

Associated General Contractors: IBR Program Update

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IBR Program Location

Port of Portland



39th St



500

Fourth Plain Blvd

Mill Plain Blvd

Vancouver, Washington

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

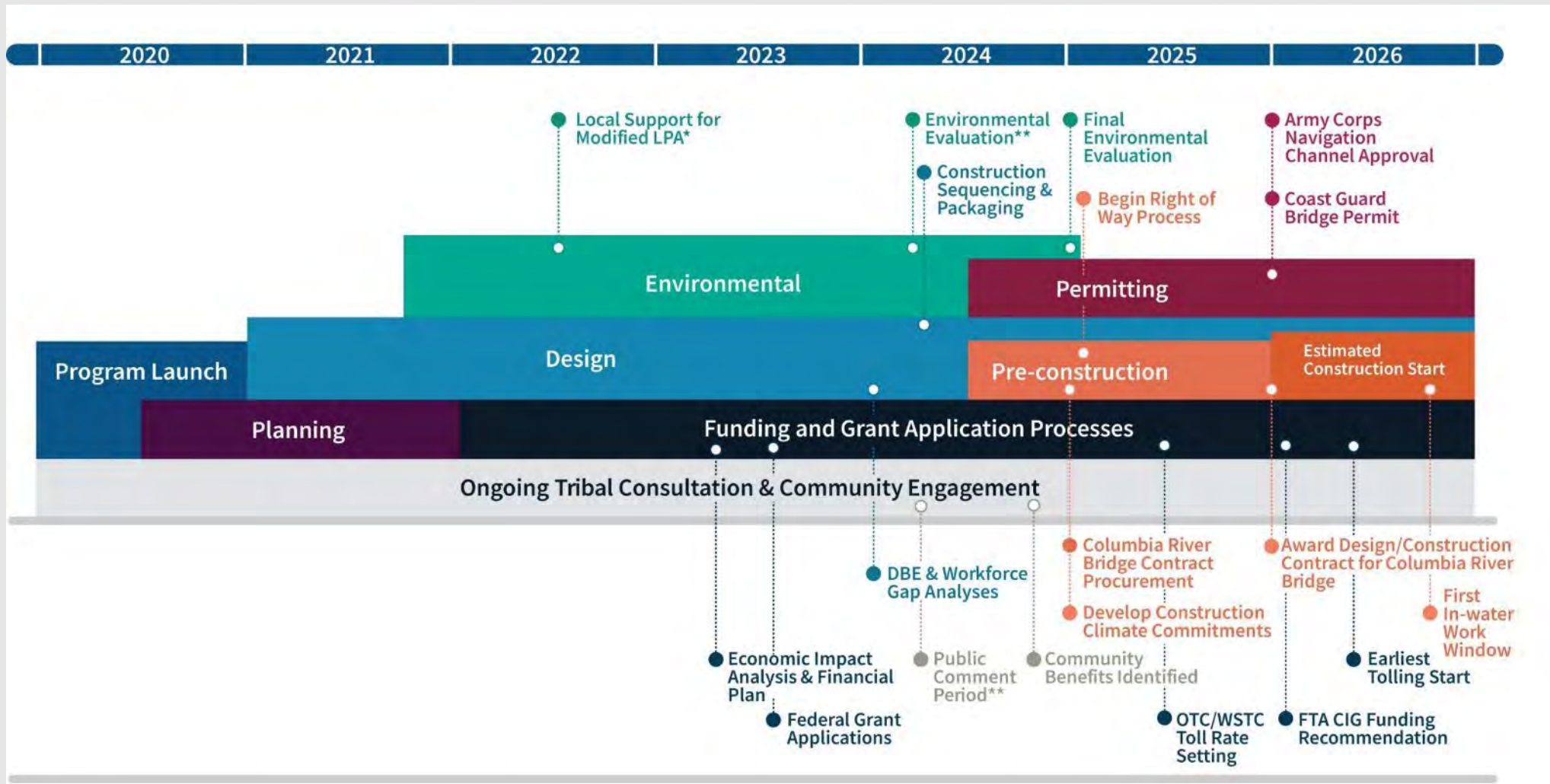


Recent Events

- Funding and grant updates
 - \$600m federal Mega Grant award notification
 - Bridge Investment Program grant application submitted
 - Approval to enter project development for the Capital Investment Grant process to fund a portion of transit
- Other recent events and tours:
 - Senator Murray & Senator Cantwell roundtable and tour
 - Roundtable with Mitch Landrieu
 - Association General Contractors tour
 - Oregon Transportation Commission tour
 - WA State Transportation Commission tour



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 Being Studied

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.



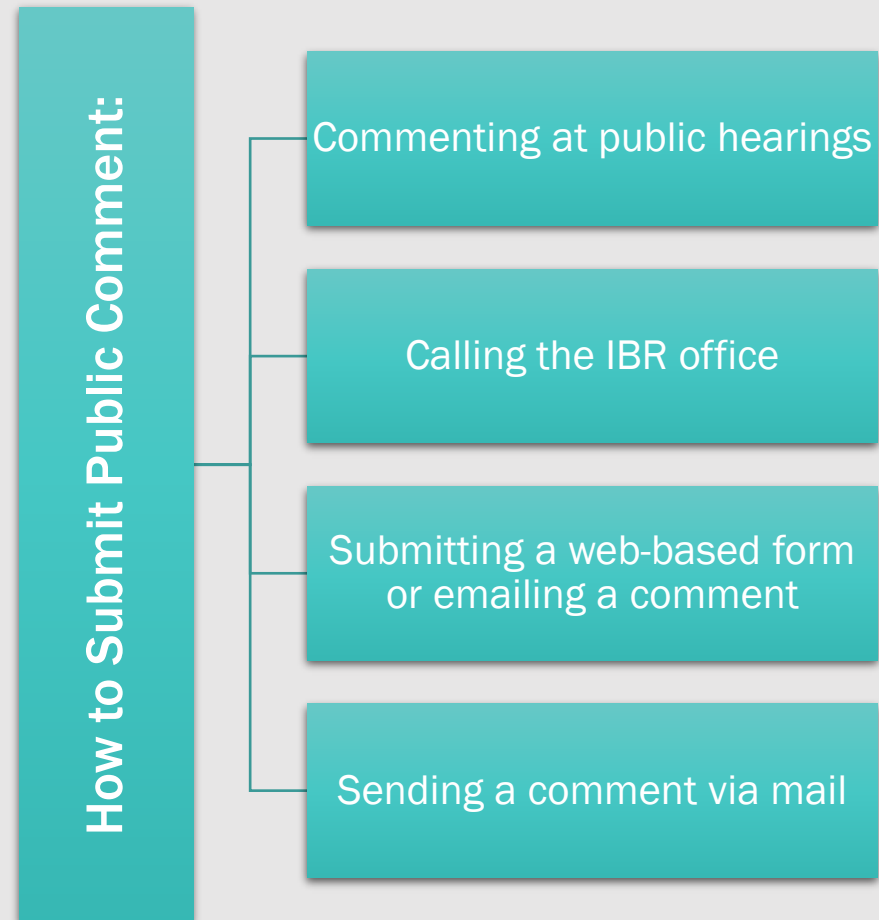
Public Comment Overview

There will be multiple ways to access the Draft SEIS once it is published this spring

- The public comment period will last 60 days
- Comments do not have to be in English
- The program will accommodate accessibility, ADA, and other needs

All public comments will be recorded and a response will be documented in the Final SEIS

- Responses will include any changes, updates, and new information added based on those comments
- The program will provide a summary of comments received following the public comment period

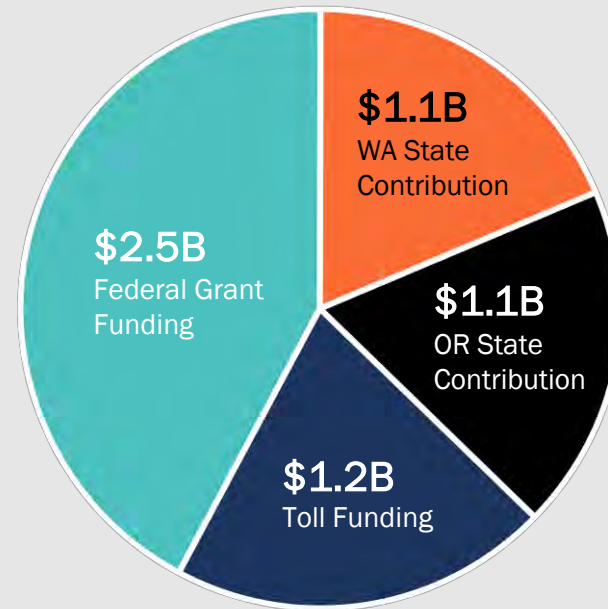


Cost Estimate and Economic Benefits

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
- **Federal Grant Funding**
\$600M Mega Grant and \$1M BIP planning grant secured;
pursuing remaining grant amount
- **OR State Contribution**
\$55M in planning secured;
construction funding committed
- **Toll Funding**
Tolling authorized; bonding not yet secured

Proposed Funding Sources/Needs

	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

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.

Upcoming Cost Estimate Updates

- Our current cost estimate was developed through a rigorous process that considered cost escalation and inflation factors.
- Transportation projects nationwide and regionally are experiencing inflation, higher construction bids and changing market conditions.
 - We are closely tracking other projects and industry trends to incorporate lessons learned and proactively address challenges they've experienced.
 - Staying on schedule for starting construction is one of the most important things we can do to mitigate risks to program costs.
- While we do not yet know how this will impact IBR, we will manage to the budget we have and deliver the program with the available funding.
- This year we will go through another Cost Estimate Validation Process (CEVP) process and have a new cost estimate available, anticipated in summer 2024.

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

Construction Delivery

IBR Construction Delivery

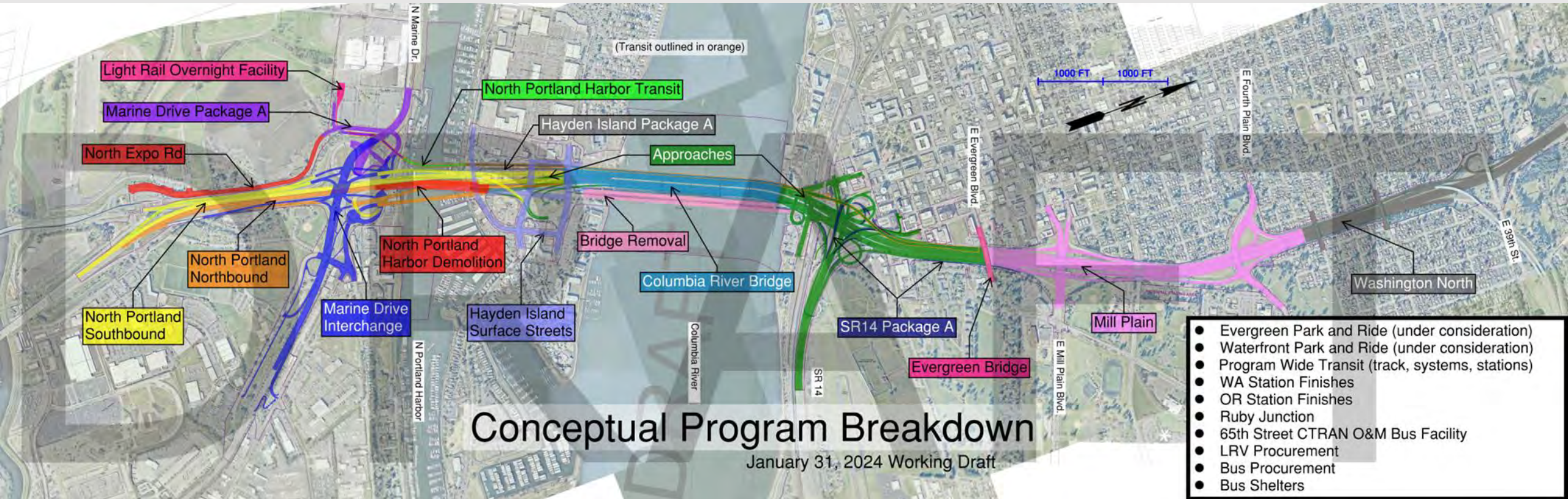
- The program is developing a construction delivery plan that will identify construction contracting information for delivery of the 5-mile corridor.
- Construction is expected to be sequenced, starting with the river crossing and its approaches.
 - Construction of the river crossing is expected to occur 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.

Program Delivery Considerations

- Maximizing DBE opportunities
- Multiple bidders
- Cost
- Funding
- Schedule
- Minimize risk
- Maintain freight and commuter mobility
- Concurrent transit completion

Conceptual Map

- This graphic is intended only to show potential contract packages. It does not reflect all design options under analysis and does not reflect design decisions.
- The IBR program delivery plan is a work in progress; this map is subject to ongoing modifications.



Workforce Opportunities

IBR Workforce Opportunities

- ODOT and WSDOT are committed to supporting labor and providing opportunities for a diverse workforce to grow and thrive, leveraging the significant 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 a partner 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.

Potential Future Workforce Opportunities

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

- 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

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 of 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 SEID 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
- Final SEIS and Amended Record Decision: Late 2025/Early 2026
- Begin construction: 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

Thank you!