



Interstate Bridge Replacement Program

November 28, 2023

Meeting Topics

Agenda

Program Updates

- Recent activities
- Questions/feedback and member discussion

Addressing Previous Questions

- Questions/feedback and member discussion

Continued Discussion on Design Process

- Overview of future design work
- Questions/feedback and member discussion

Next Steps

- Upcoming work
- Questions/feedback and member discussion on ongoing priorities

Public Comment

Program Update

Greg Johnson, Program Administrator

Proposed Funding Sources / Needs

► Cost Estimate: \$5 – 7.5 B

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

	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	Prospective 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 \$1.0 M in the Federal Grants funding range is committed via FFY 2022 BIP Planning Grant award.

Recent Activities

► Community engagement

- IBR office hours
- Neighborhood Association Meetings
- AgForestry Leadership
- Metropolitan Mayor's Consortium
- City of Portland bike/ped committees
- C-TRAN Citizen Advisory Committee
- East Portland Rotary Club

► Oregon Transportation Commission tour

- Commissioners received a tour similar to the one given to Washington transportation commissioners in September.

► Contractor Meet and Greet

► Bridge Investment Program grant application





Feedback and Discussion

- ▶ What questions or feedback do you have?

Addressing Previous Questions

Greg Johnson, Program Administrator

Frank Green, Assistant Program Administrator

Ray Mabey, Assistant Program Administrator

What engagement has occurred with businesses?

▶ Ongoing engagement:

- *15+ advisory group members representing businesses.*
- *Close collaboration with Port of Vancouver and Port of Portland.*
- *Numerous presentations to business forums, with around 20 so far in 2023.*
- *Individual meetings with businesses to share roll map and next steps.*
- *Continued conversations with potentially impacted fabricators and businesses.*

▶ Engagement leading up to the identification of the Modified LPA.

- *Downtown Vancouver and Hayden Island working groups with many local business representatives.*
- *Freight leadership meetings.*

▶ Direct outreach to invite residential and business property owners to attend our neighborhood forums in May/June 2023.

- *Neighborhood forum covered: aerial roll map showing the investments studied in the Draft SEIS, the environmental process, financial plan, and upcoming opportunities for engagement.*

What is the plan for future business engagement? What are the opportunities to weigh in on program investments?

- ▶ We are still early in the process so many decisions are ahead of us, including details around potential park and rides and transit stations.
 - *Input to date has helped shape elements of the program investments such as transit alignment.*
- ▶ The program will continue to engage with businesses in multiple ways as work progresses.
- ▶ Direct engagement leading up to and during the Draft SEIS public comment period to prepare for participation.
 - *Freight leadership and business organizations.*
 - *Proactive outreach to potentially impacted business and property owners, including opportunities to engage.*
- ▶ Decisions regarding program investments will not be made until after the completion of the Draft SEIS.

What is the right-of-way process to let businesses and developers know about the impact to their properties?

- ▶ The program will do everything feasible to avoid and reduce impacts associated with investments.
- ▶ No final decisions have been made about what will be built. The design process is currently at about 10%.
 - *The Draft SEIS will analyze potential benefits and impacts, but will not identify decisions on specific property impacts or proposed mitigations.*
 - *Several steps remain before discussions around specific property impacts begin.*
- ▶ Property owners will be contacted well in advance of any construction activity if it is determined their property may be impacted.
 - *No discussions will take place until the program publishes its final environmental documentation and receives a federal Record of Decisions (ROD), which is anticipated to come in late 2024 or early 2025.*

Has the program considered potential diversion?

- ▶ Tolls may result in some travelers choosing to change their trips, including modifying the time of day, location, or route.
 - *The largest reduction in cross-river trips is seen in optional trips rather than commuters.*
 - *The I-205 Glenn Jackson Bridge is already at capacity during peak periods.*
 - *75%-85% of travelers enter and/or exit I-5 within the five-mile program area, which demonstrates travelers' desire to remain on I-5.*
- ▶ I-5 will remain open during construction, with the replacement bridge being constructed to the west of the existing bridge.
- ▶ The IBR program will work closely with ODOT's toll program which is planning to implement tolls on I-205 and I-5 outside the program area.

Differences between Project Labor Agreement and Community Workforce Agreement

	What	Who	Why	How	When
Project Labor Agreement (PLA)	A type of collective bargaining agreement unique to the construction industry. Multiple PLAs would be needed for IBR.	Agreed between labor/construction contractors and owner.	Labor harmony and risk management	Formal legal negotiated agreement. Likely facilitated by a 3 rd party.	Multiple. First would be tied to river crossing RFP.
Community Workforce Agreement (CWA)	A type of PLA that includes community-oriented commitments. E.g., equitable workforce development, small business support.	Agreed between labor/construction contractors and owner.	Labor harmony and risk management. More equitable and community-oriented than a PLA.	Formal legal negotiated agreement. Likely facilitated by a 3 rd party negotiator.	Multiple. First would be tied to river crossing RFP.

Differences between Community Benefits Agreement and IBR Community Benefits Package

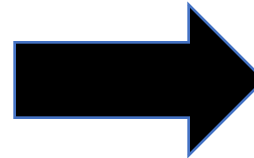
	What	Who	Why	How	When
Community Benefits Agreement Not being implemented on IBR	<p>Contract between employers, developers, contractors, project owners and community orgs (including but not limited to labor).</p> <p>Sometimes used interchangeably with CWA but often includes provisions around affordable housing or other community priorities not covered by a CWA.</p>	See “What” column	Ensuring community and local partner buy-in.	<p>Formal legal negotiated agreement.</p> <p>Likely facilitated by a 3rd party negotiator.</p>	N/A
IBR Community Benefits Efforts	<p>Community Benefits captured in:</p> <ul style="list-style-type: none"> • Contract specifications, • Environmental documents, • Program partner letters of agreement/intent, • RFP evaluation criteria, • Future Project Labor (PLA) and/or Community Workforce Agreements (CWA) 	DOTs, all program partners and contractors.	<p>Comprehensive and flexible.</p> <p>Accounts for complexity of multiple construction packages.</p>	Multiple (see “What” column)	<p>Multiple.</p> <p>Mid-2025.</p>

Community Benefits Examples

- Construction mitigations
- Development of public/community spaces (parks, trails, access points, etc.)
- Public art opportunities (bridge aesthetics)
- Community centers
- Support for affordable housing development

Possible Community Benefits Elements that Support PLA/DBEs/Workforce Examples

- Targeting hiring programs*
- Job training programs*
- Childcare assistance for workers
- Transportation subsidies for workers
- Mentorship programs*
- Childcare assistance for workers



Project Labor/Community Workforce Agreement (PLA/CWA) Examples

- Union recognition and employment
- Management's rights
- Working conditions & rules
- Disputes and grievances processes
- Wages and benefits
- Referral requirements
- Apprentices & Trainees (goals & requirements)
- Safety & protections
- Non-discrimination
- Compliance
- Helmets to Hardhats

Sometimes include:

- Targeting hiring
- DBE/SBE exemptions
- Mentorship/training
- Committees to promote workforce participation for women and underrepresented communities
- Establishment of Work and Economic Opportunity framework
- DEI training

*Elements that are sometimes included within PLAs/CWAs



Feedback and Discussion

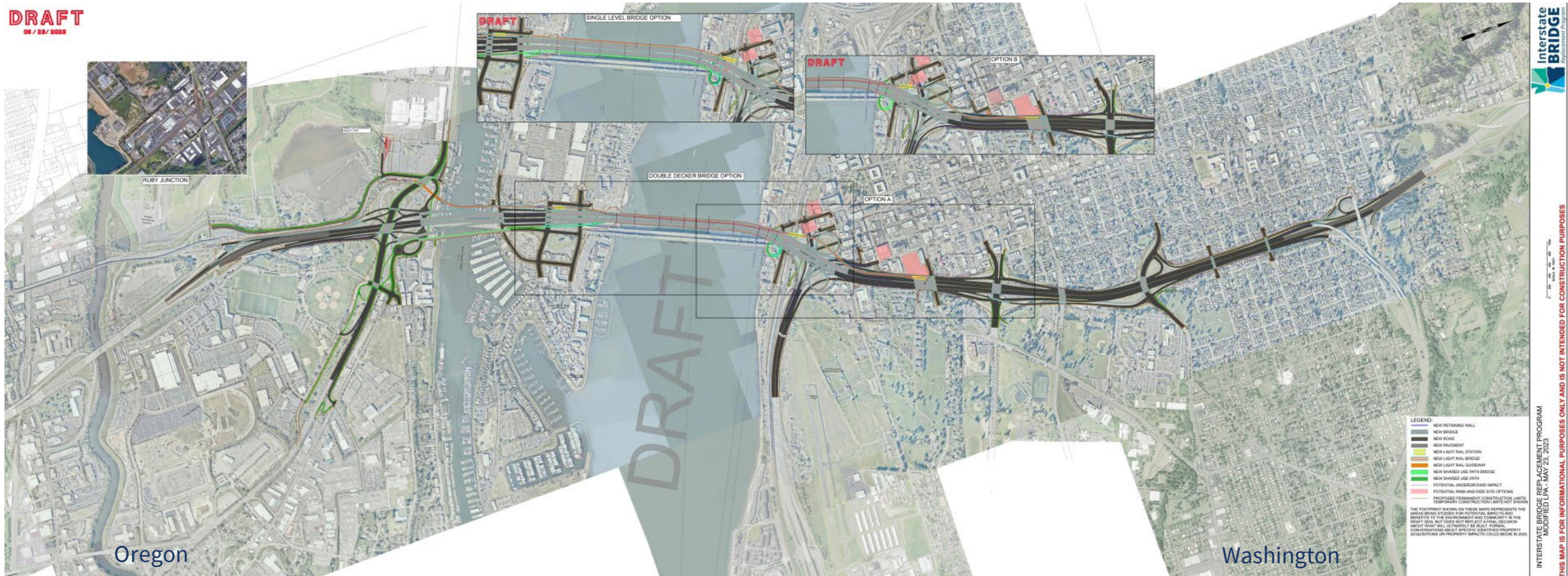
- ▶ What questions or feedback do you have?

Design Process

Shilpa Mallem, Design Manager

Program Area Map

- ▶ Investments shown represent the areas being studied for potential impacts and benefits, but do not reflect a final decision about what will be built



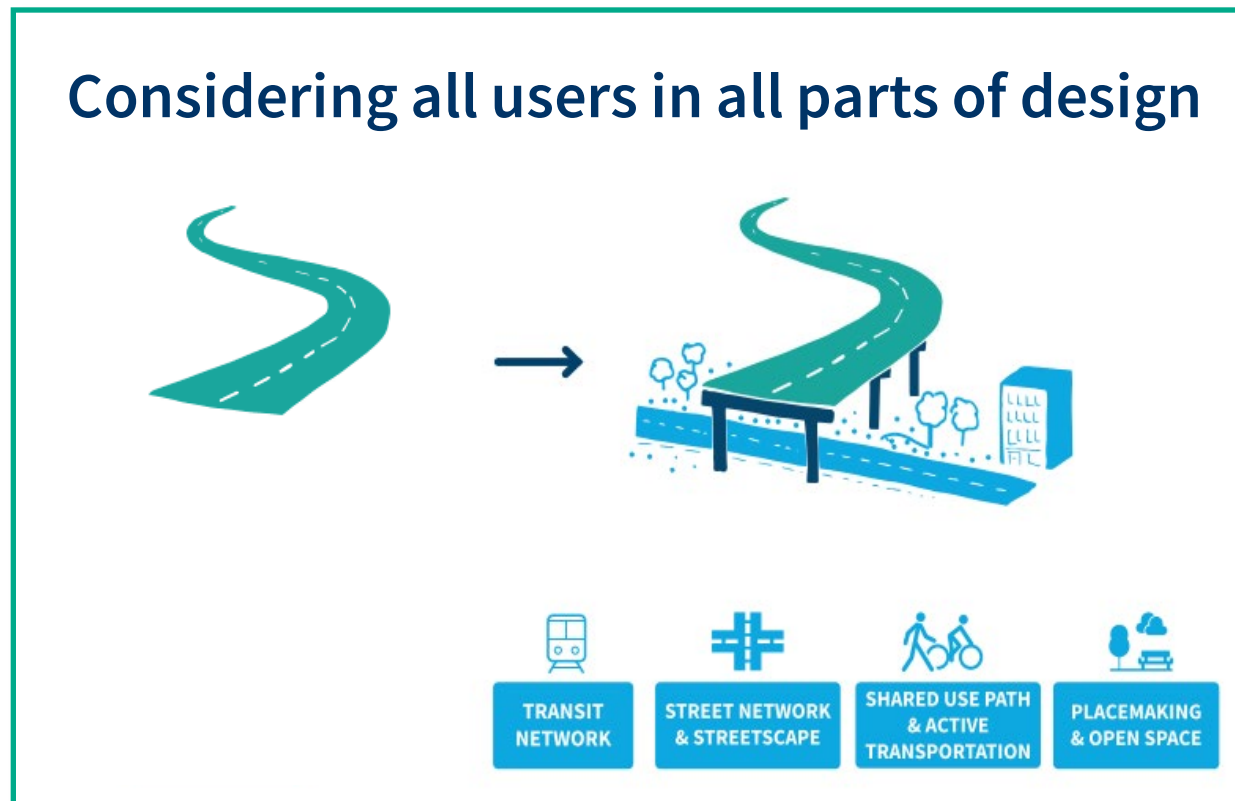
Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

Program Investment Videos

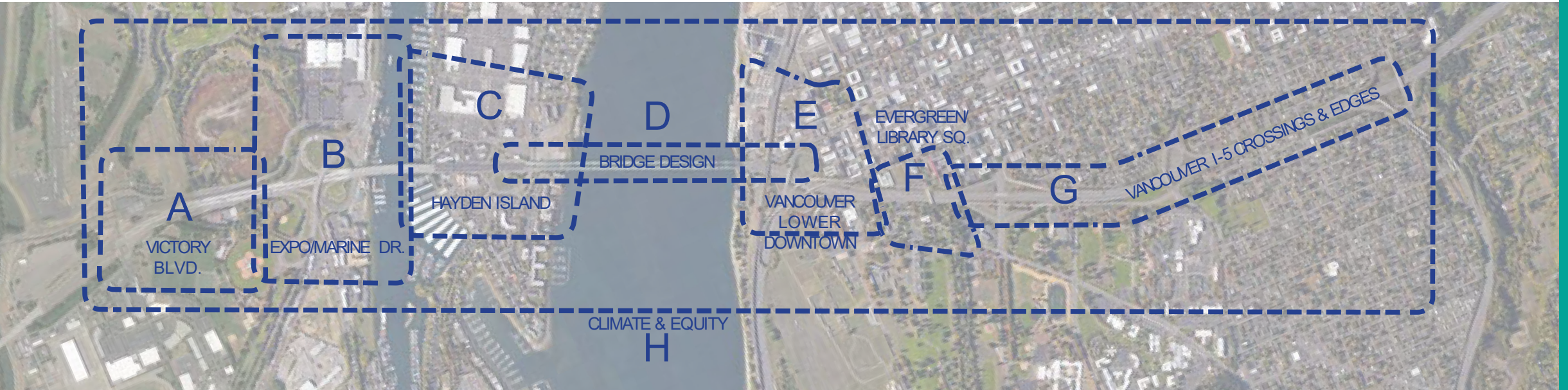
- ▶ The program is developing a series of videos to walk people through the investments being proposed.
- ▶ These videos are intended to help people understand how the proposed investments will change the way travelers use the transportation system compared to what exists today
 - [Oregon Existing Conditions & Proposed IBR Investments](#)
 - [Washington Existing Conditions & Proposed IBR Investments](#)
 - Additional videos are planned to cover active transportation and transit and will be available on the program's [YouTube](#) page

Design Discussions

- ▶ Ongoing conversations with advisory groups and the community to inform future design considerations
- ▶ The program is beginning early discussions about how each of the elements fit within community context as design work progresses.



Urban Design Focus Areas



- A** Victory Blvd
- Local Street Connectivity
 - Active Transportation

- B** Expo/Marine Dr:
- Station Area Planning
 - Local Street Connectivity
 - Active Transportation

- C** Hayden Island:
- Station Area Planning
 - Local Street Connectivity
 - Under-structure / Waterfront Activation
 - Landscape & Open Space

- D** Main River Crossing & NPH Bridge Design:
- Light Rail Transit Alignment
 - Shared Use Path Alignment
 - Shared Use Path Bridgehead Access

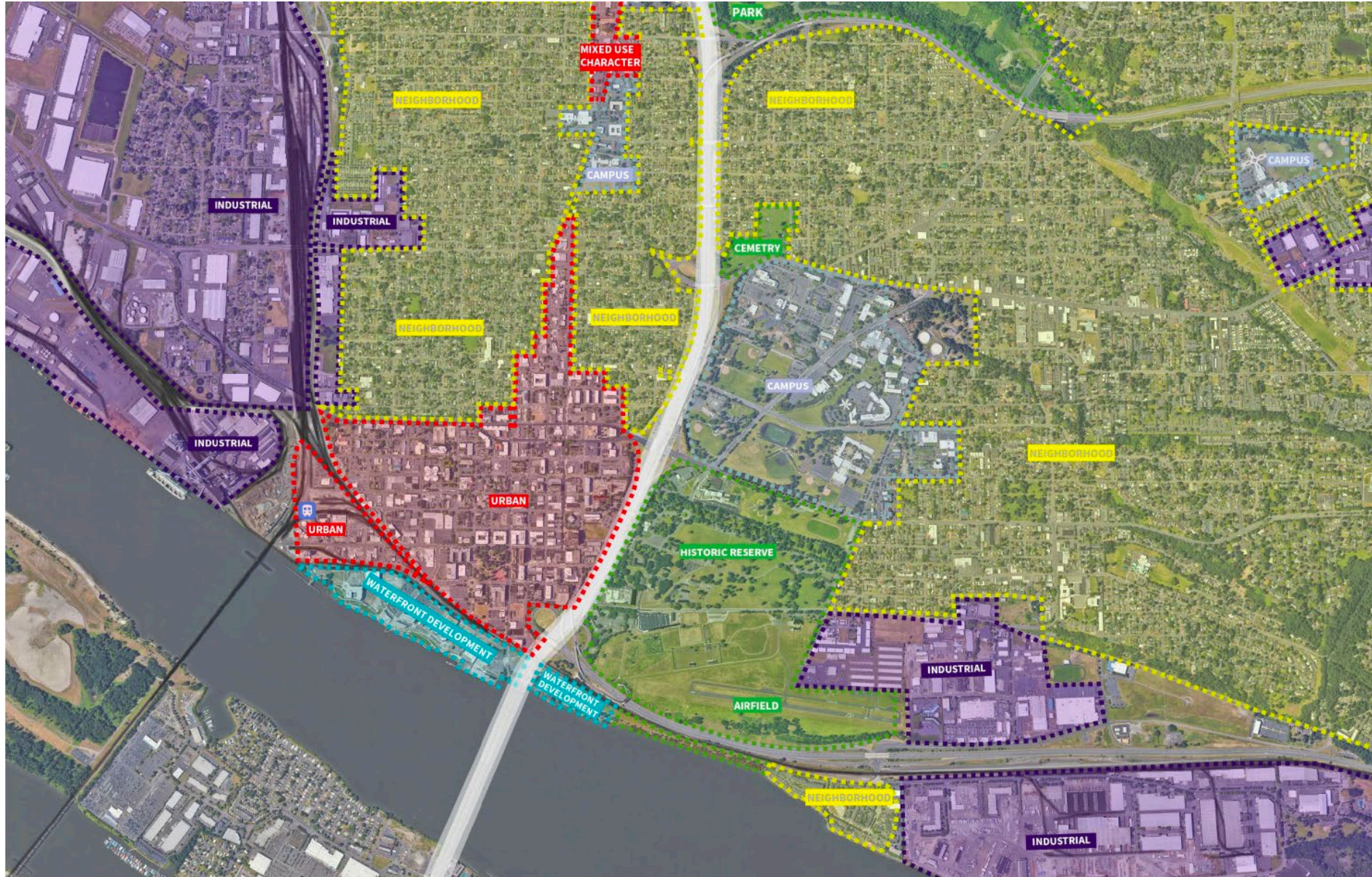
- E** Vancouver Waterfront/Downtown/Reserve:
- Station Area Planning
 - Local Street Connectivity
 - Under-structure / Waterfront Activation
 - Park & Ride Structure
 - Main Street Extension

- F** Evergreen/Library Sq:
- Station Area Planning
 - Local Street Connectivity
 - Community Connector
 - Park & Ride Strategy

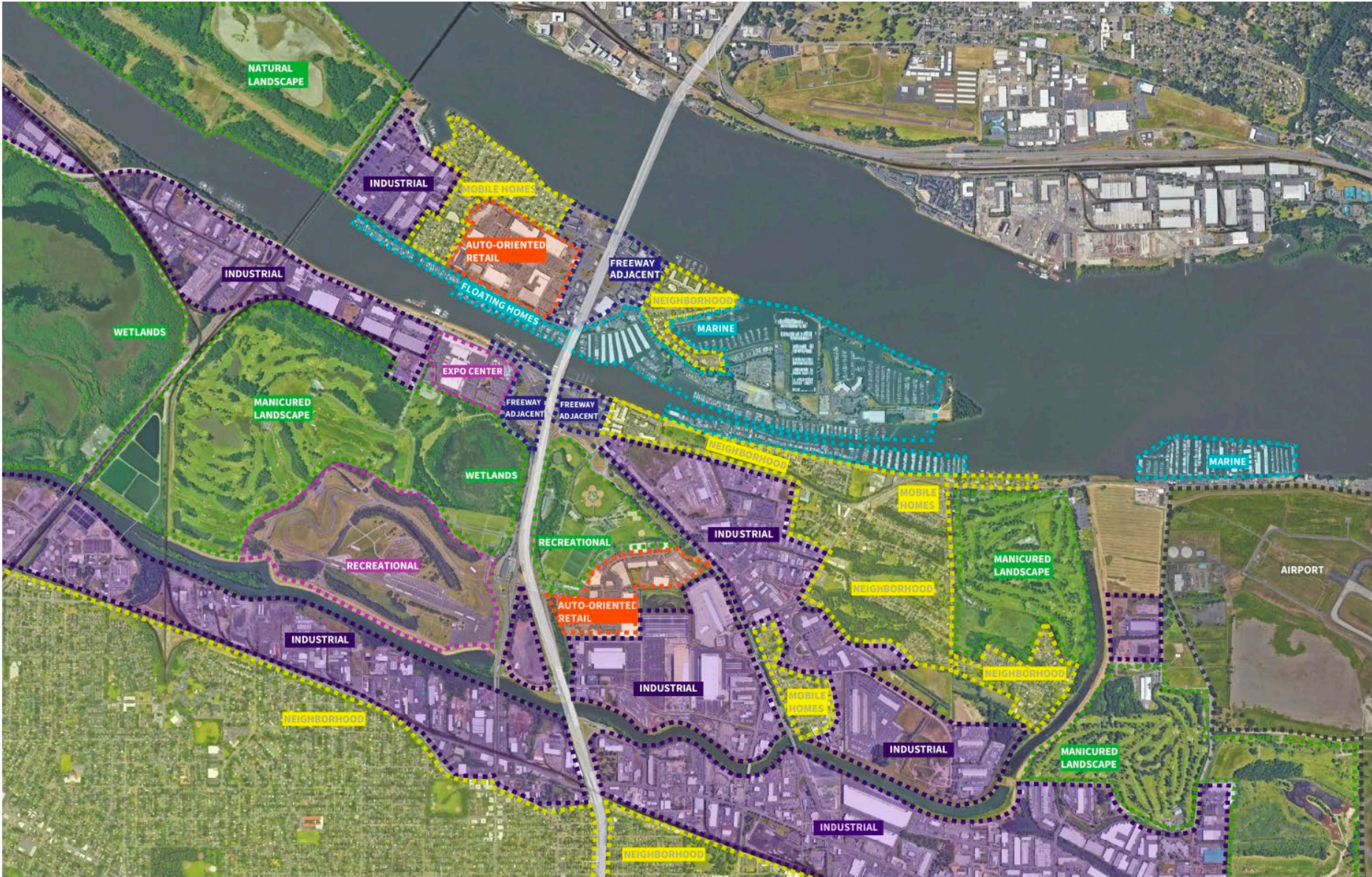
- G** Vancouver I-5 Crossings and Edges:
- Local Street Connectivity
 - Active Transportation

- H** Corridor-wide (added since CRC):
- Climate
 - Equity

Vancouver Character Map



North Portland Character Map




North Portland

The following ongoing analysis will guide the next stage of design at Expo Station:

MAINTENANCE FACILITY

 What is the best location within the Expo Center site for the maintenance facility?

STATION ACCESS INCLUDES:

 What combination of plazas, sidewalks, ramps serve the station?

PRIMARY PED/BIKE CONNECTIONS AT:




- Martin Luther King Jr Blvd
- Pier 99 Street

BUS TRANSFER AT:

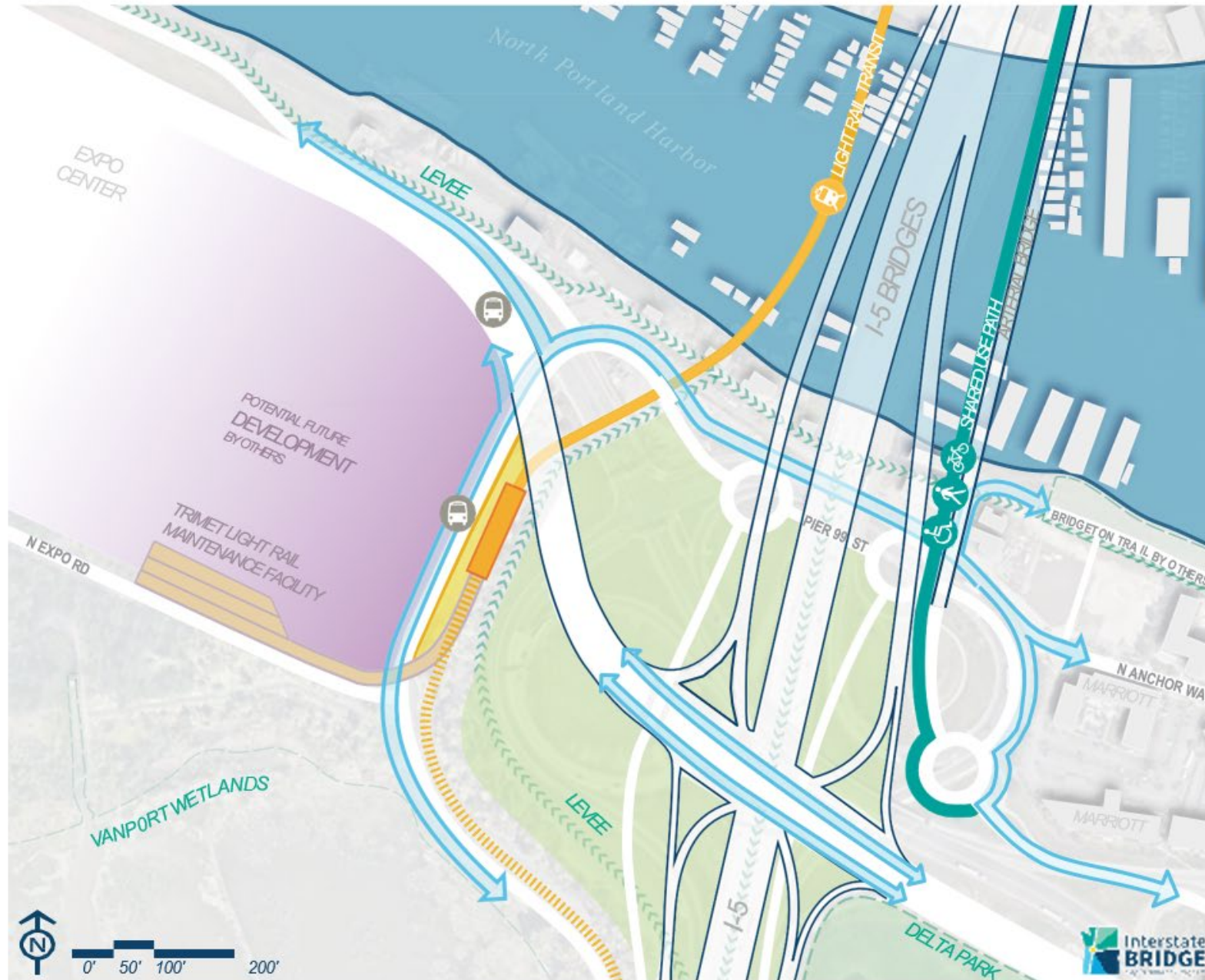


- Marine Drive and Expo Road

 Program to coordinate with levee reconstruction by others

Context:

-  Existing Expo Center Station
-  Existing Max Line
-  Future Development by others
-  Future Open Space by others
-  Existing Parks & Open Space
-  Highway Adjacent Landscape




Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made 5-16-2023


Hayden Island

The following ongoing analysis will guide the next stage of design on Hayden Island:


STATION LOCATION:

-  A) Tomahawk Island Drive or
- B) Hayden Island Drive or
- C) Somewhere in between


STATION ACCESS INCLUDES:

-  What combination of plazas, sidewalks, ramps, stairs, and elevators?

PRIMARY EAST/WEST PED/BIKE CONNECTIONS AT:

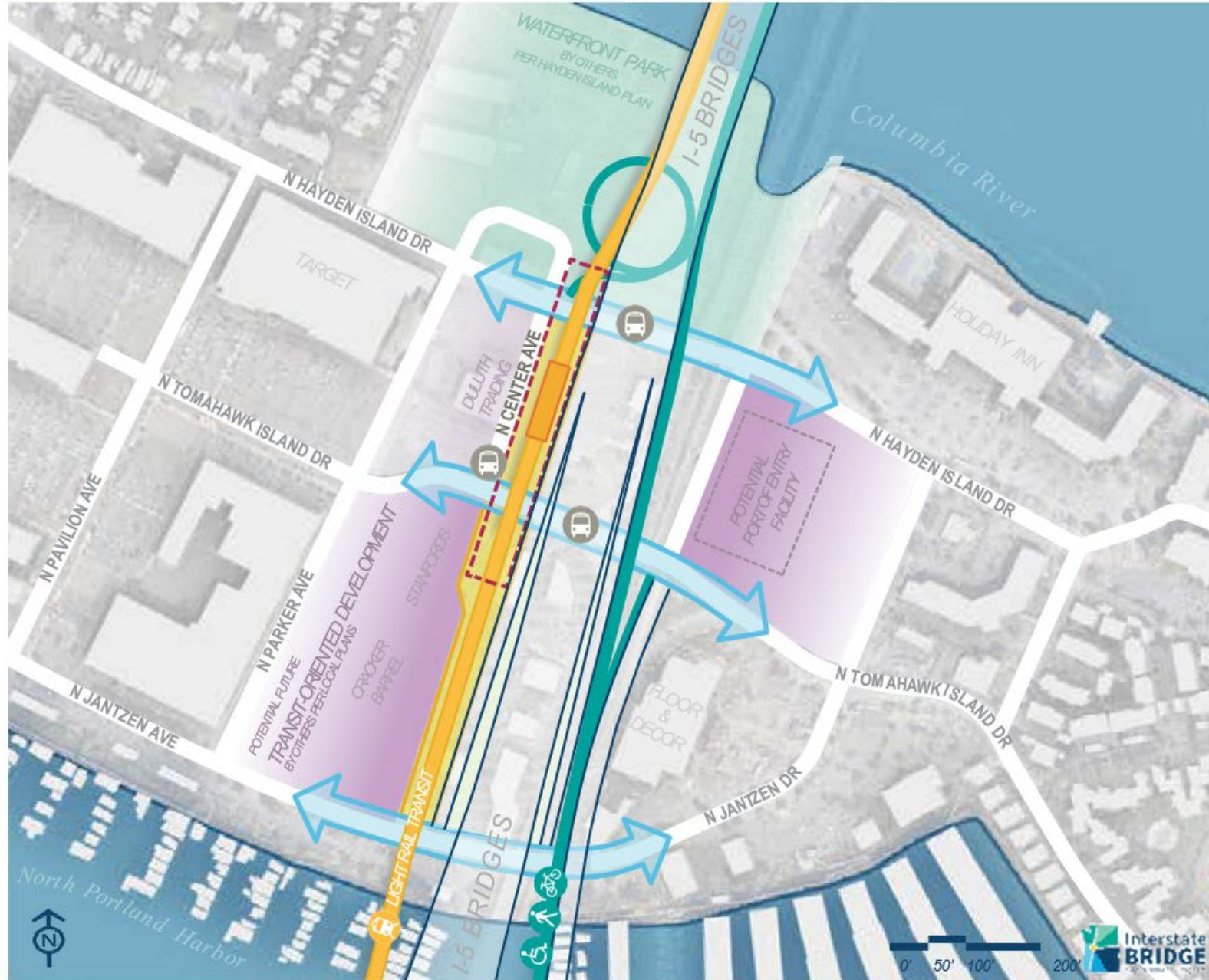
-  • Tomahawk Island Drive
- Hayden Island Drive
- Jantzen Avenue
- A combination of these

BUS TRANSFER AT:

-  A) Center Ave or
- B) Tomahawk Island Drive or
- C) Hayden Island Drive

Context:

-  Future Development by others
-  Future Open Space by others
-  Highway Adjacent Landscape



Visualization is intended as a high-level example for illustration purposes only and does not reflect property impacts or indicate that decisions on design options have been made


Vancouver Waterfront

The following ongoing analysis will guide the next stage of design at Vancouver Waterfront:

STATION LOCATION:

-  A) Center Platform or
-  B) Side Platform



STATION ACCESS INCLUDES:

-  What combination of plazas, sidewalks, ramps, stairs, and elevators?




PRIMARY EAST/WEST PED/BIKE CONNECTIONS AT:

- 
 - Phil Arnold Way
 - Between SR-14 and BSNF
 - WColumbia Way

BUS TRANSFER AT:

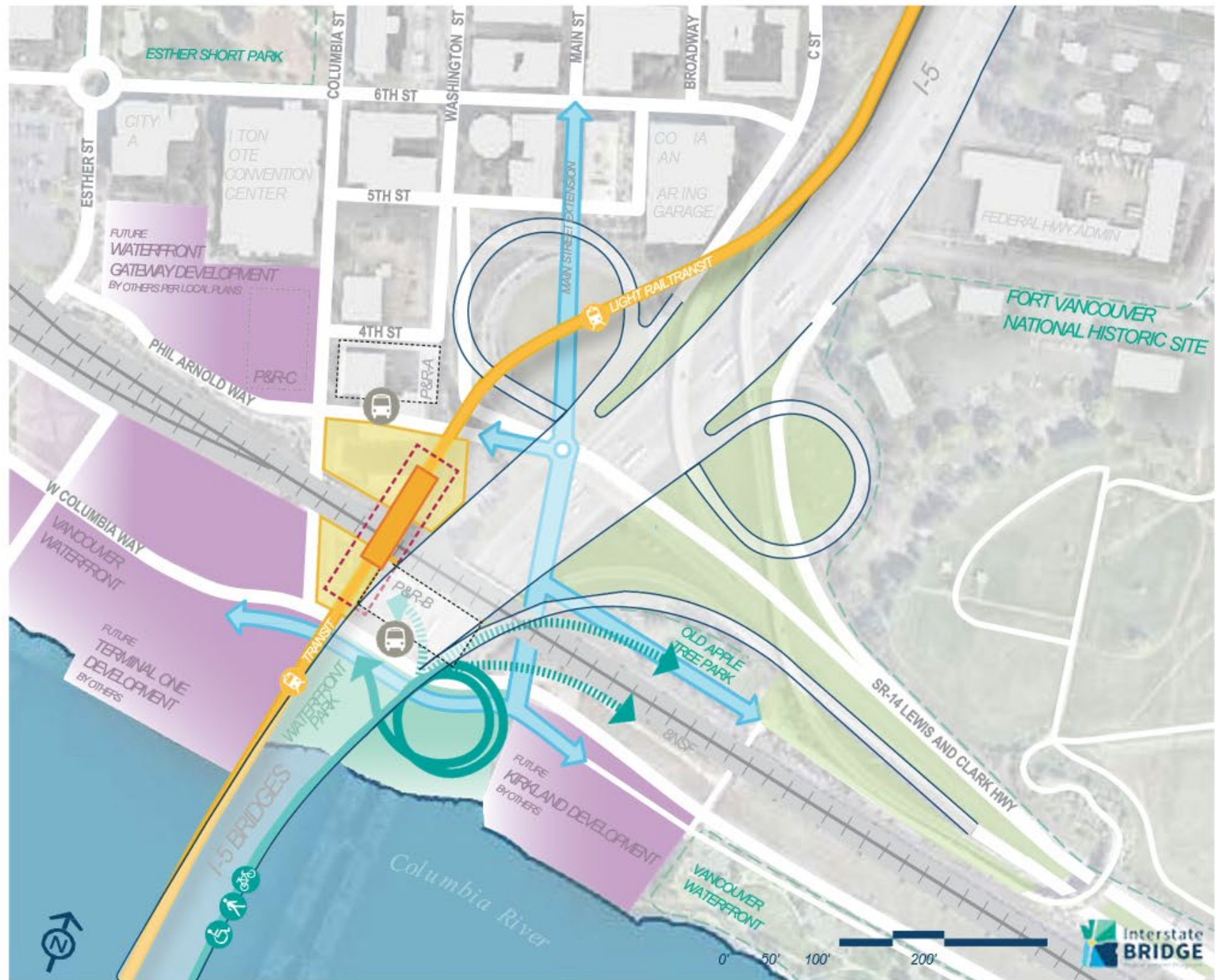
-  A) On or adjacent to street or
-  B) In park & ride structure

PARK AND RIDE LOCATION AT:

-  P&R-A) Phil Arnold Way & Columbia Way or
-  P&R-B) Under I5 along Columbia Way or
-  P&R-C) Integrated with Gateway Development

Context:

-  Future Development by others
-  Future Open Space by others
-  Existing Parks & Open Space
-  Highway Adjacent Landscape



Upcoming Work

- ▶ The program is still early in the design process and many details of the program's investments, including look and feel, have not been determined.
- ▶ The Draft SEIS will analyze the benefits and impacts of the proposed program investments.
 - The community will have an opportunity to review the analysis and provide input during the 60-day public comment period.
 - Refinements will be made to address feedback received.
- ▶ Discussions on elements such as bridge design, transit station design/access, bridge aesthetics and active transportation design will occur following publication of the Draft SEIS.



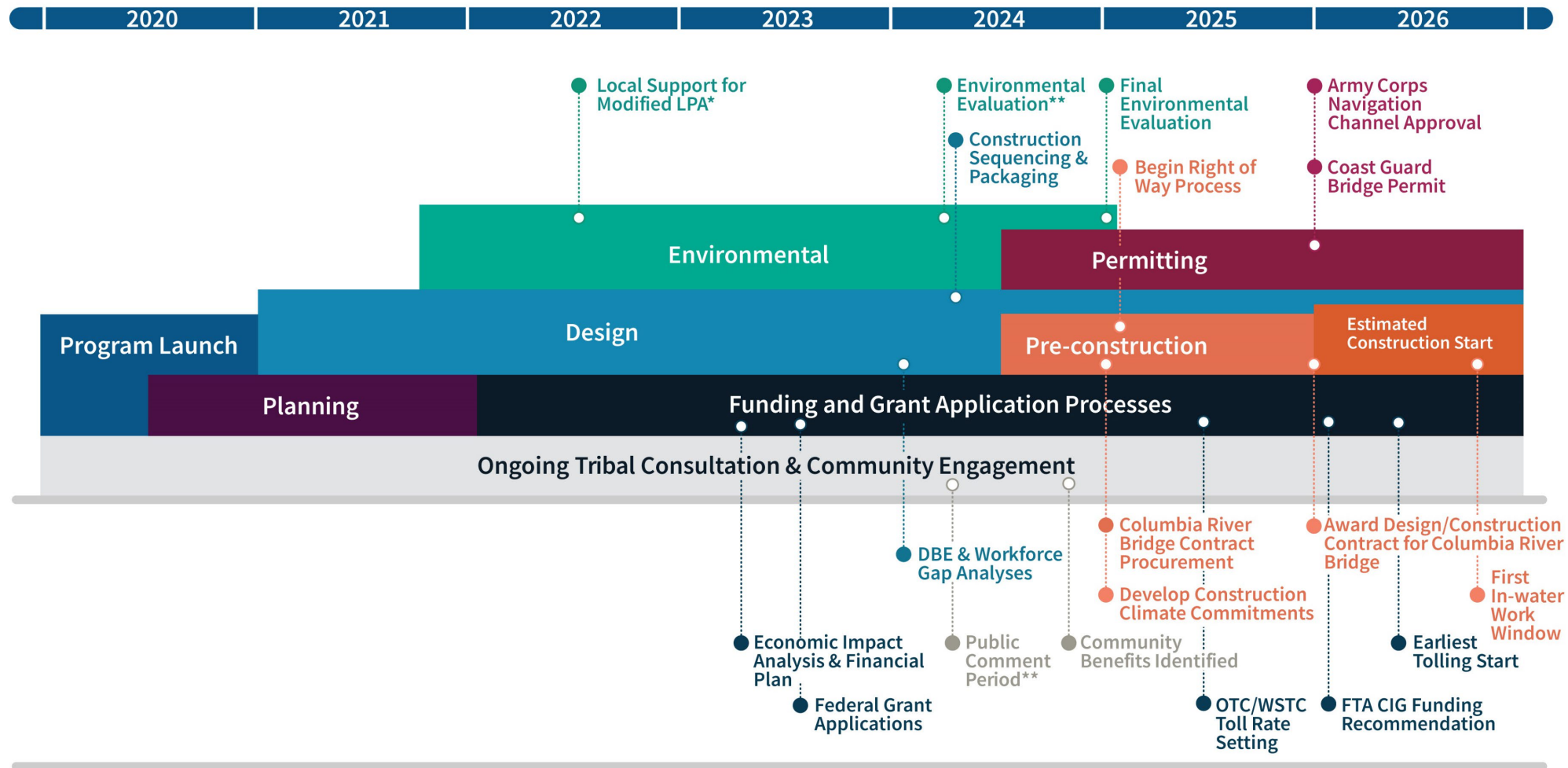
Feedback and Discussion

- ▶ What questions or feedback do you have?

Next Steps

Greg Johnson, Program Administrator

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.

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.
- ▶ Early next year, we anticipate providing preliminary information on packaging including sequencing, schedule, delivery methods and number and value of contracts.

IBR Workforce Opportunities

- ▶ **ODOT and WSDOT are committed to supporting labor needs 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 councils, workforce and contracting organizations as details of construction contracts are developed.
- ▶ **We have partnered 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 contracting work, discover resources for technical support and network with other DBEs and potential prime contractors.

Future Work

- ▶ **Complete BIP application and continue project development work to address requirements of FTA CIG process**
- ▶ **Draft SEIS: Spring 2024**
 - Ongoing engagement to support Draft SEIS and 60-day public comment period
 - Tribal consultation
 - Following public comment, refinements to design will be made to address feedback, 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: Late 2024 / Early 2025**
- ▶ **Begin construction: Late 2025 / Early 2026**



Feedback and Discussion

- ▶ What questions or feedback do you have?
- ▶ Are there other ongoing priorities you have feedback on?

Public Comment



For more information contact:

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Thank you!

www.interstatebridge.org