



Interstate Bridge Replacement Program: Industry Day

May 6, 2024

Welcome

Johnell Bell, Principal Equity Officer

Presentation Agenda

Welcome + Introductions

Program Overview

Program Delivery & Packaging

Opportunities with the IBR Program & DBE participation

Next Steps

Moderated Q&A Session

Presentation Norms & Expectations

- ▶ Honor the agenda, save questions until the end.
- ▶ Listen to understand and ask questions to clarify.
- ▶ Hard on the issues, soft on the people.
- ▶ Address interests and seek common ground.
- ▶ Provide a balance of speaking time.



IBR Program Presenters

- ▶ **Greg Johnson — Program Administrator**
- ▶ **Aidan Gronauer — Asst. Director of Civil Rights & Equity**
- ▶ **Kelly McNutt — IBR Procurement**
- ▶ **Johnell Bell — Principal Equity Officer**
- ▶ **Frank Green — Asst. Program Administrator**
- ▶ **Ray Mabey — Asst. Program Administrator**
- ▶ **Jim Ruddell — Program Manager**

Interactive Surveying with Mentimeter

Scan the QR code to participate in interactive polling throughout this presentation.



Your feedback is valuable to us and informs future engagement!

Poll Question No. 1

- ▶ **Is the business you are representing a DBE or SBE?**
 - Yes, we are a DBE and/or SBE
 - We are in the process of getting certification
 - No, we are qualified to be one but choose to not apply
 - No, and we do not qualify to be one
 - Unsure

Poll Question No. 2

- ▶ **What business are you in?**
 - Contracting
 - Subcontracting
 - Consulting
 - Supply chain
 - Specialty support services
 - Something else

Poll Question No. 3

► How familiar are you with the IBR program?

5: I was ready to get this bridge done yesterday.

4: I know some things but want to learn more.

3: Only what I've seen in the news.

2: This is my second time ever hearing about it.

1: Never heard of it.



Program Overview

Greg Johnson – Program Administrator

Interstate Bridge Replacement Program



Critical connection linking Oregon and Washington across the Columbia River

- Part of a vital regional, national, and international trade route
- The only movable bridge on I-5 between Canada and Mexico
- One span over 100 years old
- At risk for collapse in the event of a major earthquake
- \$1.2 million in annual Operations and Maintenance (O&M) costs
- Capital maintenance is estimated to cost over \$270 million by 2040



IBR Program Location

Port of Portland 


39th St  

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 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 Project Development for Capital Investment Grant process
- ▶ Community Benefits Advisory Group launched

2024

- ▶ US Secretary of Transportation Pete Buttigieg visits the IBR program following the recent award of \$600 million in USDOT Mega Grant funding

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

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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:

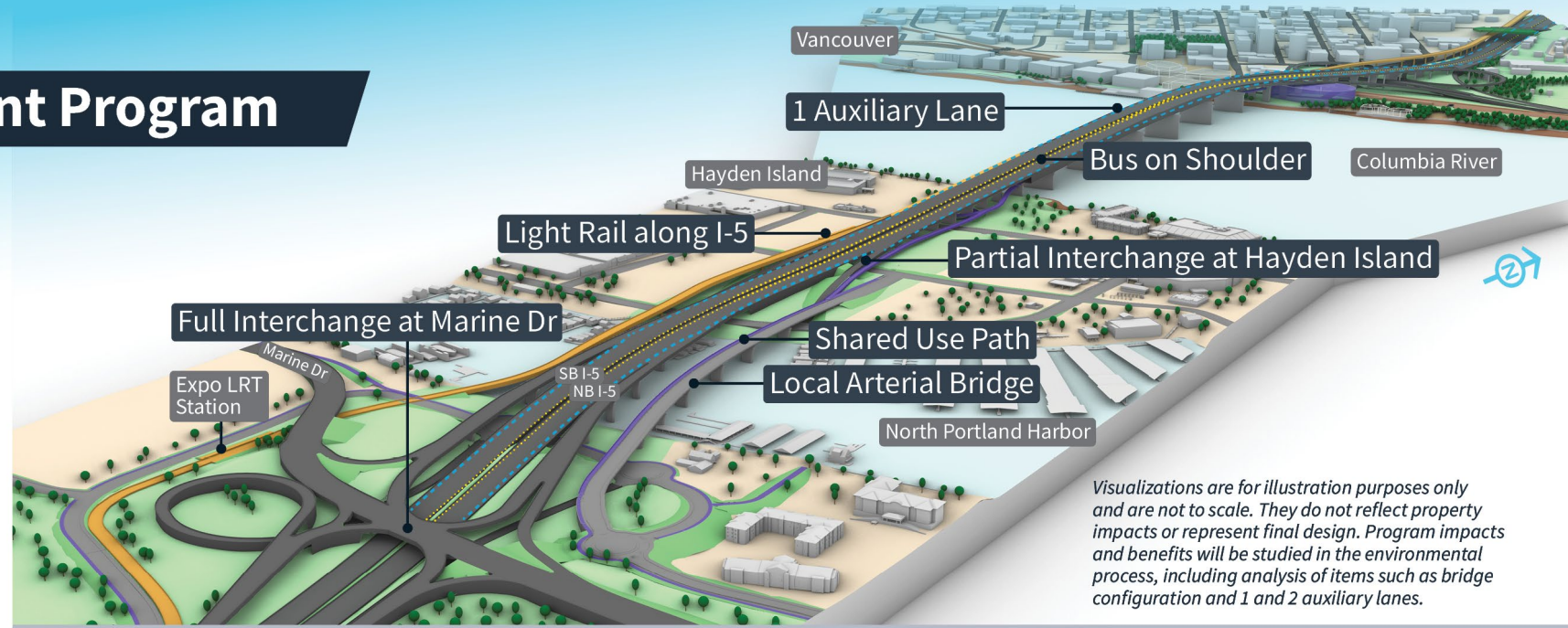
Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



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

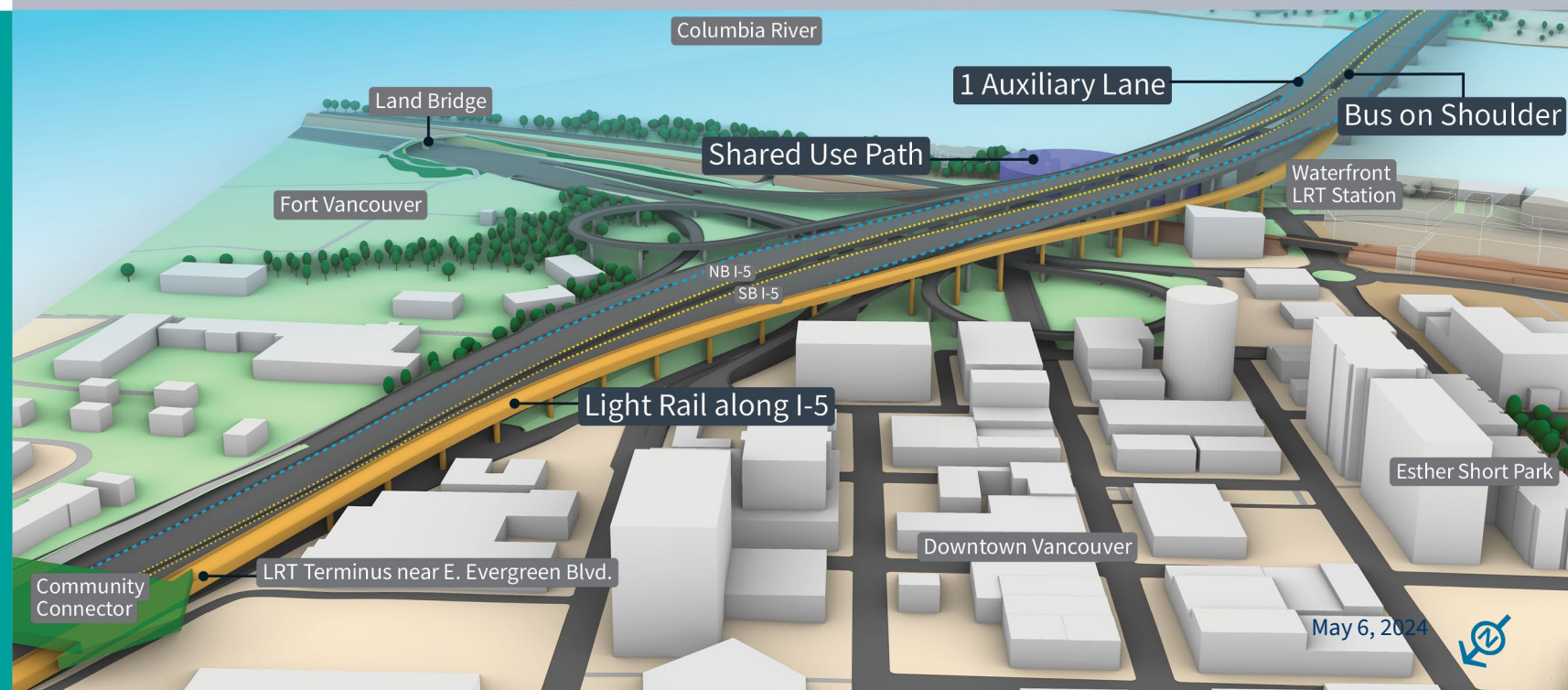
Maximizes benefits and minimizes burdens for equity-priority communities

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



May 6, 2024

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

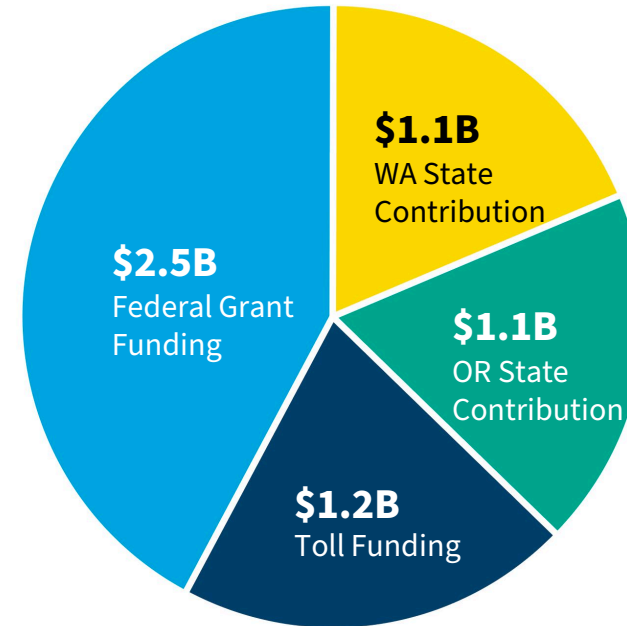
▶ Design Options being Studied

- 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

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

Updated as of 01.2024

May 6, 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*

Program Delivery & Packaging

Kelly McNutt – IBR Procurement

Poll Question No. 4

- ▶ **What contract delivery methods best align with your membership base or firm's experience and objectives if you were to bid as a prime or subcontractor? (Rank by preference)**
 - Design Build
 - Design Bid Build
 - Construction Manager/General Contractor (CM/GC)
 - General Contractor/Construction Manager (GC/CM)
 - Progressive Design Build
 - Other

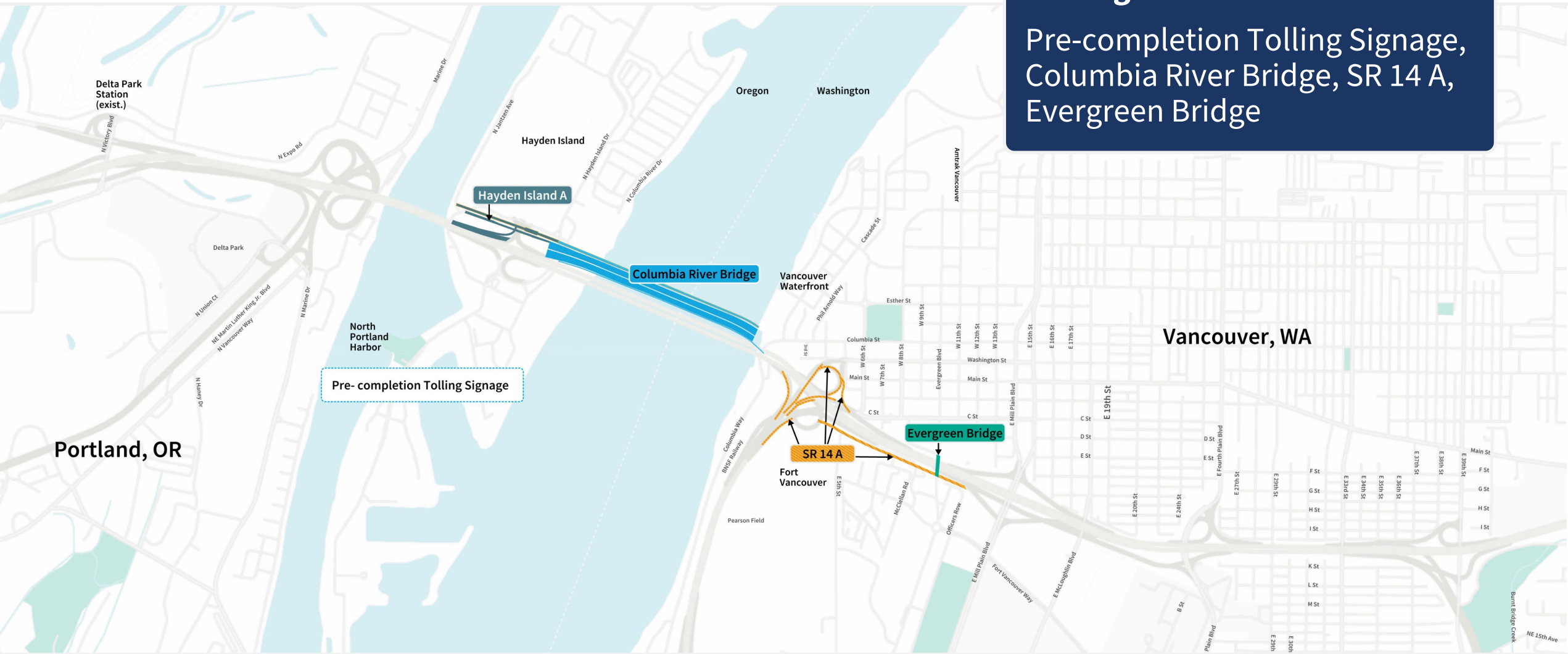


Considerations and Challenges

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

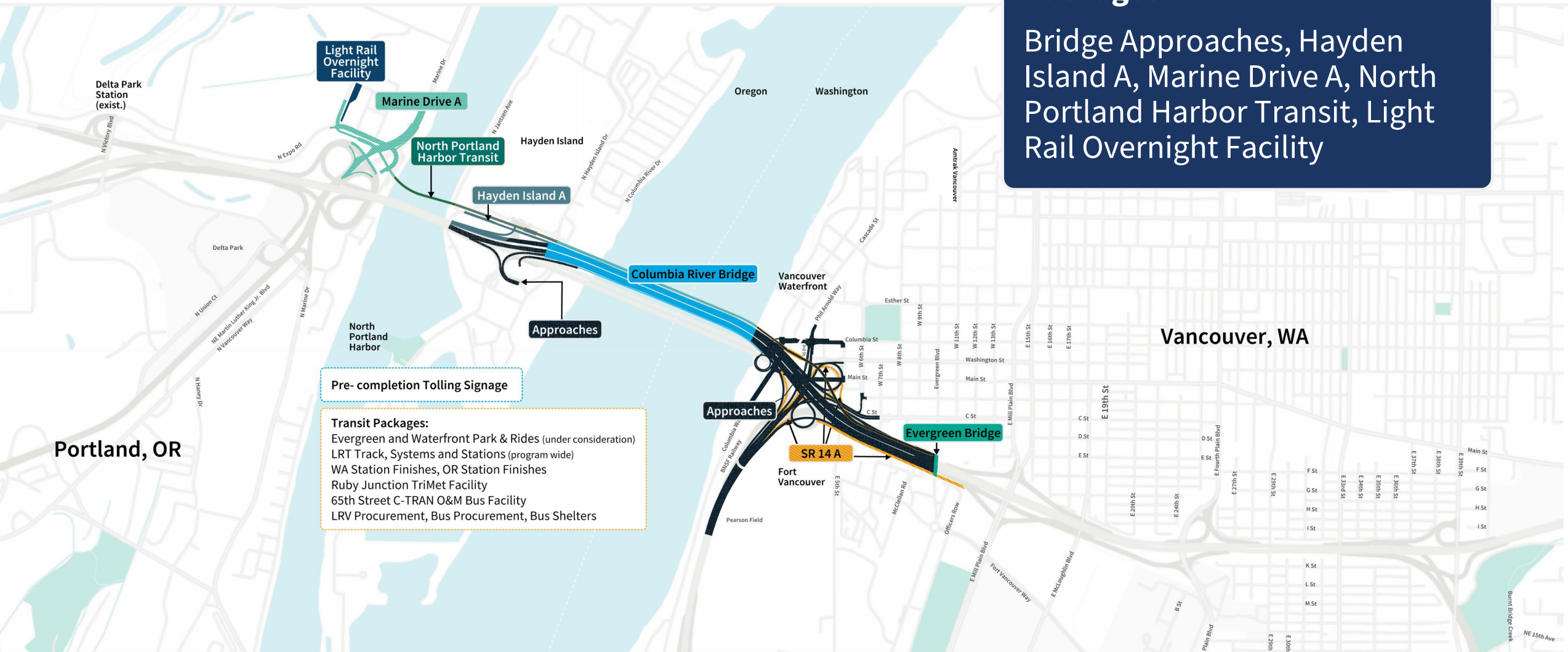
Conceptual Packages Sequence

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



Construction Package Sequence

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



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



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 Sequence

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



Conceptual Packages

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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

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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 liquefiable 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**



Opportunities with the IBR Program

Aidan Gronauer, Assistant Director of Civil Rights and Equity



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

Greg Johnson – Program Administrator

Next Steps

- ▶ We want your feedback on the concepts provided today.
- ▶ IBR staff members are stationed throughout the room for you to interact with and ask questions.
- ▶ We invite you to set up an appointment for office hours to meet 1:1 to discuss these concepts further.
- ▶ Email your thoughts to:
 - info@interstatebridge.org (General inquiries)
 - DBEinfo@interstatebridge.org (Info for DBE firms)
 - workforce@interstatebridge.org (Info on workforce development)

Poll Question No. 5

- ▶ **Do you agree with this statement?**
 - I found this presentation helpful and would recommend it to others.
 - 5: Strongly agree*
 - 4: Agree*
 - 3: Neither agree or disagree*
 - 2: Disagree*
 - 1: Strongly disagree*



Q&A Session

Johnell Bell – Principal Equity Officer

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
- ▶ Visit our webpage dedicated to info for DBEs: interstatebridge.org/dbepartners
- ▶ Attend a program meeting or community engagement event: interstatebridge.org/calendar
- ▶ Email
 - info@interstatebridge.org
 - DBEinfo@interstatebridge.org
 - workforce@interstatebridge.org
- ▶ Follow us on social media: @IBRprogram





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Follow us on social: @IBRprogram



Thank you!

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