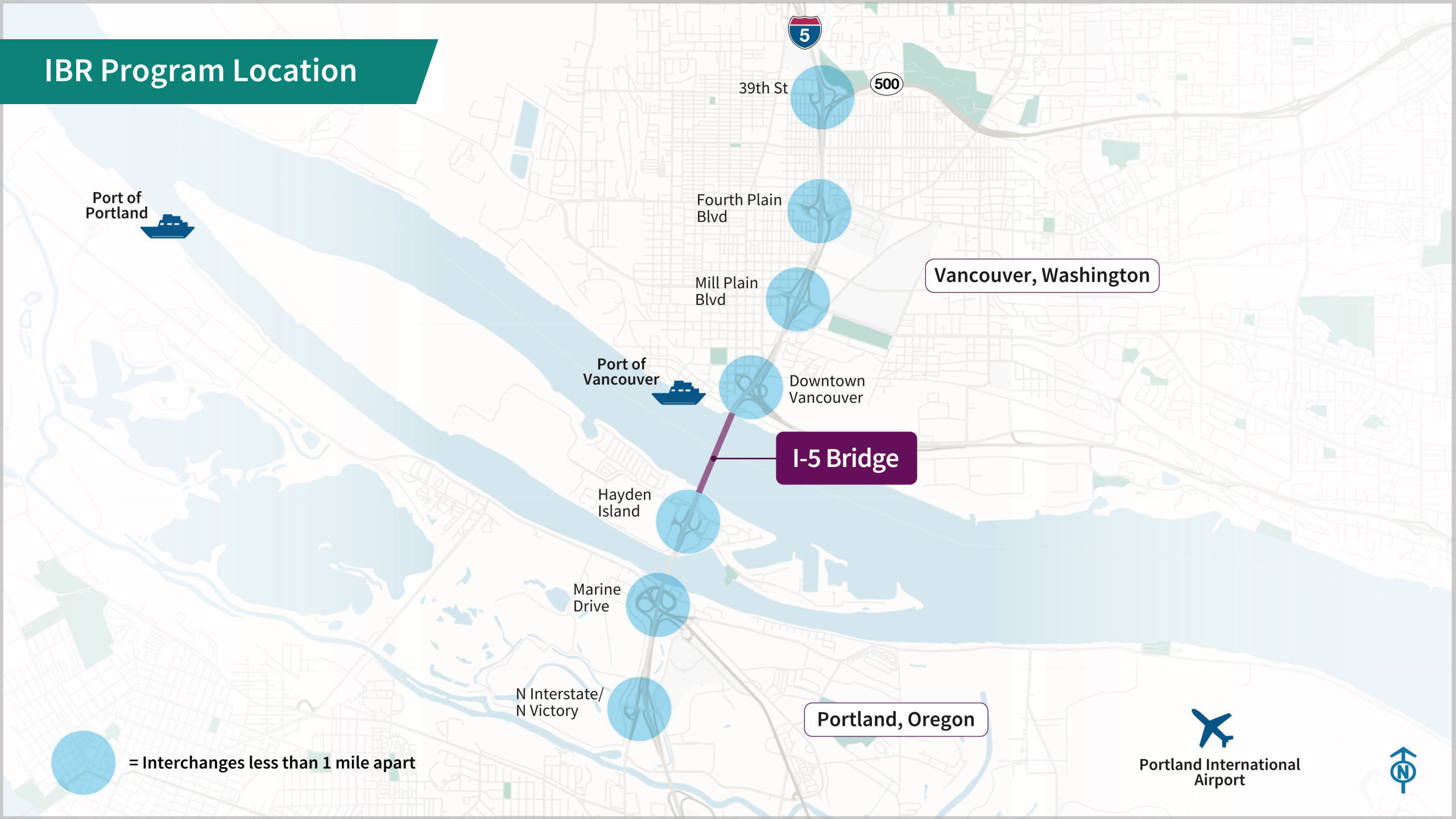




ACEC-ODOT Partnering Conference: IBR Program Update

Ray Mabey | Assistant 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



Recent Events

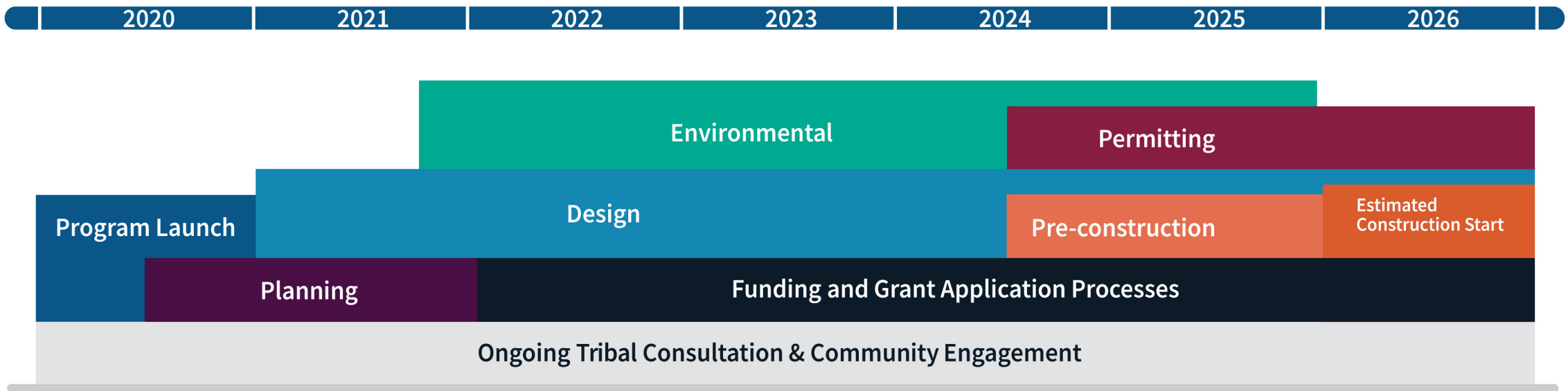
- Funding and Grant Updates
 - \$600m federal Mega Grant award notification
 - Bridge Investment Program grant application submitted
 - Approval to enter project development for the Capital Investment Grant process to fund a portion of transit
- Notable Events and Tours
 - U.S. Secretary of Transportation Pete Buttigieg visit
 - Federal Highway Administration Administrator Shailen Bhatt visit
 - U.S. Senators Patty Murray & Maria Cantwell roundtable and tour
- Industry Engagement
 - NW Transportation Conference
 - SWCA Executive Summit
 - IBR Freight Forum
 - AGC-ODOT Annual Meeting
 - COMTO
 - AGC Tour
 - Apex/CREDC
 - Small Business Roundtable



Tolling: Oregon & Washington Commission Coordination

- In January, the Commissions signed an agreement setting up a bi-state tolling subcommittee that will recommend rates and policies to the full Commissions.
- The Commissions will jointly determine topics such as:
 - Rate-Setting
 - Hours of operation
 - Time of day rates & truck multiplier rates
 - Escalation
 - Exemptions and/or Discounts
- These topics will be part of ongoing commission discussions with rates and policies being set about 6-8 months before tolling begins.
- Next Meeting: June 21, 2024

Program Schedule



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

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:

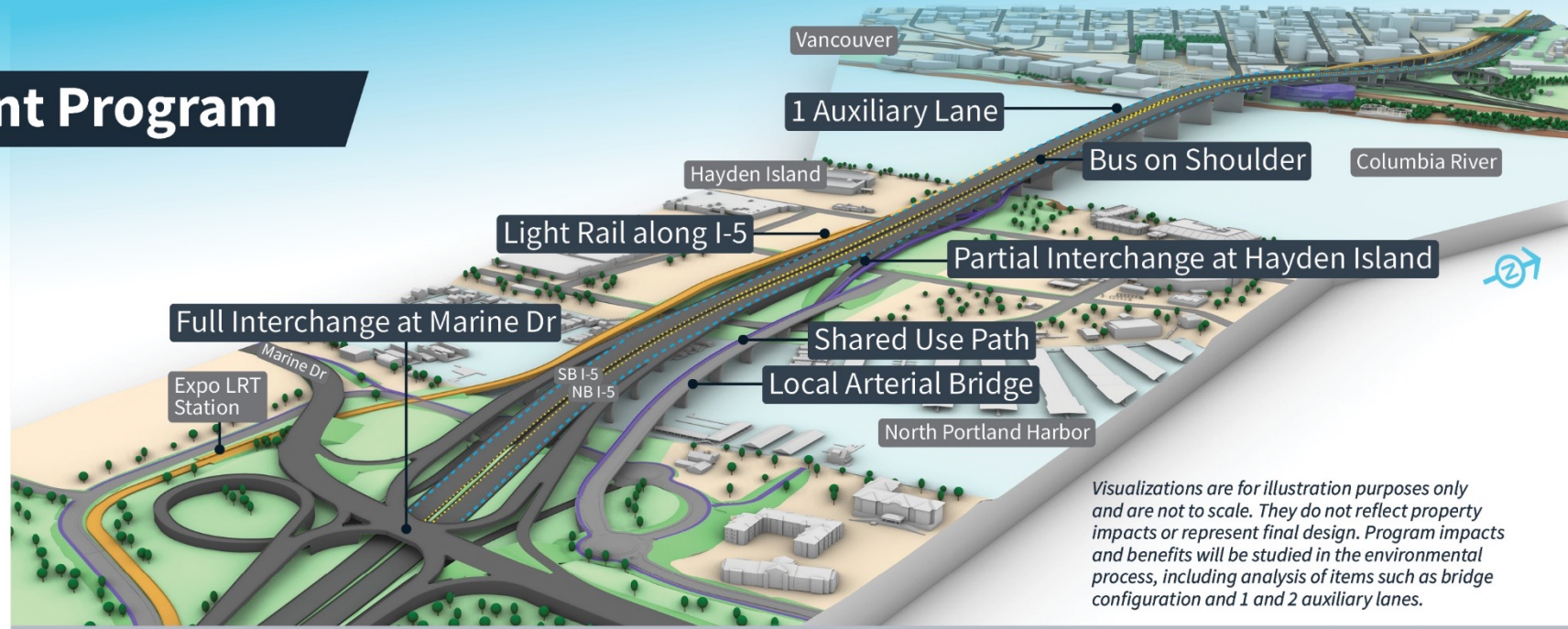
Extends Light Rail and adds express bus on shoulder to better connect transit systems

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



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 SR-14 and Mill Plain
 - Maintain existing alignment; Westerly shift toward downtown*

*Design options being studied in the Draft SEIS but not included in the Modified LPA

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.



Cost Estimate and Economic Benefits

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 Oregon and Washington State 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

- IBR's current cost estimate was developed through a rigorous process that considered cost escalation and inflationary risk factors.
- Transportation projects nationwide and regionally are experiencing inflation, higher construction bids and changing market conditions.
- While it is not yet known how this will impact IBR, the program will manage to the budget and deliver the program with the available funding.
- The program will go through another Cost Estimate Validation Process (CEVP) and provide an updated cost estimate available as the environmental process progresses.

Construction Delivery

IBR Construction Delivery

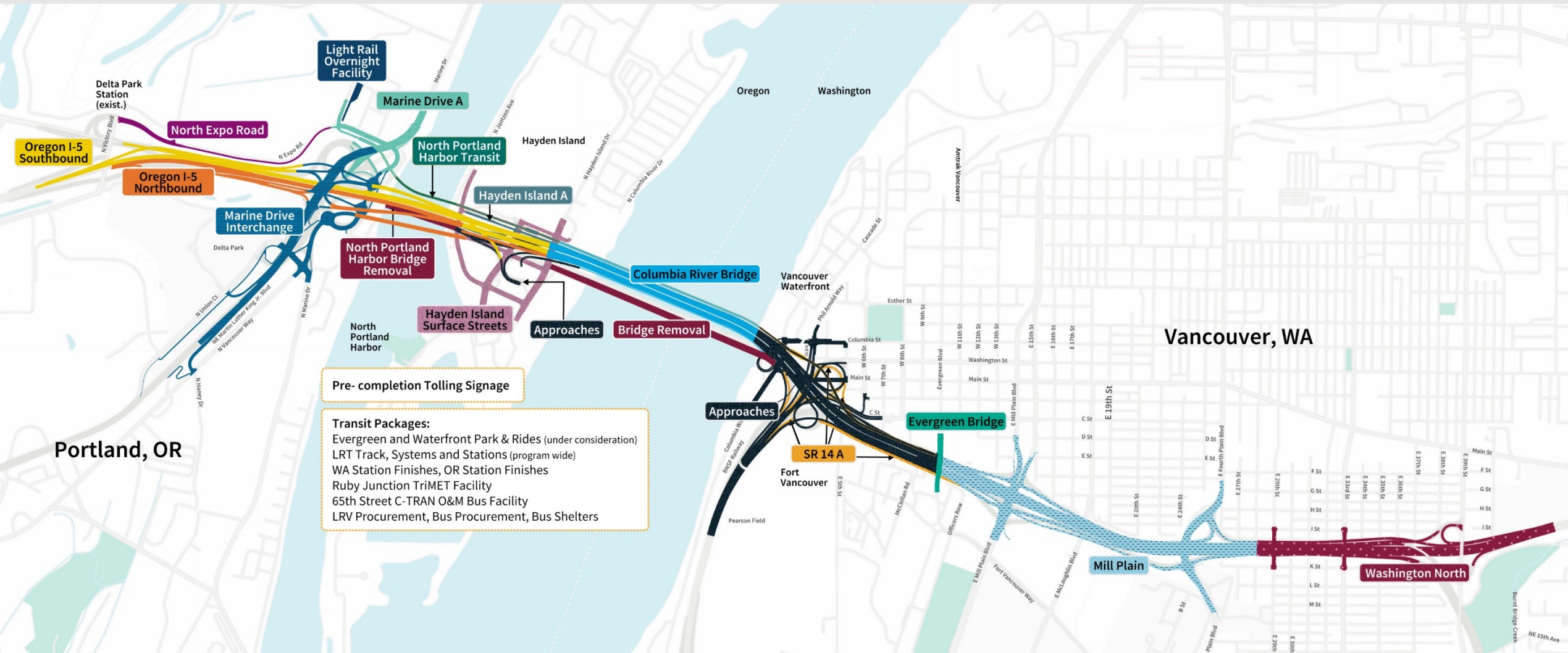
- The program is developing a construction delivery plan that will identify construction contracting information for delivery of the five-mile corridor.
- Construction is expected to be sequenced, starting with the river crossing and its approaches.
 - Construction of the river crossing is expected to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

Considerations and Challenges

- Cost
- Schedule
- Constructability
- DBE participation



Conceptual Packages Sequence



DRAFT

All packages are draft conceptual packages and subject to change

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

All projected cost ranges listed include design, right of way, and construction. They are based on the program's 2023 financial plan and will be updated as additional detail is identified and cost estimates are refined.

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

All projected cost ranges listed include design, right of way, and construction. They are based on the program's 2023 financial plan and will be updated as additional detail is identified and cost estimates are refined.

Conceptual Packages

DRAFT

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 and 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

All projected cost ranges listed include design, right of way, and construction. They are based on the program's 2023 financial plan and will be updated as additional detail is identified and cost estimates are refined.

Workforce Opportunities

IBR Workforce Opportunities

- ODOT and WSDOT are committed to supporting labor and providing opportunities for a diverse workforce to grow, leveraging the significant economic investment opportunity for the advancement of the region.
- We commissioned a workforce study in partnership with regional workforce development agencies.
- Contractor Meet & Greets and opportunities for DBEs to learn about potential future contracting work and networking.

Potential Future Consulting Opportunities

- Owners' representative opportunities will be available to support delivery of program investments:
 - Project engineering / design services
 - Design oversight
 - Construction engineering and inspection
 - Independent cost estimators
 - Owner staff augmentation for contract management/oversight

Potential Future Contractor Opportunities

- Many opportunities will be available over the next 10+ years as the design is finalized and construction takes place:
 - Asphalt Paving
 - Bicycle/Pedestrian Path Construction
 - Bridge Construction
 - Buildings Construction
 - Concrete
 - Debris Removal
 - Demolition
 - Drilled Shafts
 - Electrical
 - Excavation
 - Final Cleaning
 - Guardrails
 - Highway Cover
 - Landscaping
 - Light Rail Construction
 - Painting
 - Permit Coordination
 - Planning and Scheduling
 - Public Outreach
 - Quality Control and Testing
 - Retaining Walls
 - Road Construction
 - Security
 - Signage
 - Site Work
 - Steel Fabrication and Erection
 - Stormwater and Trenching
 - Surveying
 - Traffic Control
 - Transit Station Shelters
 - Trucking
 - Utilities Relocation

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.
- Develop DBE and capacity-building strategies to ensure the workforce is prepared to deliver the program.

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
- OTC/WSTC tolling coordination
 - 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 888-503-6735
- 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!