bid Build	C-TRAN
SR 14 Package A	2.5 -3 years	\$8-12 million	Design Bid Build	WSDOT
Washington North	4-4.5 years	\$180-270 million	Design Build	WSDOT
Waterfront Park and Ride	1-1.5 years	\$30-40 million	Design Build	WSDOT
Washington Station Finishes	1-1.5 years	\$1-2 million	Design Bid Build	WSDOT

Upcoming Geotechnical Work

- ▶ Geotechnical contract on Hayden Island that will inform design
- ▶ **Scope: Test three types of methods of ground improvements in potentially liquifiable alluvial soils**
 - Vibro Stone Columns
 - Deep Soil Mixing
 - Jet Grouting
- ▶ **Duration: Six Months**
- ▶ **Cost Range: \$900,000 - \$1,100,000**
- ▶ **Delivery Method: Design Bid Build**
- ▶ **Agency: ODOT**



IBR Commitment to DBE 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 DBE and capacity-building strategies to ensure workforce is prepared to deliver 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.”*

Workforce Development

- ▶ **A workforce study was commissioned in partnership with regional workforce development agencies.**
 - It identified gaps and opportunities to foster readiness and access to family sustaining jobs for the local workforce.
 - Visit www.interstatebridge.org/DBEpartners to read the study or the executive summary.
- ▶ **The program is also developing a workforce equity program that would support apprenticeships, workforce training and hiring initiatives to advance the program's equity objectives.**
 - By including provisions that establish living wages, worksite safety, workforce diversity goals, supports for small and disadvantaged businesses, and workforce development opportunities, the workforce equity program would directly support the program's equity objectives.
- ▶ **Contractor Meet & Greets**
 - Opportunities for Disadvantaged Business Enterprises (DBEs) to learn about potential future contracting work, discover resources for technical support and network with other contractors.

Potential Design & Construction Opportunities

► Many opportunities will be available over the next 10+ years as the design is finalized and construction takes place:

- Air, noise, and water quality monitoring
- Architecture
- Asphalt Paving
- Bicycle/Pedestrian Path Construction
- Bridge Construction
- Vertical Construction
- Concrete
- Construction Management
- Debris Removal
- Demolition
- Drilled Shafts
- Electrical
- Engineering
- Excavation
- Final cleaning
- Guardrails
- Independent Cost Estimates
- Landscaping
- Light Rail Construction
- Painting
- Project Management
- Permit Coordination
- Public Outreach
- Quality Control and Testing
- Road Construction
- Retaining Walls
- Security
- Signage
- Site Work
- Stormwater and Trenching
- Steel Fabrication and Erection
- Surveying
- Traffic Control
- Transit Station Shelters
- Trucking
- Utilities Relocation
- Wetland Mitigation

Contracting with ODOT and WSDOT

- ▶ Oregon and Washington have reciprocity for DBE certification.
- ▶ 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 to email updates, or create an eBids account, please visit: 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 on how to do business with WSDOT, please visit: <https://wsdot.wa.gov/business-wsdot>

Contracting with TriMet and C-TRAN

▶ TriMet

- For more information on how to do business with TriMet, please visit: www.trimet.org/procurement

▶ C-TRAN

- For more information on how to do business with C-TRAN, please visit: www.c-tran.com/about-c-tran/business/procurement/

Next Steps

- ▶ **Draft SEIS: Later this year**
 - 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**
- ▶ **I-5 Bridge Bi-State Toll Subcommittee**
 - Commission toll rate-setting anticipated to occur in 2025
- ▶ **Final SEIS and Amended Record of Decision anticipated in 2025**
- ▶ **The goal is to begin construction activities in late 2025 / early 2026**

Stay Connected & Get Involved

- ▶ Join us for IBR office hours, in person or virtually, and get your questions answered! Visit interstatebridge.org/calendar to schedule an appointment, email info@interstatebridge.org or call
- ▶ Sign-up for our monthly newsletter: interstatebridge.org/news
- ▶ Attend a program meeting or community engagement event: interstatebridge.org/calendar
- ▶ Comments? Questions? Email info@interstatebridge.org
- ▶ Follow us on social media: @IBRprogram





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Thank you!

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